

MEDWAY YACHT CLUB - REGATTA

5th – 7th June 2026

SAILING INSTRUCTIONS



THE ORGANISING AUTHORITY IS MEDWAY YACHT CLUB

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule.

1. Rules

The Regatta will be governed by:

- 1.1 The Rules as set out in the Notice of Race for the MYC Medway Regatta 2026.
- 1.2 These Sailing Instructions (SI's) and other rules and bylaws as detailed in the Notice of Race (NOR).
- 1.3 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. This changes rule 63.7.
- 1.4 Boats racing with an IRC rating shall comply with the IRC rules 2022 parts A, B and C.
- 1.5 RRS Changes: RRS 35, RRS 64.1, RRS 66, RRS A4 & A5, RRS Race Signals - see details below.
- 1.6 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. Changes to the Sailing Instructions

- 2.1 Any changes to the Sailing Instructions will be posted before 08:30 on the day it will take effect, except that any change to the schedule of races will be posted by 18:30 on the day before it will take effect.

3. Communication with Competitors

- 3.1 Notices to competitors will be posted on the official notice board located in the entrance lobby of the Medway Yacht Club.
- 3.2 The Race Office will be situated in the Library at the Medway Yacht Club.
- 3.3 The VHF Call sign for the Race Committee (RC) will be "Offshore One".
- 3.4 On the water, VHF communication from the Race Committee will be available on channel 72 to announce courses and other information for competitors.
- 3.5 Course details may be sent via WhatsApp to competitors who register a mobile phone number or numbers on the entry form. Failure in transmitting or receiving VHF communications, messages, errors or delays will not be grounds for a request for redress. This changes RRS 61.4(b)(1).

4. Code of Conduct

- 4.1 [NP][DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. Signals Made Ashore

- 5.1 Signals made ashore will be displayed from MYC Race Hut mast.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals AP.

6. Schedule of Races

- 6.1 The schedule of the races is detailed in Section 8 of the NOR.
- 6.2 The Daily Schedule of Races will be announced by VHF channel 72 on the day. Boats should be within the vicinity of the committee vessel to hear announcements and to watch the flag signals.
- 6.3 The first warning signal will not be before 09:55.
- 6.4 The starting interval may be 5 minutes or 10 minutes apart.
- 6.5 Classes may be combined for starting purposes.
- 6.6 At the discretion of the race committee, the order in which classes start for second or subsequent races on any day may be changed.
- 6.7 No warning signal will be made after 14:00 on Saturday 6th June and 13:00 on Sunday 7th June.

7. Classes and Class Flags

7.1 The class flag for Class One is ICF No 1.

7.2 The class flag for Class Three White Sail (and the River Challenge on Sunday) is ICF No 3.

NB. Depending upon entries received for the series of races, the organising authority may adjust the class divisions and/or introduce a further class. Any such adjustments will be published to competing boats at least twenty-four hours before the first race in the series. This will be published on the MYC website.

7.3 The class flag for Dragons is ICF D.

7.4 The class flag for Sonatas is ICF F.

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

8. Racing Areas

8.1 Racing will be on the River Medway, the Approaches to the River Medway and adjacent Thames Estuary.

9. Courses

9.1 Courses will be around fixed and inflatable marks chosen from those listed on the list of Racing Marks detailed in Appendix 1.

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

9.3 Windward/Leeward courses will be announced on VHF Ch. 72.

9.4 The Windward/Leeward course is detailed in Appendix 2.

9.5 The number of laps will be displayed on the Committee vessel no later than the warning signal.

9.6 All 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.

9.7 All boats shall cross the start/finish line on a leg from Mark 2 to Mark 1 when sailing course A or on a leg from Mark 3 to Mark 1 when sailing course B.

10. Marks

10.1 The marks of the course will be Medway/Thames Estuary navigation buoys and permanent yellow buoys 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 vessel.

10.2 Marks for the windward/leeward races will be orange or white inflatable buoys.

11. Obstructions

11.1 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.

11.2 [DP, NP]. A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. All boats racing shall not sail between a ship/vessel and an accompanying guard vessel deployed by Race Management and displaying Naval Numeral Zero.

11.3 Peel Ports, ship captains and pilots have been encouraged to report any incident they observe.

11.4 The race committee or protest committee may protest a boat for breaking SI11.2 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2 and 60.3.

