



Royal Burnham Yacht Club

East Coast Race 2022 SAILING INSTRUCTIONS

Organised by the *Royal Burnham Yacht Club* in conjunction with the Royal Ocean Racing Club and EAORA

SATURDAY 9th JULY 2022

First Warning Signal: 06:55 BST

High Water: Burnham-On-Crouch; 08:30 BST 4.3M

Oostende; 21:10 BST 4.3M (add 1 hour for Belgium Summer Time, 22:10 Local Time)

CONTACT DETAILS

	Race Committee	Coastguard	Race Office
Start	Committee Vessel – “Jane”, a Fairey Huntsman with a white hull and flying EAORA flags. VHF ch72	HM Coastguard Dover VHF Channel 16 +44 (0) 01255 675518 (For Notification of retirements or in an emergency) Zone13@hmcg.gov.uk	Race Officer - <i>Andrew Wise</i> 07967 670 995 andy.wise@lemoncat.com Royal Burnham Yacht Club
Finish	Principal Committee Vessel “Absolute Diamond” a white hulled Jeanneau 51 Yacht. Call Sign “Offshore One” VHF ch72	As Above	Race Officer: <i>Claire Scott</i> Mobile 07990 041569 Email: claire.scott1962@gmail.com Committee Vessel in Oostende Marina (Montgomery Dock) or on the finish line.

YACHTS RETIRING FROM THE RACE MUST IMMEDIATELY NOTIFY RACE HEADQUARTERS AT THE FINISH OR HM COASTGUARD AS APPROPRIATE.

Failure to comply may lead to exclusion from future EAORA/RORC racing.

THE ATTENTION OF EVERY PERSON IS DRAWN TO WORLD SAILING SPECIAL REGULATION 1.02 AND TO THE IMPORTANCE OF HAVING SUITABLE AND ADEQUATE PERSONAL INSURANCE.



SAILING INSTRUCTIONS

The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. (RRS fundamental rule 4)

1. RULES

1.1. The race will be governed by:

1.1.1. The rules as defined in The Racing Rules of Sailing (RRS).

1.1.1.1. RRS part 2 rules will be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) between the times of local sunset and sunrise; or government right-of-way rules if applicable.

1.1.2. RYA Prescriptions to the Racing Rules which can be found on the RYA Website.

www.rya.org.uk

1.1.3. World Sailing’s Offshore Special Regulations Category 3 with Category 2 life rafts and RORC Prescriptions.

1.1.4. The rules and regulations of appropriate Class rules; IRC Rules Parts A, B & C.

1.1.5. The Notice of Race Part 1 is available from the EAORA Website and its General Rules apply to all EAORA races. The Notice of Race Part 2, also available from the EAORA Website, gives information about individual races. Both Documents may be modified by the Sailing Instructions for each race. www.eaora.org.uk

1.2. When a rule is modified by the Sailing Instructions, this shall take precedence over the Notice of Race, this changes RRS 63.7

2. EQUIPMENT AND MEASUREMENT CHECKS

2.1. A boat or equipment may be inspected at any time for compliance with the rules.

3. NOTICES TO COMPETITORS

3.1. Notices to competitors will be posted on the Official Notice Board at the RBYC. Notices will also be displayed on the EAORA website.

4. CLASSES & FLAGS

Class	TCC	Class Flag
IRC Super Zero	1.550 and greater	Pennant 9
IRC Zero	1.175 – 1.549	Pennant 0
IRC 1	1.060 – 1.174	Pennant 1
IRC 2	1.020 – 1.059	Pennant 2
IRC 3	0.980 – 1.019	Pennant 3
IRC 4	0.850 – 0.979	Pennant 4
MOCRA	1.100 and greater	Pennant 8

4.1. Results for EAORA yachts will be extracted from the RORC results and rescored within the EAORA classes and awarded points within the EAORA series.

5. IDENTITY AND NUMBER OF PERSONS ON BOARD CHECK

5.1. Every yacht shall provide a completed RORC Crew List to the Organising Authority / Race Officer before the start of the race.

