



## MEDWAY YACHT CLUB

### MUSTO SKIFF AND B14 REGATTA 1<sup>ST</sup> & 2<sup>ND</sup> OCTOBER 2022

Organising authority: The Sailing Committee of Medway Yacht Club (MYC), Lower Upnor, Kent ME2 4XB

## **SAILING INSTRUCTIONS**

### **1. RULES**

- 1.1 The regatta will be governed by the Racing Rules of Sailing (RRS), and the bye laws and directives of Peel Ports Medway.
- 1.2 The prescriptions of the RYA and the rules of the relevant Class Associations will apply.
- 1.3 For infringements of rules other than in Parts 1 and 2 of the RRS, the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification.
- 1.4 RRS rule 40 shall apply at all times while afloat. Flag Y will not be displayed on shore. This changes rule 40.
- 1.5 Competitors may be required to display provided advertising material by their Class Association or the Organising Authority in line with World Sailing Advertising Code, Regulation 20.
- 1.6 If there is conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions will apply.

### **2. NOTICES TO COMPETITORS**

- 2.1 Notices to competitors will be posted on the official notice board, located next to the changing rooms.

### **CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Any change to the sailing instructions will be posted not less than 45 minutes before the advertised start of any race or races concerned.

### **4. SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed on the flagstaff outside the clubhouse.
- 4.2 When flown ashore, Flag L with a sound signal means: 'A notice to competitors has been posted'.
- 4.3 When Flag AP is flown ashore, race signal AP is changed in that '1 minute' is replaced by 'not less than 30 minutes'.
- 4.4 When a visual signal is displayed over a class flag it applies to that class only. This also applies to signals provided afloat.

### **5. SCHEDULE OF RACES**

- 5.1 Briefing for competitors will take place not before 1015 hrs on Saturday 1st October 2022 and not before 0915 Sunday on the clubhouse balcony. Wind depending, the starting area could be up to 45 minutes from the sailing club.
- 5.2 **Saturday**. It is intended that there will be four back to back races on Saturday with the warning signal not before for the first start at 1155 hrs. Subsequent races 2, 3 & 4 will be Back to Back Racing
- 5.3 Any races which cannot be completed on Saturday will be deemed to be void.
- 5.4 **Sunday**. It is intended that there will be one long distance race, (approximately 120 minutes).
- 5.5 No warning signal will be made after **1230** hrs on Sunday

## **6. Class Flags 6.1**

The class flags will be an international code flag or the Class Association flag, with the announcement made at the briefing.

## **7. COURSE 7.1**

The diagrams in Attachment A show the courses, including the order in which marks are to be passed.

7.2 The start committee boat will display the number of laps on a board, before the start of each race.

7.3 Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.

**7.5 An allowance of up to 45 minutes may be required to sail to the starting area**

## **8. AREAS THAT ARE OBSTRUCTIONS**

8.1 Folly Point and Darnett Fort beacons are obstructions and illustrative photos are displayed on the Official Notice Board. Folly Point shall be passed to the South and Darnett Fort beacon shall be passed to the North. These obstructions are indicated on the attached map

## **9 THE START, (SATURDAY)**

### **9.1**

The Orange flag will be raised on the committee boat with repeated short sound signals at least 1 minutes before the warning flag of the first class in a sequence and will remain flying until the end of that start sequence.

9.2 All classes will be started in accordance with rule 26 except that the Warning class flag will be raised 3 minutes before the start, the Preparatory raised 2 minutes before the start and the Preparatory lowered 1 minute before the start (5,4,1,Go).

9.3 The order of starts (in a sequence on the 1st and 2nd October). **The Musto Skiff fleet will start first, with the B14 fleet 5 minute signal at the Musto start.** In subsequent races the order will be the same. It is the race officer's intention to start classes as soon as possible once all competitors of that class have finished the preceding race.

9.4 There will be at least a one minute interval between the start of one class and the warning for the next.

9.5 The starting line will be between the staff on the Committee Boat at the starboard end of the start line and a Yellow Cylinder buoy at the port end.

9.6 If there is a General Recall, then the subsequent class starts will be delayed.

9.7 Boats whose warning signal has not been made shall keep clear of the starting area.

9.8 A boat starting later than 2 minutes after their starting signal will be scored "Did Not Start". This changes rule A4. In the event of an individual recall, flag 'X' will be lowered no later than 1.5 minutes after the starting signal. This changes RRS 29.1.

## **9 THE START, (SUNDAY)**

9.9 The start will be on the club line. This is marked by alignment of posts when viewing over the race box from the water. In addition there is marker, (horseshoe) on the south bank of the river marking the alignment.

The start will be through the club line with first warning signal for the Mustos 1025 hrs. First warning signal for the B14s 1030hrs. Sequence (5, 4, 1 Go) with flags on boards at the race box. (light sequences also used).

