

Notes for Competitors

Welcome to the 2022 Regatta

These notes apply to the main regatta races and not to the Wednesday evening race. These notes are for information only and are not part of the Notice of Race or Sailing Instructions for the Regatta. Any changes to the NOR or SI will be made in writing and posted on the Official Notice Board.

WHERE TO FIND...

The Regatta Office is in the Medway Yacht Club Library and will be open at the following times:

Wednesday 1500 – 1900

Thursday 0730 – 0900 and 1600 – 1700

Friday 0830 – 0900 and 1600 – 1700

If race finishing is delayed, the Office will open for an hour after the racers return to the Club. If the Office is not open and you require information please ask at Galley or Bar for Catherine Gore

The Notice of Race, Notes for Competitors, Sailing Instructions and changes thereto, recent and relevant Notices to Mariners, race results and protest notices will be displayed on the Official Notice Boards in the entrance to the clubhouse.

Protest forms are available from the Regatta Office and should be returned to the Regatta Office or to Catherine Gore if the Office is closed.

CAR PARKING

Please park your car on the hard-standing between the Club and the Public Carpark. In particular, please do not park downstream of the MYC office or amongst the dinghies.

BERTHING AND MOORING

Free to visitors providing there is availability.

Once assigned a mooring or berth visitors are requested not to attempt to move elsewhere without first consulting the MYC Office or local marina as the case may be. On swinging moorings, please lash your helm to starboard.

TROT BOATS

The trot boat service will be available to put crew aboard boats on moorings. For boats with numerous crews, it would be helpful if a minimum crew could be put on board, and the rest of the crew collected from the club pontoon under the boat's own engine. One of the trot boats will be withdrawn from service to assist with starting races, so please be early on the pontoon. Similarly, after racing it would be helpful if bigger boats could drop their gear and some crew on the pontoon before picking up their mooring. Arrangements will be made for a ferry service between the club pontoon and Chatham Maritime Marina.

SAFETY AND EQUIPMENT

The responsibility for a boat's decision to participate in a race or continue racing is hers alone. Please make sure that you fully understand the Risk Statement in the NOR.

Minimum equipment lists are obtainable from MYC website. www.medwayyachtclub.com These lists represent the absolute minimum of equipment to be carried and will be rigorously enforced. The race committee may use their right to hail boats before and after racing to inspect safety equipment.

The decision whether or not to wear personal flotation devices or other safety gear is one for each boat's skipper and individual crew members. It is unlikely that the Committee Vessel will display ICF 'Y' (RRS 40.1) however, if it does, PFD must be worn to be visible to the race committee and to other competitors.

COMMERCIAL VESSELS

Competitors are reminded that they are sailing on a commercial river and that some vessels have right of way in the buoyed channel. Such vessels, when passing through the racing areas may be escorted by a patrol vessel displaying ICF 9 and Naval Numeral Zero.

No boat shall pass between the patrol vessel and the vessel being escorted. Any competitor who crosses a line drawn between the vessel and the escorting vessel or causes any perceived danger to the navigation of the vessel may be subject to protest by the Race Committee.

This is so important that it has its own Sailing Instruction. Peel Ports are entitled to prosecute any boat infringing this rule.

NAVIGATION OF VESSELS IN RELATION TO THE GRAIN LIQUIFIED NATURAL GAS TERMINAL

Bulk oil and gas carriers using the narrow shipping channels in the Thames and the Medway display Code Flag 'B' indicating they are carrying, loading or discharging dangerous goods.

The Bylaws of Peel Ports provide for:

- A Moving Prohibitive Zone of 1 mile ahead or ½ mile astern of such vessels when underway in the Medway approach channel;
- An exclusion zone of 100m from LNG vessels when on their berth (250m for vessels over 50m LOA) and,
- An exclusion zone of 150m from the cargo transfer arms at the LNG terminal to apply at all times.

MEDWAY HAZARDS AND OBSTRUCTIONS

Please be aware of the various charted hazards encountered in the River Medway in particular that the post off Folly Point marks a cannon which is exposed at low water on its seaward side. Risk of grounding when rounding this point. Some hazards are mentioned in the Sailing Instructions.