5.2. Every yacht shall pass close by the start Committee Vessel, displaying her sail numbers and letters in the lifelines if no sail is hoisted, and inform the Race Officer of the number of persons on board.



This information may be transmitted to the Race Committee by VHF if an individual yacht is late for the start.

- 5.3. If there are any changes to the crew details as compared to those on the crew list supplied to the Organising Authority, it is imperative that the Committee Boat is informed of the changes. A yacht shall not sail with a crew member whose emergency contact details have not been lodged with the Organising Authority before the start of the race.

6. START LINE

- 6.1. The start line will be a line between the main mast of the Committee Vessel and the Branklet buoy lying to the south of the committee vessel. Yachts start in an easterly direction leaving the Committee Vessel to port and the Branklet buoy to starboard.
- 6.2. When separate class starts are being used, yachts whose Warning Signals have not been made shall keep clear of the starting line when other yachts are starting.

7. STARTING TIMES AND SIGNALS

- 7.1. The Race Committee will broadcast a time check by VHF radio (channel 72) at 06:50 BST using a countdown procedure and hoist an orange Code Flag.
- 7.2. There shall be one combined start for all classes as listed below.
 - 7.2.1. Should there be sufficient numbers to justify it, the Race Committee may elect to split the starts into 2 or 3 classes. If this is the case an amendment to the SIs will be published in advance or announced over the VHF before the time check.
- 7.3. The numbers or names of yachts OCS may be broadcast by the Race Committee.

Time (BST)	CLASS	FLAG	SOUND SIGNAL
06:55	All classes	Numeral Pennant 1 displayed	One sound signal
06:56		Preparatory Signal displayed	One sound signal
06:59		Preparatory Signal removed	One long sound signal
07:00		Numeral Pennant 1 removed	One sound signal

8. THE COURSE

- 8.1. The course for this race will be chosen by the race officer from the courses in Appendix A.
- 8.2. If a mark is not seen a yacht shall supply with the declaration satisfactory evidence that the mark has been passed correctly.

9. AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions, and boats shall not enter them:

- 9.1. All Traffic Separation Schemes are Obstructions, except where a course is set that requires a TSS to be crossed. In this situation competitors should comply with IRPCS regulations.
- 9.2. Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.
- 9.3. Oil and Gas fields, production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines. Technical installations generally exhibit Morse code "U" lights (2 FL & 1 LFL), Aircraft Obstruction lights, and audible fog signals.



- 9.4. Navigation is prohibited within 500 metres of all such structures, including storage tankers which can swing about their moorings. Vessels manoeuvring in the vicinity of platforms and moorings should be given a wide berth.
- 9.5. Wind farms under construction are generally prohibited for navigation, whereas completed farms may be navigable if a distance of 500 m to any individual installation can be maintained safely. Care should be taken to ensure that AIS is operable and a constant radio watch on VHF Ch 16 is maintained.
- 9.6. Any area reported as prohibited for navigation in Notices to Mariners is an obstruction. Boats shall comply when instructed to avoid areas by local authorities such as naval, law enforcement or technical installation guard units.

10. COMMUNICATION

- 10.1. The Race Committee may broadcast information on VHF ch72, call sign "Offshore One".
- 10.2. Yachts are reminded to keep a watch on VHF ch72 during the start and as requested at the finish.
- 10.3. Yachts are reminded of their legal obligation to keep a continuous watch on VHF Ch16

11. REPORTING IN A SLOW RACE OR ROUGH WEATHER (Force 7 and above)

- 11.1. In the event of rough weather all Yachts shall endeavour to report to the Race Committee their whereabouts and status at reasonable intervals (if possible 4-hourly), and pass on information about other boats if known.
- 11.2. Inter-boat communication calls should when possible be on DSC or VHF ch16 as a calling Channel and VHF ch72 as a working Channel.
- 11.3. Yachts with communications in addition to VHF should act as a link, taking other boats' reports on VHF and passing them to the Race Committee or Coastguard.