11.5 [DP] [NP] For safety reasons whilst racing, 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.

11.6 Attention is drawn to the exclusion zone around the LNG terminal on the North shore between Z1 and Victoria. When a vessel is moored at the terminal boats shall not be closer than 250m and when there is no vessel moored boats shall not be closer than 150m. It is advised that boats should stay to the south of a line between Z2 and South Kent Buoys unless rounding. Failure to observe this exclusion zone can result in a heavy fine from the Port Authority.

11.7 Please note that if a gas vessel is manoeuvring all vessels should stay well clear at all times.

- 11.8 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 as per RRS 44.3(c).
- 11.9 If a boat causes 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.
- 11.10 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.
- 11.11 Boats shall not sail over span lines or fore and aft moorings.

12. The Start

- 12.1 Races will be started in accordance with RRS 26.
- 12.2 To alert boats that a race or sequence of races will begin soon, the Orange flag will be displayed with one long sound signal at least five minutes before a warning signal is displayed.
- 12.3 Boats arriving in the starting area are to sail past the committee vessel to acknowledge their intention to race.
- 12.4 The pin end will be an orange inflatable buoy – no flag, no RIB.
- 12.5 Boats, marks or other items attached to the race committee vessel for the duration of the starting sequence are deemed to be part of the committee vessel and are not temporary attachments.
- 12.6 In addition to RRS 29.1, individual recalls may be broadcast on VHF but no sooner than 30 seconds after the start. Delay or failure to broadcast or receive a recalled sail number or the order in which boats are hailed shall not be grounds for redress. This changes RRS 61.4(b)(1).
- 12.7 For Club line starts, the start line will be a transit line running approximately north/south through the apexes of two white triangles mounted on poles positioned above and to the rear of the race box.
- 12.8 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.
- 12.9 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

13. Change of the Next Leg of the Course

- 13.1 For windward-leeward courses using laid marks, the next leg of the course may be changed by moving the original mark up to 0.25NM from its original position and such a change may not be signalled but may be communicated by VHF. This changes RRS 33. Alternatively, a replacement mark may be laid to change the next leg of the course and such a change will be signalled in accordance with RRS 33, with a description of the replacement mark transmitted via VHF. The original mark will be removed as soon as practicable.
- 13.2 When, in a subsequent change a new mark is replaced, it will be replaced by the original mark.

14. The Finish

- 14.1 The finishing line will be a line between a staff/mast displaying a blue flag on the race committee vessel and either an inflatable buoy, Medway/Thames Estuary Navigation buoy, permanent yellow buoys as listed in the Racing Marks document or a staff/mast displaying an orange flag on an outer distance boat/rib.
- 14.2 For club line finishes, the line is described in section 12.7 above.

15. Penalty System

- 15.1 RRS 44.1 is changed so that the Two Turns Penalty is replaced by One Turn Penalty (one tack and one gybe).

16. Time Limits

The time limit for boats will be as follows:

- 16.1 On days when Cruiser classes are scheduled for one race, the time limit for all boats will be 14:00 hrs. Any boat finishing after the time limit will be scored DNF.

- 16.2 On days where Cruiser 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.

For the windward/leeward courses, the following will apply:

- 16.1 The target time for each race is 50 minutes.

- 16.2 The race time limit is 70 minutes.

- 16.3 The Finishing Window is 20 minutes after the first boat finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. If more than one boat is to be scored TLE they will each receive the same score. This changes RRS 35, A5.1, A5.2 and A10.

- 16.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1.

17. **Hearing Requests and Requests for Redress**

- 17.1 A boat that may have broken a rule of Part 2 or RRS 31 may, after finishing the race concerned and before the start of a related protest hearing, notify the Protest Committee that she accepts a 30% scoring penalty.

- 17.2 Boats intending to protest shall inform the Race Committee as soon as possible after finishing, or as soon as convenient if retiring.

- 17.3 Hearing Request forms are available from the Regatta Office.

- 17.4 Hearing Request Forms shall be delivered to the Regatta Office within the appropriate time.

- 17.5 The protest time limit is 40 minutes after the Committee Vessel returns to her berth, or 40 minutes after the Race Committee signals no more racing today, if the fleet is already ashore.

- 17.6 Notices will be posted no later than 30 minutes after the Hearing Request time limit to inform competitors of hearings in which they are parties or named as witnesses.