## **10. MARKS**

### **Saturday 1st October**

10.1 The marks to be used will be a mixture of inflatable buoys and navigation marks, (possibly use of navigation marks), as indicated in the chart of race area and attachment A

Committee boat location and course will be indicated on the course board outside the changing rooms and at the briefing. Course locations detailed final page this document

### **Sunday 2nd October**

10.2 The marks of the course will be made up from some or all of the following:

- A) Fixed position navigation buoys: Green coloured (odd numbered), Red coloured (even numbered), Hoo Creek Buoys No. 1(Green) & 2(Red) and South Yantlet Creek No.4 (Red & White Safe Water) buoy.
- B) Fixed position racing marks numbered MYA1, and "Autumn" (all orange/yellow cylindrical marks)
- C) The furthest extremity of the course may be red navigation mark No16. The course will head no further in easterly direction.

There will be a detailed briefing at 0915 hrs on Sunday with river maps available. The start will be on the club line. This is marked by alignment of posts when viewing over the race box from the water. In addition there is marker, (horseshoe) on the south bank of the river marking the alignment.

The start and finish will be through the club line with first warning signal at 1025 hrs. 5, 4, 1 Go with flags on boards at the race box. (light sequences also used).

### **THE FINISH, (SATURDAY)**

11.1 The targeted race length for the lead boat of each fleet will be approximately 40 minutes, (but no less than 35 minutes). This will change at the discretion of the Race officer

11.2 The approximate location of the finish lines is shown in Attachment A. The finish line will be between a committee boat flying blue flag and a yellow Cylinder Buoy.

11.3 The finish will be signalled using one of:

11.3a Finishing at the finish line. The race committee will display Flag S and make two sound signals as the lead boat approaches mark 3. Boats will pass mark 3 normally and then finish at the finish line between the mast of the committee boat and a yellow cylindrical buoy.

11.3b Finishing at a rounding mark. A race committee boat will display Flag S and make two sound signals as the lead boat approaches the mark. Boats will finish at the line formed between the nearby mark and the staff displaying Flag S. (change to RRS 32.2).

11.4 Boats that have finished should keep clear of boats still racing.

### **THE FINISH, (SUNDAY)**

The finish will be through the club line, described in section 9.9

**12 PENALTY SYSTEM AND TIME LIMITS** 12.1 If no boat has reached the first mark within 30 minutes, that race will be abandoned, although it may be restarted.

12.2 Under RRS 32.1, the race committee may abandon the race because of any major wind shift, irregular winds or when the speed drops below 5 knots (2.5 m/s) as measured by

the race committee. Any action or no action by the race committee under this instruction will not be grounds for redress under RRS 60.1(b).

**12.4** A boat that Did Not Finish or Retired after finishing shall complete an acknowledgment form at the race office within the protest time limit.

### **13. PROTESTS AND REQUESTS FOR REDRESS**

13.1 For infringements of rules other than in Parts 1 and 2 of the RRS, the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification.

13.2 Protest forms are available at the club office. Protest forms shall be returned there within the protest time limit. 13.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day. This time limit will be extended by 30 minutes for all protests by the Race Committee relating to incidents observed in the racing area

13.4 Notices will be posted within 20 minutes of the end of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. 12.5 Breaches of instructions 14.2, 14.3, 14.4, 14.5 and 14.6 will not be grounds for a protest by a competitor. This changes rule 60.1(a).

### **14 ADVISORY AND ARBITRATION HEARINGS; EXONERATION PENALTY**

The Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes Procedures will be available. For these purposes an Exoneration Penalty of 20% shall apply, although the final position of a penalised boat shall be no worse than if she had retired.

### **15. SAFETY REGULATIONS AND LOCAL ISSUES**

15.1 All helms and crews shall wear adequate personal buoyancy at all times while on the water. This changes rule 40.

15.5 A boat that retires from a race shall notify the race committee as soon as possible.

15.6 This event is held on a navigable river and ships or other large vessels have right of way. If a ship/vessel is being escorted, no competitor shall sail between the guard boat displaying a naval numeral "zero" and the ship/vessel it is escorting. Any competitor passing between the guard boat and escorted ship/vessel or otherwise impeding the ship shall be disqualified without a hearing.

### **16. SCORING**

16.1 One race is required to be completed to constitute a series.

16.2 If three races are sailed in the entire series, all will count.

16.3 When four or five races are sailed there will be one discard.

16.4 A boat's series score will be the total of her race scores excluding her worst score/scores.

16.5 The long distance race on Sunday is not discardable.

### **17 DISCLAIMER OF LIABILITY**

17.1 Competitors participate in the regatta entirely at their own risk. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction or prior to, during or after the regatta.

17.2 Rule 4 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 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

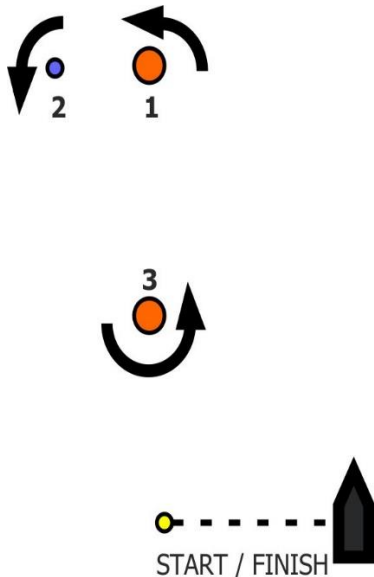
property whether afloat or ashore; c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions; d) Their boat is in good order, equipped to sail in the event and they are fit to participate; e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of 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.