12. RETIREMENTS

- 12.1. Yachts retiring should inform the Race Officer at the finish as soon as possible by telephone or VHF ch72 or inform HM Coastguard on +44 (0) 1255 675518 or by VHF ch16 that they have retired and their intentions.

13. APPROACH TO THE FINISH

- 13.1. All yachts are required to set listening watch on VHF ch72 when approximately 30 minutes from the finish and at that time to call "Offshore One" to advise Estimated Time of Arrival at the finish line.
- 13.2. At night or in poor visibility yachts should assist with identification at the finish line by calling "Offshore One" again on the final approach to the finish line. At all times be ready to assist with identification at the finish line and keep VHF watch until berthed. The PRO will maintain a watch on VHF ch72 and mobile phone.

14. THE FINISH

- 14.1. The Finish line is a line extending from the O3 Buoy (Green) to the Binnenstroom Bank Buoy.
- 14.2. Yachts must take their own time when the Binnenstroom Bank Buoy bears 225°. (For Reference the Binnenstroom Bank Buoy is in an approximate position: 51° 14'.47N 02° 53'.65E)
- 14.3. Boats are reminded to take their own finishing times (BST) together with the names of the boats ahead and astern, if any. Finishing times shall be delivered to the EAORA Race Officer as soon as possible. If this is a separate watch then that watch must be checked against the official time clock.



- 14.4. Confirmation of Arrival: It is extremely important that every boat confirms her arrival as quickly as possible to the Committee Vessel, or Race Office when no Committee Vessel is on station. Boats failing to comply with this rule may find themselves disqualified from the race.

15. DECLARATIONS

- 15.1. Competitors are reminded that under EAORA Notice of Race Part 1 para 14 they are required to complete a Declaration Form. Yachts shall complete a **RORC Declaration Form** and submit it to the Race Officer as soon as possible after the race. Declarations may be made on paper or sent via SMS, email or WhatsApp to the Race Officer's mobile or e-mail. Failure to comply with this rule may result in the yacht being excluded from the results.
- 15.2. In the event of a yacht not entering the finish port declarations shall be sent electronically as soon as possible after the finish.
- 15.3. **The Skipper and Every member of the crew shall sign the RORC Declaration Form.**
- 15.4. When a yacht retires from the race, she shall write the reasons on her Declaration Form.

16. SCORING

- 16.1. EAORA will supply all race result details as soon as possible after the race has finished such that points can be awarded in all series and Trophies/medallions awarded.
- 16.2. Where necessary, EAORA yachts will be extracted from the results and rescored within the EAORA classes and awarded points within the EAORA series and Presented with the relevant race prizes.

17. PENALTY SYSTEM

- 17.1. Scoring Penalty:
- 17.1.1. When the right-of-way rules of IRPCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).
- 17.1.2. The scoring penalty will be 10 minutes added to the boat's corrected time for each penalty.
- 17.1.3. When a scoring penalty does not apply, a yacht may take a Two Turns Penalty for breaking a rule of RRS Part 2 or a One Turn Penalty when she may have broken RRS 31, as described in RRS 44.2.
- 17.2. Standard Penalties:
- 17.2.1. When at a boat's starting signal she is subject to RRS 29.1 Individual Recall and she fails to comply with RRS 29.1 to start correctly, the Race Committee shall, without a hearing, apply a time penalty of 20%. This changes RRS63.1 and A5.
- 17.2.2. For a breach of RRS 28 (Sailing the Course) the Race Committee shall, without a hearing, apply a time penalty of 20%. This changes RRS63.1 and A5.
- 17.2.3. For a breach of any area designated an Obstruction, i.e. Traffic Separation Schemes, the Race Committee shall, without a hearing, apply a standard time penalty of 20%, unless the breach was unavoidable and unintentional, and no advantage was gained. This changes RRS 63.1 and A5.
- 17.3. Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 17.4. If, in a valid hearing brought by the Race Committee under Sailing Instruction 20.2.4 or by another boat, a boat is found to have infringed RRS 28, 29.1 or the Sailing Instructions, the penalty will be at the discretion of the Protest Committee but will not be less than the standard penalty.
- 17.5. Grounds for Protest:
- 17.5.1. Breaches of SI 5, 7 and 18 will not be grounds for protest by a boat. This changes RRS 60.1a.
- 17.6. Other Penalties:



- 17.6.1. When the Protest Committee decides that a boat that is party to a protest hearing has broken a rule other than RRS Part 1 and 2 and that no serious damage or injury was caused and no significant advantage has been gained, it may apply a time penalty of 20%. Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion choose to give a warning.

18. PROTESTS AND REQUESTS FOR REDRESS

- 18.1. Protests may be written on plain paper when Protest forms are not available. Protests and requests for redress or reopening shall be delivered to the race office within the appropriate time limit.
- 18.2. The protest time limit is 3 hours after the protesting boat finishes.
- 18.3. Notices will be posted no later than 30 minutes after the protest time limit for the last boat to finish the race.
- 18.4. The notification of a Protest by the Race or Protest Committee against a competitor as required under RRS 61.1(b) or (c) shall consist of a notice on the Official Notice Board.

19. TROPHIES AND PRIZES

- Bob Stewart Memorial Trophy – BCT IRC;
Blackwater Trophy – IRC 0/1;
WSV Breskens Trophy – IRC 2;
Hugh Ellis Cup – IRC3;
North Sea Yacht Club Trophy – Two Handed Division;
Ailish Salver – First yacht home.
RORC Medallions;
EAORA Red Dragon Trophy – Yacht Club with best two yachts

20. RISK STATEMENT

- 20.1. 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.”
- 20.2. 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:
- 20.2.1. 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;
- 20.2.2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 20.2.3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- 20.2.4. their boat is in good order, equipped to sail in the event and they are fit to participate;
- 20.2.5. the provision of a race management team, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- 20.2.6. they are responsible for ensuring that their boat is equipped and seaworthy so as 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, in date and familiar to the crew.



APPENDIX A OF THE SAILING INSTRUCTIONS

Note – All positions are approximate and “not for navigation”.

COURSE A

No	Mark	Leave to	Latitude	Longitude
			DMS	DMS
0	Start - Branklet		51°36'59.3"N	0°52'06.4"E
1	Inner Crouch	P	51°37'11.7"N	0°55'04.9"E
2	Crouch	P	51°37'39.0"N	0°56'34.9"E
3	Outer Crouch No 3	P	51°38'06.1"N	0°57'49.0"E
4	Sunken Buxey	S	51°39'36.2"N	1°00'45.2"E
5	Swallowtail West	P	51°40'02.0"N	1°02'38.0"E
6	Whitaker No 2	S	51°40'15.0"N	1°05'24.0"E
7	Whitaker	S	51°41'25.9"N	1°10'30.4"E
8	Black Deep	S	51°48'18.8"N	1°36'57.7"E
9	Longsand Head	S	51°48'07.4"N	1°39'23.6"E
10	Twin	P	51°32'11.4"N	2°22'48.6"E
11	GooteBk	S	51°27'06"N	2°52'68"E
12	Oostendebank W	P	51°16'12.6"N	2°44'46.2"E
13	Buitenstroom Bank	S	51°15'11.4"N	2°51'43.2"E
14	Finish - Binnenstroom Bank		51°14'28.2"N	2°53'39.5"E

