



### Sailing Instructions

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#### 1. ORGANISING AUTHORITY

1.1 Medway Yacht Club

#### 2. RULES

2.1. The Regatta will be governed by:

- The Rules as defined in The Racing Rules of Sailing 2021-24 (RRS)
- These Sailing Instructions (SI's) and any amendments thereto.
- The Bylaws and Directives of Peel Ports MEDWAY and the London Port Authority
- Other rules and bylaws as detailed in the Notice of Race (NOR)
- The MYC Minimum Equipment List
- In the event of any conflict in these rules, those of the SI's shall prevail except over those of the Peel Ports and the London Port Authority.

2.2. Boats racing with an IRC rating shall comply with the IRC rules 2021 parts A, B & C.

2.3. RRS Changes: RRS 35: RRS 64.1 RRS 66: RRS A4 & A5: RRS Race Signals: see details below.

2.4. Dragon Class: IDA Rules 13.10 (Crew numbers) and 13.30 (crew weight) do not apply. Depth sounders are permitted. This changes IDA rule 12.20

2.5. The exoneration penalty, the advisory hearing and RYA Arbitration of the RYA Rules disputes procedures may be available.

#### 3. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice boards located in the entrance to the MYC clubhouse.

2.2 The race committee will use VHF Ch.72 to announce courses and for other communications with competitors.

2.3 Course details may be sent via text message to competitors who register a mobile phone number on the entry form.

#### 4. CHANGES TO SAILING INSTRUCTIONS

4.1. Changes to Sailing Instructions will be posted on the official notice board no later than 09.00 hrs on the day when they will take place and may be posted on the MYC website.

#### 5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed on the flag mast of the MYC starting box above the Regatta Office.

5.2. When flag 'AP' is displayed ashore '1 minute' is replaced with 'not less than 60 minutes' in the RRS race signal 'AP'. This changes RRS Race Signals.

#### 6. SCHEDULE OF RACES

6.1. The Schedule of Races – This will be announced by VHF channel 72 on the day. Boats should be within the vicinity of the committee boat to hear announcements and to watch the flag signals. The first warning signal will not be before 09.55.

6.2. The starting interval may be 5 minutes or 10 minutes apart.

6.3. Classes may be combined for starting purposes.

6.4. At the discretion of the race committee, the order in which classes start for second or subsequent races on any day may be changed.

6.5. No warning signal will be made on Monday 31st May after 12.25.

#### 7. CLASSES AND CLASS FLAGS

7.1. The Classes and Class Flags are shown in the Regatta Web Site.

7.2. For boats entering the River Challenge race the number 4 pennant must be flown.

7.3. Class flags for all classes except Dragon and Squibs shall be flown whilst racing from the backstay or nearest equivalent point.

#### 8. COURSES

8.1. Courses will be around fixed and inflatable marks chosen from those listed on the list of Racing Marks except for the River Challenge which may be around the Montgomery wreck depending on the weather.

8.2. The courses to be sailed will be announced on VHF Ch.72 prior to the warning signal for each class and may be texted to registered mobile phones.

8.3. Windward/Leeward courses will be announced on VHF Ch. 72. The course to be sailed and the number of laps will be displayed on the Committee boat as per the Windward – Leeward Course List, which shows the order in which marks are to be passed and the side on which each mark is to be left.

8.4. For windward/leeward races, boats shall not cross the start/finish line on a leg from Mark 1 to Mark 2 when sailing course A or on a leg from Mark 2 to Mark 3 when sailing course B.



#### 9. MARKS

- 9.1. The marks of the course will be Medway/Thames Estuary navigation buoys and permanent yellow horizontal barrels as listed in the Racing Marks document and temporarily laid inflatable buoys which if used will have their approximate position and description broadcast from the committee boat.
- 9.2. Marks for the windward/leeward races will be orange or white inflatable buoys.

