



# SYH CLASSIC REGATTA 2017

## SAILING INSTRUCTIONS



### 1 SCHEDULE OF RACES

Circumstances permitting, there will be two races on Saturday 17<sup>th</sup> June and one on Sunday 18<sup>th</sup> June. The fleet will be divided into three starts, 10 minutes apart (for details see below).

**Race 1 Saturday 17<sup>th</sup>. June** Start at Beacon Hill buoy in Harwich Harbour at 10:40 Class S. 10:50 Class H. 11:00 Class C and finish where required by the course definition

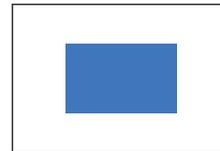
**Race 2 Saturday 17<sup>th</sup>. June** Start at or near the first finish of the first race, as soon as practicable (but with its first start not less than 10 minutes after the last boat's finish in race 1) and finish at Beacon Hill race mark. Again at 10 minute intervals Class S Class H Class C

**Race 3 Sunday 18<sup>th</sup>. June** Start and finish at Beacon Hill buoy in Harwich Harbour at 10:40 Class S 10:50 Class H 11:00 Class C.

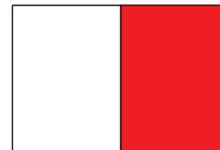
### 2 DIVISION OF FLEET

Three starts in each race, 10 minutes apart, as follows: –

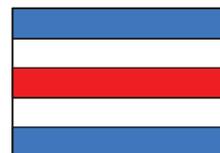
**Start 1 (class flag “S”)** Stella class



**Start 2 (class flag “H”)** Handicap Factors **below 0.860**



**Start 3 (class flag “C”)** Handicap Factors of **0.860 and above**



Class Pennants – shall be flown continuously while racing, in a visible position at the stern clear above any obscuring gear or rigging. If unavailable, any other distinctive coloured flag or streamer (not red) may be used provided it is approved by the Race Committee before the warning signal for the race in question.

Ensigns - Any boat wearing an ensign after her Preparatory signal will be deemed not to be racing or to have retired

- 3. RULES** - Races will be sailed under the *Racing Rules of Sailing 2017-2020* (RRS), together with the RYA prescriptions, the Notice of Races, the Entry Forms and these Sailing Instructions, in the order stated. In case of conflict a later shall prevail, solely to the extent of the conflict.



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### 4. ADDITIONAL RESPONSIBILITIES

The Bylaws of the *Harwich Haven Authority* (HHA) and the *Port of Ipswich* apply, as do the *International Regulations for Preventing Collisions at Sea* as between competitors and any vessel not racing. Any boat found to have infringed these bylaws or regulations may be subject to Protest Committee action under RRS 69.1 (*Gross Misconduct*).

Competitors should be aware that a boat sailing a converging course with a large or unwieldy commercial vessel may be held to have impeded its safe passage by approaching within its restricted visibility zone, even without having encroached within the deep water channel.

No boat shall navigate within the limits of the Deep Water Channel to seaward of the Guard buoy, as defined by straight lines joining consecutive marks that are indicated in current Admiralty Charts or designated by Harwich Haven Authority Notices to Mariners as marks of that channel, including the Landguard buoy. For the purposes of the RRS such marks and lines are to be regarded as a Continuing Obstruction. Any boat which, so encroaches into the Deep Water Channel shall retire immediately unless she claims that she was compelled to do so by the wrongful action of another competitor in which case she shall protest.

Any boat disabled or out of control in the Deep Water Channel shall promptly advise **Harwich VTS** on VHF channel 71 of her situation.

Any boat which while racing suffers damage or gets into difficulties but does not require assistance shall advise **Thames Coastguard** of her situation by normal VHF procedure or by telephone (01255 675518), to avoid unnecessary emergency action should she be reported in difficulties by a third party. She shall then if possible advise the Race Committee of her situation by the means set out in SI 12 (*Communications*).

Any competing boat that touches a non-competing moored or anchored boat shall retire immediately unless she claims that she was wrongly compelled to do so by another competitor in which case she shall protest.