- 17.7 Hearing Requests will be held in the library (Regatta Office) at the time stated on the notice.

- 17.8 A schedule of hearings will be displayed on the official notice board 135 minutes after the last boat finishes or retires from the last race of the day.

- 17.9 Further hearings may be added to the schedule.

- 17.10 Notices of Hearing Requests by the race committee or the Hearing Request committee will be posted to inform boats under RRS 60.1 and RRS 61.1(b).

- 17.11 On the last day of the Regatta a request for re-opening a hearing shall be delivered no later than 30 minutes after the party requesting re-opening was informed of the decision on the last day. This changes RRS 66.

- 17.12 The RYA Post-Race penalty, the Advisory Hearing and RYA Arbitration of the RYA rules disputes process will be available.

18. **Scoring**

- 18.1 See NOR 13.

19. **Safety**

- 19.1 [NP][DP] Boats retiring shall notify the Race Committee at the first opportunity by VHF or by notifying an Official Vessel.

- 19.2 [NP][DP] As per RRS 42.3(i), a boat may use her engine or any other means of propulsion for the purposes of avoiding commercial shipping that is under way, provided the boat does not gain a significant advantage in the race. Such use shall be reported to the Race Committee at the finish and with full details to the Race Office before the protest time limit, in writing if requested.

20. **Official Vessels**

- 20.1 Official Vessels will be marked by displaying ICF Numeral 9.

21. **Prizes**

- 21.1 See NOR 17.

22. **Replacement of Crew or Equipment**

22.1 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

23. Berthing

23.1 [DP] Boats shall be kept in their assigned moorings during the event.

24. Haul out Restrictions

24.1 See NOR 16.

25. Equipment and Measurement Checks

25.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

26. Risk Statement

26.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

27. Insurance

27.1 Each participating boat shall ensure their boat has third party insurance of a minimum of £3 million.

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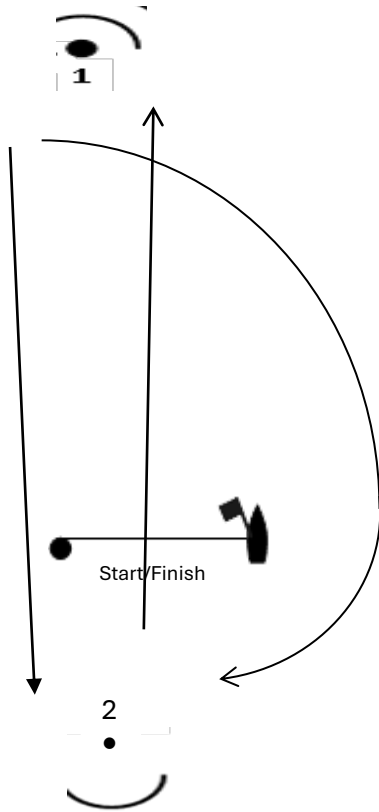
Appendix 1 Medway Regatta Racing Marks

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.