#### 10. AREAS THAT ARE OBSTRUCTION

- 10.1. The Medway is a commercial navigable river and as such various international regulations and local bylaws apply to vessels using the marked fairway or jetties, piers, berths mooring etc.
- 10.2. At any time an official boat displaying Naval Numeral Zero and ICF Pennant Number Nine may escort such vessels through the racing area. No boat shall sail between the escort and the vessel being escorted. Any boat reported by an official boat as deemed to have caused a perceived obstruction, may be subject to protest by the race committee and liable to be scored DNE
- 10.3. Boats shall not sail on the shore side of Folly Beacon, Darnett Beacon, Bee Ness Jetty and its outlying dolphins or the North Cardinal marking the outfall to the north east of Garrison Point. Boats may not sail across Bishop Marsh which lies between Darnett Ness and Bishop Ness.
- 10.4. Attention is drawn to the exclusion zone around the LNG terminal on the North shore between Z1 and Victoria. As a rule of thumb you should stay to the south of a line between Z2 and South Kent Buoys. Failure to observe this exclusion zone can result in a heavy fine from the Port Authority. Please note that if a gas vessel is manoeuvring all vessels should stay well clear at all times.
- 10.5. Vessels on moorings or at anchor are deemed to be obstructions for the purpose of RRS. If a boat or its crew make contact with a moored or anchored vessel she shall declare the contact 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 the boat to get clear 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.
- 10.6. 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 boat provided that 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.
- 10.7. Boats shall not sail over span lines or fore and aft moorings.

#### 11. THE START

- 11.1 Races will be started in accordance with RRS 26.
- 11.2 Boats arriving in the starting area are to sail to the starboard side of committee vessel to acknowledge their intention to race.
- 11.3 The starting line will be between a mast or staff displaying an orange flag on a race committee vessel and an inflatable buoy.
- 11.4 At the race committee Vessel end of the start line the starting mark will be the race committee vessel together with any dinghy, RIB, buoy or other inflatable object attached to it.
- 11.5 When a buoy is laid near the race committee vessel approximately on the start line, it is a starting limit mark and shall be left on the same side as the nearby race committee vessel.
- 11.6 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

#### 12. THE FINISH

- 12.1 The finishing line will be between the last mark of the course and an orange flag on a mast or staff on a nearby Race Committee Vessel. For windward/leeward races see the relevant document

#### 13. TIME LIMITS

- 13.1 The time limit for boats will be as follows:  
On days when classes are scheduled for one race, the time limit for all boats will be 17.30 hrs. Any boat finishing after the time limit will be scored DNF.  
On days where classes are scheduled for 2 races, the time limit for the first race will be 60 minutes after the first boat finishes and 17.30 hrs for all boats for the second race. Any boat finishing after the time limit will be scored DNF.  
On days where classes are scheduled for 3 or 4 races, the time limit for the first 3 races will be 20 minutes after the first boat finishes, and 17.30 hrs for the last race of the day. Any boat finishing after the time limit will be scored DNF.

# Medway Yacht Club – Regatta 2021

28<sup>th</sup> May – 31<sup>st</sup> May 2021



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On Monday 31<sup>st</sup> May for all classes the time limit will be 14.00 hrs. Any boat finishing after the time limit will be scored DNF.

These time limits change RRS 35, A4 and A5



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### 14. DECLARATIONS

14.1 Declarations are required only for boats:

- Taking a penalty for making contact with a moored boat (see SI 10.4),
- Retiring (RET) or not finishing (DNF),
- Making One-Turn or Two-Turn penalties RRS 44.
- Declarations are to be made via VHF to the Committee Boat and acknowledging that they have received the message.

### 15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms are available from the Regatta Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time.
- 15.2 For each class, the protest time 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 later. This may be extended at the discretion of the Protest Committee.
- 15.3 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. Hearings will be held in the library (Regatta Office) at the time stated on the notice.
- 15.4 On the last day of the Regatta a request for re-opening a hearing shall be delivered within the protest time limit when the party requesting the re-opening was informed of the decision on the previous day and no later than 30 minutes after the party requesting re-opening was informed of the decision on the last day. This changes RRS 66.
- 15.5 The protest committee may award penalties other than disqualification. This changes RRS 64.2

### 16. OFFICIAL BOATS

- 16.1 Official boats will display ICF numeral 9.

### 17. RISK STATEMENT

- 17.1 Rule 4 of the Racing Rules of Sailing 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 whilst 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 have carried out a Covid-19 Risk Assessment for their boat and have implemented all recommended Covid-19 risk mitigation steps.
- (d) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (e) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (f) 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;
- (g) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances; and
- (h) For cruiser classes they are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- (i) It is their responsibility to familiarise themselves with any risk 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 at the venue.

### 19. INSURANCE

- 19.1 Each participating boat shall ensure that their boat is adequately insured against third party claims.
- 19.2 It is a condition of entry for each boat to have their boat adequately insured against any risk, including civil liability to third parties and to ensure that such insurance remains valid for the entirety of the event.