



SYH CLASSIC REGATTA 2022

SAILING INSTRUCTIONS



1. SCHEDULE OF RACES

Circumstances permitting, there will be two races on Saturday 11th June and one on Sunday 12th June. The fleet will be divided into three starts, 10 minutes apart (for details see below)

Race 1 Saturday 11th June Start at Beacon Hill buoy in Harwich Harbour at:

- 10:40 Class H
- 10:50 Class S
- 11:00 Class C

and finish where required by the course definition

Race 2 Saturday 11th June Start at or near the 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 between Class H, Class S and Class C

Race 3 Sunday 12th June Start and finish at Beacon Hill buoy in Harwich Harbour at:

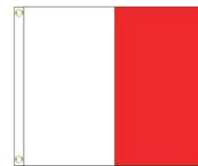
- 10:40 Class H
- 10:50 Class S
- 11:00 Class C

For the Friday informal race please see the supplementary sailing instructions

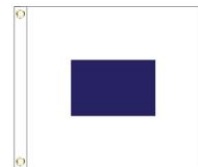
2. DIVISION OF FLEET

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

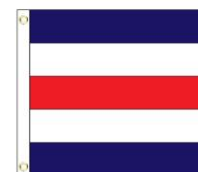
Start 1 Handicap Factors below 0.860 (Class flag H)



Start 2 Stella Class (Class flag S)



Start 3 Handicap Factors of 0.860 and above (Class flag C)



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.



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3. RULES

Races will be sailed under the *Racing Rules of Sailing 2021-2024* (RRS), together with the RYA prescriptions, the Notices 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

4. ADDITIONAL RESPONSIBILITIES

The byelaws 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 byelaws or regulations may be subject to Protest Committee action under RSS 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 the current Admiralty Charts or designated by HHA Notices to Mariners as marks of that channel, including the Landguard Buoy. For the purposes of the RSS 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 Ch.71 of her situation.

Any boat which while racing suffers damage or gets into difficulties but does not require assistance shall advise Dover Coastguard of her situation by normal VHF procedure or by telephone (01304 210008) 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 Sailing Instruction 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 shall 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. NOTICE TO COMPETITORS

Will be posted on the Harbour Room notice board.



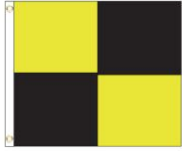
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10. CHANGES TO SAILING INSTRUCTIONS

Changes of 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.

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 Ch.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 time when racing. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the Race Office or Committee Boat using VHF Ch.77 or telephone 07518 027 795. It is requested that only emergency communications take place during the starting and finishing sequences.

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 abbreviation 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 thirty 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.



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14. THE START

14.1. CHECKING IN

Competitors are required to identify themselves to the Race Officer and indicate their intention to race, and must hail the Committee Boat with the total number of persons on board while racing and obtain acknowledgement, at latest before their preparatory (5 minute) signal. This information may be passed by hailing, or by means set out in Sailing Instruction 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

14.2. STARTING SYSTEM

Races will be started using RSS 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 race to start.

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

14.3. RECALLS

Individual or General recalls will be signalled according to RSS 29.1 or 29.2 respectively

14.4. 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 purpose of RSS 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, 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 RSS 18, 19 & 20. This affects the definition "Mark" in RSS.

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 Beacon Hill race mark. The Beacon Hill race mark is located in Harwich Harbour about 300 metres north of Dovercourt breakwater on the west side of the harbour.

15.1. RELOCATION OF THE START

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 Committee Boat. The start at the alternative line will be so timed 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 start will be broadcast at intervals on VHF Ch.77 but inability or failure to do so will not be grounds for redress.



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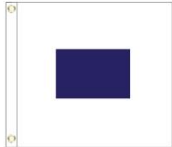
16. THE FINISH

16.1. FINISH LINE

Unless stated otherwise or except as indicated below, the Finish Line is the same as the Start Line but flying a blue flag

16.2. 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 RSS 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 line may be announced on VHF Ch.77 but inability or failure to do so will not be grounds for redress.

16.3. 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 means set out in Sailing Instruction 12 (*Communications*), but as far as possible avoiding radio traffic during starting and finishing sequences. 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 Sailing Instruction 12 (*Communications*)

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.

16.4. AFTER FINISHING

Boats having finished shall not wait on manoeuvre in the vicinity of the finish line so as to impede or inconvenience boats still racing, or hamper the operations of the Race Committee.

16.5. TIMING

Where time limits are prescribed for a race they shall be defined and have effect as follows (RSS 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 027 795 as soon as possible and not later than two 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.

17. TIME LIMITS

The following time limits shall apply (RSS 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 (RSS 32.1(e)). The Race Officer shall have power to re-sail an abandoned race the same day if time and circumstances permit.



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18. PROTESTS

18.1. SIGNALLING AND NOTIFICATION

Intention to protest shall be properly signalled and notified in accordance with Rule 6.1 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 for the Race Committee, but any written document containing the required information is acceptable

18.2. 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)

19. SCORING

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

APPENDIX A

TABLE OF ABBREVIATIONS

Abbr.	Name of mark	Location	Abbr.	Name of mark	Location
AA	Armada Racing Mark	Sea	O4	Orwell No.4 Buoy	R. Orwell
BH	Beacon Hill Buoy	Harbour	OL	Orwell Buoy	R. Orwell
BY	Bay Buoy	R. Orwell	OR	Outer Ridge Buoy	Sea
CG	College Buoy	R. Orwell	PE	Pye End Buoy	Sea
CL	Cork Ledge Racing Mark	Sea	PH	Pennyhole	Sea
CR	Collimer Buoy	R. Orwell	PS	Pepys Buoy	R. Orwell
FX	Fox's Racing Mark	Sea	S1	Stour No.1 Buoy	R. Stour
FY	Fagbury Buoy	R. Orwell	SB	Stone Banks Buoy	Sea
GD	Guard Buoy	Harbour	SH	Shotley Horse	Harbour
HS	Harwich Shelf	Harbour	SN	Stratton Buoy	R. Orwell
LD	Landguard Buoy	Sea	SS	Shotley Spit Buoy	Harbour
MA	Medusa Buoy	Sea	TY	Trimley Buoy	R. Orwell
O1	Orwell No.1 Buoy	R. Orwell	X	Orange Inflatable	Various
O2	Orwell No.2 Buoy	R. Orwell	YC	HPYC Line	Levington
O3	Orwell No.3 Buoy	R. Orwell			

B8

SEASONAL MARKS

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

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