5. **HANDICAPS** - See *Notice of Race* section 7.

6. **SAFETY EQUIPMENT** - Safety Equipment shall be as stipulated in the *Notice of Race* section 6.

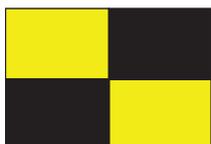
7. **CREW LIMITATIONS** - No crew limitations will apply. However attention is drawn to the requirement to carry sufficient safety equipment for each crew member.

8. **INSURANCE** - Each boat shall carry adequate and suitable insurance with third party liability cover of at least £3,000,000.

9. **NOTICES TO COMPETITORS** - Will be posted on the harbour room notice board.

### 10. CHANGES TO SAILING INSTRUCTIONS

Changes to the Notice of Races or Sailing Instructions will when practicable be posted at least 12 hours before the start of the first race affected, and copies will be displayed as above at least up to the start of that race. No other notification will be given.



Where a change is issued late (i.e. within 12 hours of the first race affected) IC flag *Lima* will be displayed prior to the start of that race, and competitors should come to the Race Office or pass within hail of the Committee Boat (as applicable) in order to be notified. When *Lima* is displayed with a numeral pennant, this denotes the serial number of the latest amendment, and competitors already in possession of that and all previous amendments may ignore the signal.



## SYH CLASSIC REGATTA 2017 SAILING INSTRUCTIONS



- 11. SIGNALS MADE ASHORE** - will be displayed at HPYC LV87 (The lightship)
- 12. COMMUNICATIONS** - Competitors are required to carry a functional marine VHF radio, and to monitor VHF channel 77 at all times when racing, and in any case at least from 45 minutes before to 10 minutes after their start. They are advised to monitor this channel as far as practicable at all times while racing. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the race office or committee boat using VHF channel 77 or telephone 07518 027795. But it is requested that only emergency communication take place during the starting and finishing sequence.

**13. COURSES** –

To define the course, a display board on the Committee boat will show each mark in turn plus the location of the finishing line, using the two-letter abbreviations set out in the *Table of Abbreviations* (attached), and indicating the side to which each mark is to be left. All marks (except the finish) are to be taken as Rounding Marks.

The course may also be broadcast by VHF if circumstances permit. Any such broadcast will be preceded by a warning of at least one minute, not more than 30 minutes before the first start. Repeat broadcasts to all competitors may be made on request by any boat if and when convenient but not during any starting sequence. Failure or inability to broadcast, or failure of reception by any or all boats, shall not be grounds for redress.

**14. THE START**

- a. Checking In** - Competitors are required to identify themselves to the Race Officer and indicate their intention to race, and must hail the committee with the total number of persons on board while racing and obtain an acknowledgement, at latest before their Preparatory (5 minute) signal. This information may be passed by hailing, or by the means set out in section 12 (Communications), but avoiding radio traffic during a start sequence. Boats approaching the committee boat shall keep clear of other boats that are racing or approaching the start line.

Any boat failing to provide this information and obtain an acknowledgement will not rank as a starter, and will be scored DNS for the race in question.

**b. Starting System**

Races will be started using RRS 26, with the following addition:

An attention signal will be made by displaying the orange flag with one sound at least five minutes before the warning signal for the first class to start.

Boats in subsequent starts should keep clear of the start line between the warning (5 minutes) and start signals for earlier starts.

- c. Recalls** - Individual or General recalls will be signalled according to RRS 29.1 or 29.2 respectively.
- e. Inner Limit Marks** - An inner limit mark MAY be laid. No competing boat shall pass between such mark and the Committee Boat at any time before or during its start. The zone on the prohibited side of the inner limit mark is not an obstruction for the purposes of RRS 18, 19 & 20 when approaching the line to start or when starting.

A ball or other mark extending on a staff from a Committee Boat, or a dinghy or other floating object secured alongside, shall be regarded as a part of the starting mark and not as a “temporary or accidental attachment” for the purposes of RRS 18, 19 & 20. This affects the definition “Mark” in RRS.