## 18. INSURANCE

18.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million.

### Attachment A

#### Course



#### **Marks (Saturday)**

Which downwind gate mark (Marks 3s and 3p) passed is the choice of the competitor and must be passed in accordance with the direction indicated on the diagram above. On the final lap the competitor must pass through the gate before heading for the finish

#### **Marks (Sunday)**

See section 10.2 above

#### **Finish position**

The finish line will be through the club line

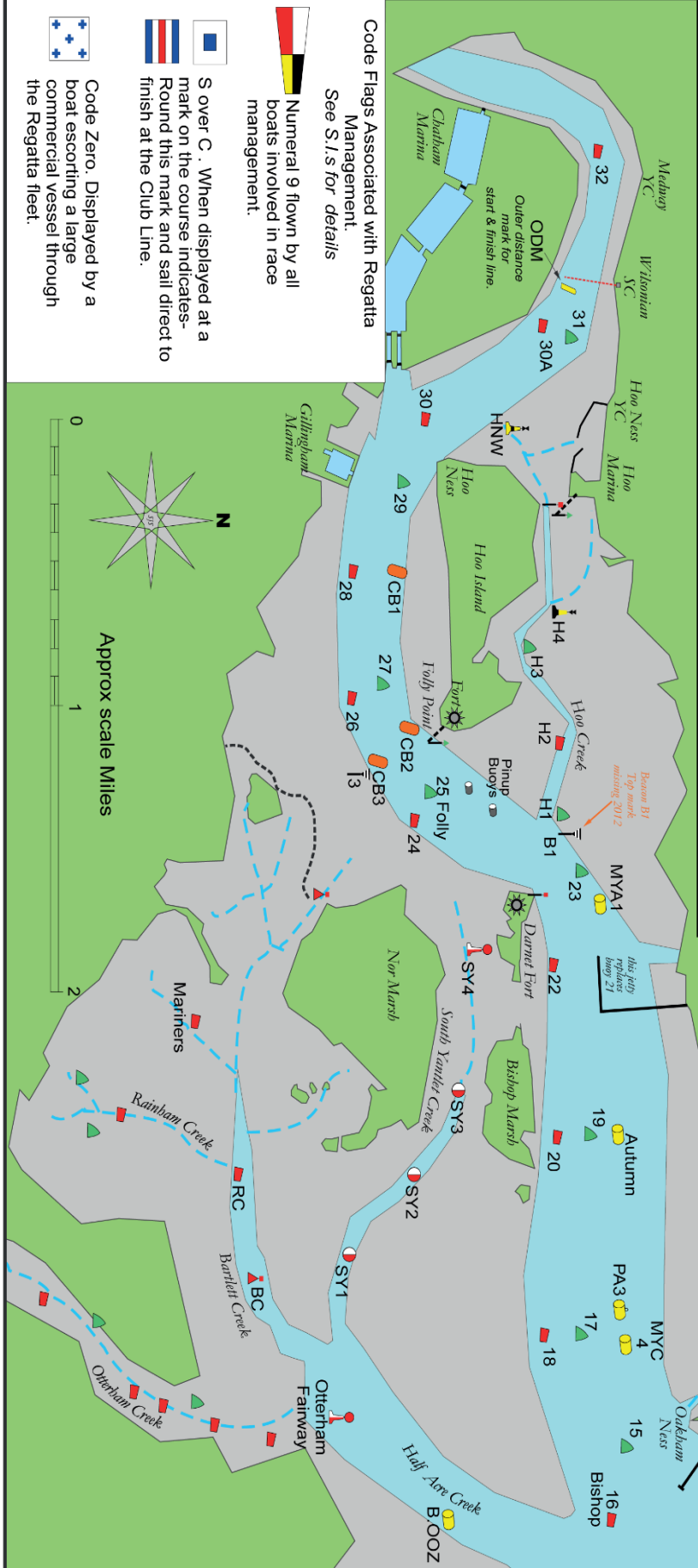
# Wilsonian Sailing Club Navigation & Racing Marks

## Medway Regatta

This chart is intended as a guide to the location of racing marks. For serious navigation use a serious chart.

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Checked T.S. 3/8/15

|  |   |  |   |
|--|---|--|---|
|  | Mid Channel Marks   |  | Cardinal Marks  |
|  | Lateral Marks   |  | Causeway (submerged at high water) (approx. position) |
|  | Isolated Danger Mark  |  | Racing Marks (approx. position)                       |
|  | Special Marks (Yellow X optional)   |  | Mooring Buoy (large commercial)                       |
|  | Transit Beacons (Admiralty, most in poor state, shape of top mark varies) |  | Pinup Buoys   |



**Code Flags Associated with Regatta Management:**  
See S.I.s for details

Numeral 9 flown by all boats involved in race management.

S over C. When displayed at a mark on the course indicates - Round this mark and sail direct to finish at the Club Line.

Code Zero. Displayed by a boat escorting a large commercial vessel through the Regatta fleet.