Notes for Competitors

CLASS FLAGS / SAIL NUMBERS

Please help the Race Committee by clearly displaying your class flag and making sure your sail numbers are legible. This is your responsibility. If there was misidentification of a boat with illegible sail numbers, that boat might not be eligible for redress, as there must be no fault on part of the boat claiming redress for such a request to succeed.

CLASSES

This year the cruiser class will be divided into 3 groups. Class one for IRC rated boats, Class two for those who want to race with the spinnaker and Class three for those who don't have a spinnaker and want to enjoy the scenery as they race. There will be one race on Friday for those who want to join in and have an excuse to get the boat off the mooring. The boat that completes the course first under the NHC scoring system will win the Medway Challenge Trophy

SCORING

The National Handicap for Cruisers (NHC) rating system will be applied to Cruiser Class 2 and 3.

If a Cruiser entrant has raced under the same ownership in the preceding 2020/21 season and entered at least one race of the Spring Series, Medway Regatta and Autumn Series events, the finishing adjusted NHC handicap from the last race of the last series, shall be used as a starting handicap for Race 1 of the 2022 Medway Regatta in conjunction with the entrants NHC Base Handicap.

Cruiser entrants under new ownership shall sail off the applicable NHC Base Handicap *or alternatively* the adjusted NHC handicap from the visiting yacht's home club, provided its last race was within the preceding 2020/21 seasons.

Cruiser classes 1 entrants need a valid 2022 IRC Rating Certificate.

COMMUNICATIONS

Communication between competitors and the race committee will be on 'VHF Ch 72, call sign 'Offshore 1'. Please use this channel only for essential race communication.

COURSE INSTRUCTIONS AND STARTING SEQUENCE

The course will be announced by radio on VHF Ch 72 by 'Offshore 1'. It may also be sent by text or WhatsApp to a mobile phone registered by each boat. Mobile phone numbers to be included on the entry form.

Mark names or numbers, as detailed in the List of Racing Marks will be used to announce the course.

Courses for the Windward/Leeward races will be handed out at registration and on the website. The course to be used and the number of laps will be displayed on the side of the Committee Boat.

Squib courses will be made up on the day and will be broadcast by VHF radio. Every effort will be made to hand out a written course to each competing boat.

Races will be started in accordance with RRS 26 using the 5-4-1-Go start sequence with classes starting at 5 minute intervals.

Courses will be set for the following classes but please listen to the radio carefully as some classes may have the same course.

The order of starting may also vary due to the type of racing each class is doing that day. Windward/leeward racing is likely to be the last to start.

SCHEDULE OF RACES

See Sailing Instructions and the Schedule of races. Also on the website www.medwayyachtclub.com

The Race committee has deliberately kept the race schedule vague to ensure that we get the best racing that the conditions allow on any particular day.

It will be the Race Committee's intention to start racing promptly at the advertised time. It is important to watch the signals (and listen to VHF 72) to check if your class flag is flying. Due to delays moving the start lines, or announcing courses, the actual times cannot be predicted accurately.

The second race of the day for any class will be started as soon as possible after the last boat of that class has finished the previous race.

GENERAL RECALL

If a general recall occurs, it will be announced by 'Offshore 1' on VHF Ch 72, in addition to the normal procedure. When boats are restarted it is possible that a starting penalty flag will be used.

FINISHING LINE

There may be more than one finishing line. If this is the case, look out for your class flag on the committee boat and ensure you finish at the correct line. The finishing line will be described when your course is broadcast.

PROTESTS

In order to assist the organisation of prompt protest hearings, please note your obligation to notify the Race Committee of your intention to protest or seek redress within the Protest Time Limit (RRS 61.3)

RYA protest forms will be available from the regatta office and their use is recommended.

AND FINALLY - Please feel free to ask the Race Committee for further help at any time. If it is inconvenient, you will be told (!) and you will be asked to call us again later.