## SYH CLASSIC REGATTA 2017 SAILING INSTRUCTIONS



### 15 START LINES

A committee boat will be used and the start line is defined by an orange flag displayed on the Committee Boat, extending across the harbour to the Beacon Hill race mark. The Beacon Hill Race mark is located in Harwich Harbour about 300 meters north of the Dovercourt breakwater on the west side of the Harbour.

#### a. Relocation of Start Line

If weather conditions or other circumstances so require, an alternative start line may be used, and may be defined by a Committee Boat adjacent to any other mark (whether or not listed in the course definition), or another boat flying a similar orange flag to the main committee boat. The start at the alternative line will be so timed as to allow competing boats reasonable time to reach it from the original starting area.

Any such change will if possible be individually notified to all competitors in advance, or will be communicated by a signal or notice displayed under IC flag Lima in the vicinity of the original start line before and at least up to the original start time. If circumstances permit, the location and time of the intended start will be broadcast at intervals on VHF channel 77, but inability or failure to do so shall not be grounds for redress.

### 15. THE FINISH

a. **Finish Line** – Unless stated otherwise or except as indicated below, the Finish Line is the same as the Start Line.

#### b. Shortened Courses

The race committee may shorten the course for any reason at any mark of the course or at the Cliff Foot or Landguard buoy. This changes Rule 32. The meaning of IC flag *Sierra* in RRS Race Signals is changed to “*Finish between the nearby mark and the blue flag displayed on the committee boat*”

If circumstances permit, the intention to shorten course and location of the finish may be announced on VHF channel 77, but inability or failure to do so shall not be grounds for redress.



#### c. Non-finishers (mandatory Safety Requirement)

Boats withdrawing from a race without finishing or not intending to compete in a following race the same day shall make every reasonable effort to advise the Race Officer before they would otherwise expect to have finished, and in any event must do so as soon as possible, by hailing or by the means set out in section 12 (Communications) above, but as far as possible avoiding radio traffic during a start sequence or a busy finish. Any boat significantly delayed while racing but not requiring assistance should report her situation and estimated finishing time to the Race Officer by the means indicated in section 12

COMPETITORS SHOULD BE AWARE THAT ANY BOAT NOT ACCOUNTED FOR AT THE END OF EACH DAY'S RACING WILL BE REPORTED TO THAMES COASTGUARD AS OVERDUE.

d. **After Finishing** - Boats having finished shall not wait or manoeuvre in the finish line area so as to impede or inconvenience boats still racing, or hamper the operations of the race committee.

e. **Timing**- Where time limits are prescribed for a race, they shall be defined and have effect as follows (RRS 35 is changed accordingly) -

- If the committee boat is not on station, when the finishing line is reached. When the finishing mark bears 90 degrees to the rhumbline from the preceding mark, and within 1 cable on the correct side.
- In this event competitors shall take their own finishing times and report them to the Race Officer by VHF or by telephone if available, or to the OOD 07518 027795 as soon as possible and not later than 2 hours after the finish of the race, together with the names of the yachts finishing immediately ahead and astern of them, if visible. Times must be corrected to BST, using a radio or telephone time signal or the time indicated by the GPS system.



## SYH CLASSIC REGATTA 2017 SAILING INSTRUCTIONS



### 16. TIME LIMITS

The following time limits shall apply (*RRS 35 is changed accordingly*) -

- *Race Time Limit* – If no boat finishes a race within 4 hours after the start of the race, it shall be abandoned.
- *Individual Time Limit* – Any boat finishing more than 1 hour after the first finisher in her class shall be scored DNF.

The Race Officer has the power to abandon a race if no boat has finished and circumstances are such that a fair result is unlikely to be achievable (RRS 32.1(e)) The Race Officer shall have power to re-sail an abandoned race the same day, if time and circumstances permit

### 17. PROTESTS

#### a. Signalling and notification

Intention to protest shall be properly signalled and notified in accordance with rule 61.1, and shall be drawn to the attention of the race committee immediately after finishing. Protests shall be in writing and delivered to the race office or committee boat within two hours after the time of the last boat's finish of the last race of the day.

Protest forms are sometimes available from the race committee, but any written document containing the required information is acceptable..

#### b. Hearings.

Protests will be heard on the day of the race in question, at a time and place appointed by the race committee and notified to the parties at least 30 minutes beforehand (unless earlier by mutual agreement).

**17. Scoring** – Races will be scored using the “Low Point” system set out in RRS appendix A4.1, save that a boat that is disqualified (DSQ, DNE, BFD or DGM) shall be scored points for the finishing place three more than the number of boats entered in the Regatta. This changes RRS Appendix A4.2 accordingly. Ties will be broken in accordance with Appendix A7 and A8.



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### APPENDIX 'A'

### TABLE OF ABBREVIATIONS

<i>Abbr.</i>	<i>Name of Mark</i>	<i>Location</i>	<i>Abbr.</i>	<i>Name of Mark</i>	<i>Location</i>
<b>AA</b>	Armada Racing Mark	<i>Sea</i>	<b>O3</b>	Orwell Number 3 Buoy	<i>R. Orwell</i>
<b>BH</b>	Beacon Hill Buoy	<i>Harbour</i>	<b>O4</b>	Orwell Number 4 Buoy	<i>R. Orwell</i>
<b>BY</b>	Bay Buoy	<i>R. Orwell</i>	<b>OL</b>	Orwell Buoy	<i>R. Orwell</i>
<b>CG</b>	College Buoy	<i>R. Orwell</i>	<b>OR</b>	Outer Ridge Buoy	<i>Sea</i>
<b>CL</b>	Cork Ledge Racing Mark	<i>Sea</i>	<b>PE</b>	Pye End Buoy	<i>Sea</i>
<b>CR</b>	Collimer Buoy	<i>R. Orwell</i>	<b>PH</b>	Pennyhole	<i>Sea</i>
<b>FX</b>	Fox's Racing Mark	<i>Sea</i>	<b>PS</b>	Pepys Buoy	<i>R. Orwell</i>
<b>FY</b>	Fagbury Buoy	<i>R. Orwell</i>	<b>S1</b>	Stour Number 1 Buoy	<i>R. Stour</i>
<b>GD</b>	Guard Buoy	<i>Harbour</i>	<b>SB</b>	Stone Banks Buoy	<i>Sea</i>
<b>HS</b>	Harwich Shelf	<i>Harbour</i>	<b>SH</b>	Shotley Horse	<i>Harbour</i>
<b>LD</b>	Landguard Buoy	<i>Sea</i>	<b>SN</b>	Stratton Buoy	<i>R. Orwell</i>
<b>MA</b>	Medusa Buoy	<i>Sea</i>	<b>SS</b>	Shotley Spit Buoy	<i>Harbour</i>
<b>O1</b>	Orwell Number 1 Buoy	<i>R. Orwell</i>	<b>TY</b>	Trimley Buoy	<i>R. Orwell</i>
<b>O2</b>	Orwell Number 2 Buoy	<i>R. Orwell</i>	<b>X</b>	Orange Inflatable	<i>Various</i>
			<b>YC</b>	HPYC Line	<i>Levington</i>

### B 8 SEASONAL MARKS

The seasonal racing marks maintained by the Harwich Harbour Authority are in the following approximate positions. They may vary from year to year. Attention to a current chart or to the HHA Notices to Mariners is recommended.

<b>AA</b>	<b>Armada Racing Mark</b>	<b>51° 52.83' N, 01° 22.19' E</b>
<b>CL</b>	<b>Cork Ledge Racing Mark</b>	<b>51° 54.50' N, 01° 23.40' E</b>
<b>FX</b>	<b>Fox's Racing Mark</b>	<b>51° 54.00' N, 01° 21.00' E</b>
<b>PH</b>	<b>Pennyhole</b>	<b>51° 53.55' N, 01° 18.00' E</b>