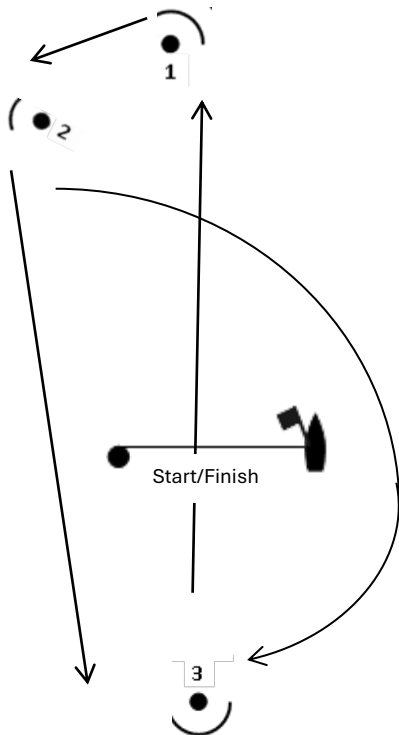
| Designation | Name | Description | Approximate Position | Notes |
|---------------------------------|--------|----------------|--|------------------------|
| 30 | | R. Can | 51:24.08N 0:33.45E | |
| 29 | | G. Conical | 51:24.00N 0:33.75E | |
| 28 | | R. Can | 51:23.88N 0:34.08E | |
| 27 | | G. Conical | 51:23.91N 0:34.71E | |
| 26 | | R. Can | 51:23.84N 0:34.76E | |
| 25 | Folly | G. Conical | 51:24.09N 0:35.25E | |
| 24 | | R. Can | 51:24.04N 0:35.37E | |
| 23 | Darnet | G. Conical | 51:24.60N 0:35.66E | Always stbd. (if used) |
| MYA 1 | | Y. Buoy | 51:24.66N 0:35.79E | Always port (if used) |
| 22 | | R. Can | 51:24.51N 0:36.09E | |
| 20 | | R. Can | 51:24.52N 0:36.92E | |
| 19 | | G. Conical | 51:24.63N 0:36.91E | |
| Autumn | | Y. Buoy | 51:24.71N 0:36.91E | |
| 18 | | R. Can | 51:24.48N 0:37.90E | |
| 17 | | G. Conical | 51:24.60N 0:37.90E | |
| MYC 4 | | Y. Buoy | 51:24.76N 0:37.93E | |
| 16 | Bishop | R. Can | 51:24.71N 0:38.78E | |
| 15 | | G. Conical | 51:24.75N 0:38.44E | |
| W. Bulwark | | R. Can | 51:25.38N 0:39.10E | |
| E. Bulwark | | G. Conical | 51:25.39N 0:39.25E | |
| 14 | | R. Can | 51:25.43N 0:39.63E | |
| 13 | Stoke | G. Conical | 51:25.76N 0:39.84E | |
| 12 | | R. Can | 51:25.76N 0:40.20E | |
| 11 | | G Conical | 51:25.51N 0:45.80E | |
| Z2 | | N. Cardinal | 51:25.65N 0:41.63E | |
| Stangate Spit | | E. Cardinal | 51:25.41N 0:41.55E | |
| S. Kent | | R. Can | 51:25.98N 0:43.66E | |
| Queenborough Spit | | BYB Pillar | 51:25.82N 0:43.94E | |
| Grain Hard | | G. Conical | 51:26.90N 0:44.18E | |
| Grain Edge | | G. Conical | 51:27.63N 0:45.49E | |
| Nore Swatch | | R. Can | 51:28.30N 0:45.50E | |
| Mid Swatch | | G. Conical | 51:28.68N 0:44.18E | |
| Sea Reach No2 South | | R Can | 51:29.30N 0:49.75E | |
| Sea Reach No3 South | | R Can | 51:29.22N 0:46.71E | |
| Sea Reach No4 South | | R Can | 51:29.50N 0:44.12E | |
| Sea Reach No5 South | | R Can | 51:29.85N 0:41.43E | |
| W Shoebury | | G. Conical | 51:30.23N 0:45.81E | |
| S. Shoebury | | G. Conical | 51:30.44N 0:52.47E | |
| W Nore Sand | | R. Can | 51:29.42N 0:40.89E | |
| 10A | | Y. Can | 51:27.57N 0:46.92E | |
| 8A | | Y. Can | 51:27.71N 0:47.70E | |
| 6A | | Y. Can | 51:27.88N 0:48.58E | |
| 4A | | Y. Can | 51:28.01N 0:49.42E | |
| 2A | | Y. Can | 51:28.21N 0:50.53E | |
| E. Cant | | R. Can | 51:28.54N 0:55.62E | |
| W Cant | | R Can | 51:27.21N 0:45.50E | |
| Spile | | G. Conical | 51:26.34N 0:55.78E | |
| Mid Cant | | BY Beacon | 51:26.85N 0:49.78E | |
| Medway | | R&W Safe Water | 51:28.85N 0.52.78E | |
| Inflatables and temporary marks | | | Approx. positions will be broadcast from the main committee boat | |

APPENDIX 2 Windward/Leeward Courses

Note: The Marks will be as described in Section 9 of the SI's and not necessarily as they appear in the course diagrams below where all Marks are for illustrative purposes only.



| Course A Course Designation | |
|-----------------------------|--|
| A1 | 1p, 2p, Finish |
| A2 | 1p, 2p, S/F, 1p, 2p, Finish |
| A3 | 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, Finish |
| A4 | 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, Finish |
| A5 | 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, S/F, 1p, 2p, Finish |



| Course B Course Designation | |
|-----------------------------|--|
| B1 | 1p, 2p, 3p, Finish |
| B2 | 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish |
| B3 | 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish |
| B4 | 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish |
| B5 | 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish |