

Medway Yacht Club CRUISER RACING 2022 SAILING INSTRUCTIONS

(for MYC Cruiser Class excluding the Keelboat Regatta, Name of the River Challenge and Wednesday Evening Racing)

1. Rules
 - a. Racing will be governed by The Racing Rules of Sailing.
 - b. The Prescriptions of the RYA will apply.
 - c. The following documentation shall apply;
 - i. The RYA Racing Charter.
 - ii. The Notice of Race including the Schedule (NOR).
 - iii. The Bye Laws and Directions of the Local Port Authority.
 - iv. The MYC Minimum Equipment List (MEL) 2022 and rating rules.
 - v. RRS Changes:
 1. RRS 29.1, individual recall.
 2. RRS 32, shortening course after the start.
 3. RRS 44.1, alternative penalty system.
 4. RRS 52, manual power.
2. Notices to Competitors.
 - a. Notices to competitors will be posted on the Sailing Committee official notice board, located in the entrance to the Club House.
3. Changes to Sailing Instructions
 - a. Any changes to these SIs will be posted on the Sailing Committee Official Notice Board no later than 2 hours prior to the start of the first race to which they apply.
 - b. Changes to the racing schedule will be posted before 1400hrs on the day before the race affected and may be uploaded to the MYC website in addition. The Sailing Committee Official Notice Board shall take precedence in the event of any discrepancy between posted documentation and on-line documentation. The Cruiser Class racing representative may email the change of racing schedule but failure to do so shall not be grounds for redress.
4. Signals Made Ashore
 - a. Signals made ashore will be displayed in the vicinity of the MYC Race Box ("Race Box") on the mound by the clubhouse.
 - b. When flag AP is displayed ashore, '1 minute' is replaced by 'not less than 30 minutes' in race signal AP.
5. Schedule of Races and Briefing
 - a. Races will be held at the dates and times published in the Cruiser Class NOR Schedule 2022. The racing schedule may also be available in the MYC Calendar and on the Cruiser Class pages available on the MYC website www.medwayyachtclub.com .
 - b. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
6. Class Flag
 - a. The class flags will be as follows:
 - i. Division 1 Numeral pennant 1
 - ii. Division 2 Numeral pennant 2
 - iii. White Sail Numeral pennant 3

- iv. If it is deemed necessary to form other classes the pennant number will be confirmed by the Race officer prior to the race.
 - v. Class flags shall be displayed from the backstay or equivalent rigging of boats while racing.
- 7. Racing Area
 - a. The River Medway and Thames Estuary.
- 8. The Courses
 - a. The courses to be sailed are listed by number in the Medway Cruiser Course Sheet 2022.
 - b. The number of the course to be sailed by each class will be displayed no later than the class warning signal.
 - c. Special courses will be indicated by displaying number "0" (zero).
 - d. The race committee may broadcast course and other race management information by VHF.
 - e. For Committee Boat Starts the race committee will broadcast on channel 72, using call sign "Offshore one". MYC Start Line course will use Channel 37.
 - f. No course permits passage through Hoo Creek, nor via Copperhouse Marshes and Bartlett Creek, unless expressly specified.
 - g. All courses where passage is made beyond Stangate Creek vessels shall pass Z2 and South Kent Buoys on the southern side of the Buoy.
- 9. Marks
 - a. Marks will be:
 - i. Navigation marks of the Peel Ports;
 - ii. Permanent yellow/orange horizontal cylinder marks being MYA 1, Autumn, MYC 4 and B.Ooze;
 - iii. Temporary marks for MYC 2 and MYC 3. MYC 2 shall be laid in the vicinity of the Royal Engineers Jetty. MYC 3 shall be a temporary inflatable buoy or a buoy displaying a pink or orange flag on a staff.
 - iv. Permanent yellow can mark, Blackstakes has been removed. Vessels must abide section 8.g and the exclusion zone around the gas terminal.
 - b. For the purposes of RRS 32.2 all marks will be considered to be rounding marks.
- 10. Obstructions
 - a. This event is held on a navigable river and large vessels have right of way. International regulations and local bylaws may also apply to ships or vessels using jetties, piers, berths, moorings etc.
 - b. If a vessel is being escorted, no boat shall sail between the guard boat displaying naval numeral "0" (zero) and the vessel it is escorting. Boats shall not obstruct the fairway. Any boat reported by an Official Vessel to have contravened this instruction or otherwise deemed to have caused an obstruction will be subject to protest and liable to be scored DNE.
 - c. The variable exclusion zones relating to the LNG Terminal and LNG Vessels referred to in clauses 13 and 14 of the General Directions for Navigation in the Medway Ports 2013 are deemed to be obstructions.
 - d. Boats shall not sail between Folly Beacon and Hoo Island; nor between Darnett Beacon and Darnett Ness; nor between the yellow sewer outfall buoy off Garrison Point and the Kent shore; nor cross Bishop Marsh which lies between Darnett Ness and Bishop Ness.

- e. Vessels on moorings or at anchor are deemed to be obstructions for the purposes of RRS. If a boat or its crew make contact with a moored or anchored boat she shall declare the contact when signing off at the end of the race and accept a 20% Scoring Penalty pursuant to RRS 44.3(c). If a boat caused injury or serious damage, her penalty shall be to retire. A boat deemed to have contravened this instruction will be subject to protest and liable to be scored DNE. A mooring or anchor line or chain or an object accidentally attached to a moored or anchored vessel is not part of it. If a boat intends to continue racing after a collision with a moored or anchored vessel, any reasonable means of propulsion including the use of an engine, may be used by a boat to get clear of a moored or anchored vessel, provided the use of the engine or other means of propulsion ceases as soon as the boat is clear and she does not gain a significant advantage in the race.
- f. Any reasonable means of propulsion including the use of an engine may be used by a boat to avoid making contact with a moored or anchored vessel, provided the use of the engine or other means of propulsion ceases as soon as the boat is clear and she does not gain a significant advantage in the race.
- g. Boats shall not sail over span lines on fore and aft moorings.

11. The Start

- a. For Club line starts, the start line will be a transit line running approximately north/south through the apex of two white triangles above the Race Box.
- b. For Club line starts the following light procedure may be followed. Failure of Advisory procedure shall not form a reason for redress: MYC Advisory Light Procedure
Signal Time Lights Visual Signal Warning 5 min 3 fixed lights Class flag displayed Preparatory 4 min 2 fixed lights Preparatory signal displayed One Minute 1 min 1 fixed light Preparatory signal removed Start 0 min No lights Class flag removed Individual Recall 1 flashing light X flag displayed.
- c. For club line starts flags may not be displayed and individual recalls may not be indicated.
- d. For committee boat starts, the starting line will be between a mast/staff displaying an orange flag on the race committee boat and a mast/staff displaying an orange flag on an outer distance vessel. An outer distance mark with a staff displaying an orange flag or the course side of a white or orange inflatable buoy may be substituted for the outer distance vessel. A named mark the details of which will be broadcast by the race committee by VHF at least 10 minutes before the warning signal of the first start affected may be substituted for the outer distance mark.
- e. At the race committee boat end of the start line the starting mark will be the race committee vessel together with any dinghy, RIB, buoy or other inflatable object.
- f. Boats not Racing (as defined by RRS) shall avoid the starting area during the starting sequence of other classes.
- g. In the event of an individual recall, the sail number of the boat or boats adjudged OCS may be transmitted by the race committee on VHF channel 72 or 37 at least one minute after the start. Failure to receive such a message shall not constitute grounds for redress. This changes RRS 29.1.

12. Change of the Next Leg of The Course

- a. Not Applicable

13. The Finish

- a. For Club line finishes, the finish line will be between Buoy 29 and Hoo Island. The line will be formed by the transit of the top mark on Buoy 29 and the northern end of the tidal baffle immediately to the West of Gillingham Marina Lock
- b. For committee boat finishes, the finishing line will be between a mast/staff displaying an orange flag on the race committee boat and the last mark of the course.
- c. For Club line finishes boats shall record their own finish times. It is preferable to use a timepiece that radio synchronises with the standard atomic clock. The time on a mobile phone for example.
- d. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee via email to: cruiser-racing@medwayyachtclub.com at the first reasonable opportunity.

14. Shortening Course

- a. The race committee may broadcast its intention to shorten course by VHF. In this event the absence of a visual or sound signal shall be disregarded. This changes RRS 32.
- b. When racing is conducted from the Club line, if common consent between competitors in a class to shorten course can be reached, an appointed representative of the Cruiser Class will broadcast by VHF the decision and the mark of the course at which the race will be shortened, and inform the race committee of the decision at the first reasonable opportunity. This changes RRS 32.
- c. The race committee may shorten course at navigation mark 30 if it is a mark of the course and if sailing conditions are such that in the view of the race committee sailing from navigation mark 30 to the finish line will not provide fair racing. This changes RRS 32. Shortening course pursuant to this Instruction shall not be grounds for redress.
- d. The race committee may shorten course by requesting yachts to sail to a mark (ref.10.0 Marks), if sailing conditions are such that in the view of the race committee, sailing the full race course will not provide fair racing. This changes RRS 32. Shortening course pursuant to this Instruction shall not be grounds for redress.
- e. If the race committee is absent when a boat finishes a shortened course, she shall pass within 20m of the relevant mark of the course and record and report her finishing time in the manner required by SI's 13.c and 13d.

15. Time Limits

- a. The time limit for all racing will be published in the NOR Schedule.

16. Declarations

- a. Subject to the prior completion and delivery of a Race Declaration Form and payment of the appropriate entry fee pursuant to paragraph 2.3 of the NOR; the boat's owner or the owner's representative shall signal the race committee of an intention to race by sailing around the stern of the committee boat, or by calling the Race Hut via VHF when racing off the club line.
- b. When racing is conducted from the Club line or following a shortened course announcement (see SI 14b & 14d):
 - i. The boat's owner or the owner's representative shall provide a Declaration of Finishing by email to the Cruiser Class Committee (cruiser-racing@medwayyachtclub.com) including the following information; YACHT NAME; SAIL NUMBER; FINISHING TIME. Any boat failing to declare within 24 hours of finishing shall be scored DNF.

- ii. If a boat has retired, her owner or her owner's representative shall provide a Declaration of Retirement by email to the Cruiser Class Committee (cruiser-racing@medwayyachtclub.com) including the following information; YACHT NAME; SAIL NUMBER; RETIRED. She shall also inform the race committee or the Officer of the Day (OOD) by any means possible at the earliest possible opportunity.

17. Protests and Requests for Redress

- a. Protest forms are available from the Race Box. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- b. The protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is the latter.
- c. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Protest hearings will be held in the MYC Library.
- d. Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- e. The RYA Exoneration Penalty, the RYA Advisory Hearing and RYA Arbitration provided for by the RYA Rules Disputes Process will be available.

18. Race Management

- a. The race management teams for the Spring and Summer Series will be formed on a rota basis from the crews of the boats entered.
- b. It is the responsibility of the skipper of the selected boat to provide the complete race management team for the designated race.
 - i. For a committee boat start this will be four people, at least one of whom must be qualified to drive the committee boat.
 - ii. For a club line start two people are sufficient.
- c. Should the boat providing the race management team not be able to sail they shall be awarded average points based on their results for the rest of the series.
- d. Should the selected boat not provide a race management team they will be awarded non-discardable points for disqualification for that race.

19. Scoring

- a. Low Point System of Appendix A shall apply to all series races, as detailed within the Notice of Race

20. Safety Regulations

- a. A boat that retires from a race shall notify the race committee by VHF as soon as possible.

21. Replacement of Crew or Equipment

- a. Boats wishing to use a sail that does not bear the boat's registration number, and which must not duplicate the number of another boat racing, must obtain prior approval from the race committee.

22. Equipment and Measurement Checks

- a. A boat or equipment may be inspected at any time, before or after a race, by a race committee member to ensure compliance with any relevant class rules, sailing instructions or MYC Minimum Equipment List.

23. Event Advertising

- a. Competitors may be asked to fly a sponsorship pennant during key events. If required, an Amendment to these Sailing Instructions will be issued.

24. Official Boats

- a. Official support boats will display Numeral '9', but a failure to display shall not constitute grounds for redress.
25. Manual Power
- a. Boats may use electrically or hydraulically powered winches to adjust standing and running rigging. This changes RRS 52.
26. Haul-Out Restrictions
- a. There are no haul-out restrictions
27. Prizes
- a. A list of prizes will be published in the NOR Schedule.
28. Risk Statement Rule 4 of the RRS states "The Responsibility for a boat's decision to participate in a race or continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;
 - b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - d. Weather conditions, as can practically be provided in the circumstances.
 - e. The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them from their own responsibilities;
 - f. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
 - g. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.
29. Insurance
- a. Each participating boat shall be insured with valid third-party liability insurance with a valid third-party liability insurance with a minimum cover of £2,500,000 per incident or the equivalent.