

MEDWAY YACHT CLUB

2024 AUTUMN SERIES

20, 27 October, 3, 10, 17 November

SAILING INSTRUCTIONS



1. RULES

- 1.1 The racing will be governed by The Racing Rules of Sailing.
- 1.2 The Prescriptions of the RYA will apply.
- 1.3 The following documentation shall apply:
 - i. The RYA Racing Charter
 - ii. The Notice of Race (NOR)
 - iii. The Bye Laws and Directives of the Local Port Authority
 - iv. The MYC Minimum Equipment List (MEL) 2023 and rating rules
- 1.4 The notation [DP] denotes that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.5 The notation [SP] denotes a rule which a standard penalty may be applied by the Race Committee without a hearing, or a discretionary penalty applied by the protest committee with a hearing. This changes RRS 63.1 and A5.1.
- 1.6 The notation [NP] in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the MYC Autumn Series 2024 WhatsApp Group (WhatsApp Group). Entrants will be added to this group upon entry. Additional phone numbers can then be added by request through the WhatsApp Group.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to Sailing Instructions will be posted on the WhatsApp Group.
- 3.2 Changes to the racing schedule will be posted on the WhatsApp Group before 14:00 on the day before the race affected.

4. SIGNALS MADE ON MYC PONTOON

- 4.1 The Committee Vessel (Call Sign "Offshore One") will be moored on the pontoon up to 0830. Signals will be displayed on the Committee Vessel. Failure to do so will not be cause for redress.

5. SCHEDULE OF RACES & CLASSES

- 5.1 Dates of racing: Sunday 20 October
Sunday 27 October
Sunday 3 November
Sunday 10 November
Sunday 17 November
- 5.2 The entries will be divided by the organising authority between classes denoted as Class 1, Class 2 etc. depending on the number of entries. The classes and boats in each class will be published on the Autumn Series website at least twenty-four hours before the first race in the series.
- 5.3 There will be one race per day for each of the classes. Class 1 warning signal will be at 09:55 and the warning system of subsequent classes will follow at 10 minutes intervals. No warning signal will be made after 11:55 each day.
- 5.4 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 FLAGS

Class 1 Numeral pennant 1
Class 2 Numeral pennant 2
Class 3 Numeral pennant 3 etc.

Class flags shall be displayed from the backstay or equivalent rigging of boats while racing.

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7. RACING AREA

The River Medway and Thames Estuary.

8. THE COURSES

- 8.1 The start will be a Committee Vessel line down-river from MYC.
- 8.2 The course to be sailed will be notified via the WhatsApp Group no later than the warning signal.
- 8.3 The race committee may broadcast the course and other race management information by VHF, on Channel 72.
- 8.4 No course permits passage through Hoo Creek, nor via Copperhouse Marshes and Bartlett Creek, unless expressly specified.
- 8.5 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

- 9.1 Navigation marks of the Peel Ports and permanent yellow/orange horizontal cylinder marks being MYA 1, Autumn, MYC 4 and B.Ooze.
- 9.2 See Appendix A for a list of marks which may be used.
- 9.3 Vessels must abide by SI 8.5 and the exclusion zone around the gas terminal.

10. OBSTRUCTIONS

- 10.1 This series is held on a navigable river and large vessels have right of way. International regulations and local bylaws shall apply to ships or vessels using jetties, piers, berths, moorings etc.
- 10.2 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.
- 10.3 Boats shall not sail between Folly Beacon and Hoo Island; nor between Darnet Beacon and Darnet Ness; nor between the yellow sewer outfall buoy off Garrison Point and the Kent shore; nor cross Bishop Marsh which lies between Darnet Ness and Bishop Ness.
- 10.4 Vessels on moorings or at anchor are deemed to be obstructions for the purposes of RRS. If a boat or its crew makes 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.
- 10.5 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.
- 10.6 Boats shall not sail over span lines on fore and aft moorings.

11. THE START

- 11.1 Races will be started using RRS 26.
- 11.2 The start will be a Committee Vessel start down-river from MYC.
- 11.3 The boat's owner or the owner's representative shall signal the race committee of an intention to race by giving the boat's name and number of people on board on the WhatsApp Group.
- 11.4 The starting line will be between a mast/staff displaying an orange flag on the race committee vessel and an outer distance mark which will be a named mark. The details will be broadcast by the race committee via the WhatsApp Group and may be by VHF channel 72 before the warning signal of the first start.
- 11.5 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.

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11.6 Boats not racing (as defined by RRS) shall avoid the starting area during the starting sequence of other classes.

11.7 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 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. THE FINISH

12.1 The finishing line will be between a mast/staff displaying a blue flag on the race Committee Vessel and the last mark of the course.

12.2 The race committee may broadcast its intention to shorten course by VHF channel 72. Additionally, it may be communicated via the WhatsApp Group. Failure to do both shall be no cause for redress. This changes RRS 32.

12.3 If boats are requested to self-finish at a mark, they should record the time that their bows cross an imaginary line from the centre of the mark at right angles to an imaginary line from the most recent turning point of the course to the mark. It can be either side of the mark unless a side is specifically stated. The boat name and this time should be communicated by the WhatsApp Group as soon as possible. The time should be recorded preferably by a screenshot.

12.4 Boat retirements must be communicated to the Race Officer via VHF Channel 72, verbally to the Committee Vessel (Offshore One) or via the WhatsApp Group at the earliest opportunity.

13. PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest forms are available at the Club House. Protests and requests for redress or reopening shall be delivered to the Race Officer within the appropriate time limit.

13.2 The protest time limit is 120 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.

13.3 Notices will be posted on the WhatsApp Group 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.

13.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

13.5 The RYA Exoneration Penalty, the RYA Advisory Hearing and RYA Arbitration provided for by the RYA Rules Disputes Process will be available.

14. SCORING

14.1 The Low Point System of Appendix A RRS 2021 - 2024 will be used, with minimum of three races to form a series. Discards shall come into play after five races, with the best four results to count.

14.2 Results will be calculated using RYA YTC Handicap system. For yachts racing with 2024 IRC rating a parallel set of results will be calculated.

15. REPLACEMENT OF CREW OR EQUIPMENT

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.

16. EQUIPMENT AND MEASUREMENT CHECKS

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 2023.

17. ADVERTISING

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

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18. MANUAL POWER

Boats may use electrically or hydraulically powered winches to adjust standing and running rigging. This changes RRS 52.

19. PRIZES

A list of prizes is in the NOR.

20. RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 20.1 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;
- 20.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 20.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 20.4 Their boat is in good order, equipped to sail in the event and they are fit to participate;
- 20.5 The provision of a race management team, patrol boats if any, and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- 20.6 They are responsible for ensuring that their boat is equipped and sufficiently seaworthy to be able to face extremes of weather; that there is a crew sufficient in 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.

21. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

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Appendix A MYC RACING MARKS

Designation	Name	Description	Approximate Position		Number in List
34		R. Can	51:23.14N	0:30.86E	1
32		R. Can	51:24.66N	0:32.15E	2
31		G. Conical	51:24.56N	0:33.05E	3
30A		R. Can	51:24.48N	0:33.00E	4
30		R. Can	51:24.08N	0:33.45E	5
29		G. Conical	51:24.00N	0:33.75E	6
28		R. Can	51:23.88N	0:34.08E	7
27		G. Conical	51:23.91N	0:34.71E	8
26		R. Can	51:23.84N	0:34.76E	9
25	Folly	G. Conical	51:24.09N	0:35.25E	10
24		R. Can	51:24.04N	0:35.37E	11
23	Darnet	G. Conical	51:24.60N	0:35.66E	12
MYA 1		Y. Barrel	51:24.66N	0:35.79E	13
22		R. Can	51:24.51N	0:36.09E	14
20		R. Can	51:24.52N	0:36.92E	15
19		G. Conical	51:24.63N	0:36.91E	16
Autumn		Y. Barrel	51:24.71N	0:36.91E	17
18		R. Can	51:24.48N	0:37.90E	18
17		G. Conical	51:24.60N	0:37.90E	19
MYC 4		Y. Barrel	51:24.76N	0:37.93E	20
16	Bishop	R. Can	51:24.71N	0:38.78E	21
B.Ooze		Y. Barrel	51:24.14N	0:38.79E	22
Otterham Fairway		R&W Pillar	51:23.78N	0:38.26E	23
15		G. Conical	51:24.75N	0:38.44E	24
W. Bulwark		R. Can	51:25.38N	0:39.10E	25
E. Bulwark		G. Conical	51:25.39N	0:39.25E	26
14		R. Can	51:25.43N	0:39.63E	27
13	Stoke	G. Conical	51:25.76N	0:39.84E	28
12		R. Can	51:25.76N	0:40.20E	29
Z2		N. Cardinal	51:25.65N	0:41.63E	30
Stangate Spit		E. Cardinal	51:25.41N	0:41.55E	31
South Kent		R. Can	51:25.98N	0:43.66E	32

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Designation	Name	Description	Approximate Position		Number in List
Queenborough Spit		BYB Pillar	51:25.82N	0:43.94E	33
Grain Hard		G. Conical	51:26.90N	0:44.18E	34
Grain Edge		G. Conical	51:27.63N	0:45.49E	35
11		G. Conical	51:27.51N	0:45.80E	36
Nore Swatch		R. Can	51:28.30N	0:45.50E	37
Mid Swatch		G. Conical	51:28.68N	0:44.18E	38
W Nore Sand		R. Can	51:29.48N	0:40.87E	39
Sea Reach 5 South		R Can	51:29.85N	0:41.43E	40
Sea Reach 4 South		R Can	51:29.50N	0:44.12E	41
W Shoebury		G. Conical	51:30.24N	0:45.74E	42
Sea Reach 3 South		R Can	51:29.22N	0:46.71E	43
Sea Reach 2 South		R Can	51:29.49N	0:49.73E	44
West Cant		R. Can	51:27.21N	0:45.50E	45
10A		Y. Can	51:27.57N	0:46.92E	46
8A		Y. Can	51:27.71N	0:47.70E	47
6A		Y. Can	51:27.88N	0:48.58E	48
4A		Y. Can	51:28.01N	0:49.42E	49
2A		Y. Can	51:28.23N	0:50.52E	50
Medway		R&W Pillar	51:28.83N	0:52.82E	51
Mid Cant		BY Beacon	51:26.85N	0:49.78E	52

Please note that the positions listed are approximate and should be checked against an up-to-date large-scale chart.
Misprints of positions or descriptions shall not be grounds for redress.

MYC SAILING COMMITTEE 2024