Distance – approximately 100 miles

END OF SAILING INSTRUCTIONS



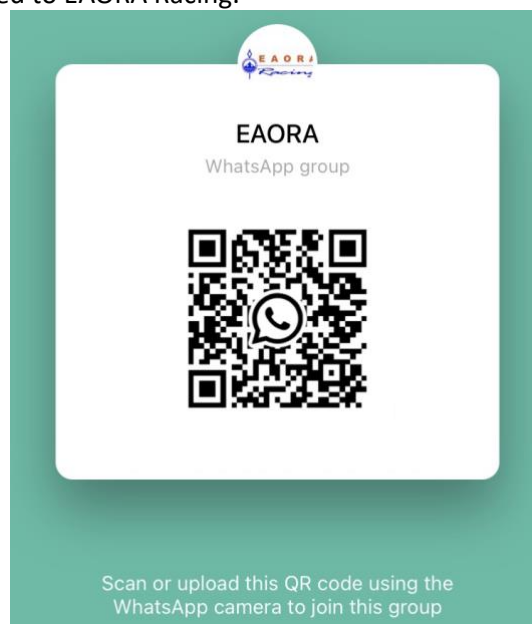
Additional Notes for Competitors (These notes are NOT part of the Sailing Instructions)

1. WhatsApp Group

To join the EAORA WhatsApp group either follow this link or scan the QR code with your mobile phone's camera.

<https://chat.whatsapp.com/I5Op6PSRi1w8nRwFzOUhSw>

The group is for anything EAORA related, especially in the run up to a race. It may be used by Race Officers to communicate to competitors (although formal communications such as amendments will also be posted in the normal way). It may also be used to chat about moorings, marinas, restaurants and bars and anything related to EAORA Racing.



2. CUSTOMS & IMMIGRATION

Disclaimer:

It is the owners/person in charge's responsibility to ensure that the correct procedures are followed. EAORA take no responsibility for the accuracy of this information and only offer it as a guide. Requirements change often and this should not be a substitute for official information.

Entry to Schengen area:

All yachts must complete a Belgium border control form prior to departure. The forms can be found at <https://www.police.be/bordercontrol/en/pleasure-craft-declaration>

All yachts will be cleared into the Schengen area as a group in Oostende, it is recommended all yachts depart from Oostende and complete departure checks as a group there at the end of the week.



Ship's Papers:

The following papers are required to be carried on board:

Registration document

Evidence of Competence.
(E.g. ICC)

Ship Radio Licence

Authority to Operate
Maritime Radio

Insurance documents (requirements vary by country and may be required in the language of the country you are visiting)

Evidence of eligibility for relief from VAT and import duty (to facilitate your return to the UK)

More details can be found on the [RYA website](#).

Crew Passports & Medical Docs:

You should check that all crew have passports that meet the following two requirements:

They should be less than 10 years old on the day you enter (check the 'date of issue')

They should be valid for at least 3 months after the day you plan to leave (check the 'expiry date')

Non UK citizen may have additional visa requirements.

GHIC (or EHIC) and insurance cover for medical care abroad and repatriation to the UK. You can apply for a GHIC [here](#).

The British government still advises you to take out travel insurance that includes healthcare. The GHIC will not cover you for private medical healthcare or other costs, such as repatriation.

Departing the UK:

Full requirements can be [found here](#), see the summary below:

You are required to Report when departing the UK.

Use this form to declare pleasure craft on voyages leaving or arriving in the UK. You can use either of these:

- [e-c1331 Excel form](#) and send it by email (A button on the spreadsheet is setup to send this to the relevant email addresses.
- [c1331 print and post form](#).

Post the completed c1331 form to:

United Kingdom Border Force
Yacht Reports
Freight Clearance Centre
Lord Warden Square
Western Docks
Dover
Kent
CT17 9DN

Arriving Back In The UK:

When arriving from outside the UK you must notify the National Yachtline by calling them on +44(0)3001232012. You will be asked to complete the same form, including the declaration, and submitting it via email using the buttons on the "Declaration & Submission" tab. We recommend saving the form to save you re-entering much the same information.

You must fly the yellow 'Q' flag as soon as you enter UK waters (the 12 mile limit).

Do not take down the flag until you have finished reporting to the customs authorities. If you do not comply you will be liable to a penalty.



You must not lower your "Q" flag, land goods or persons or transfer them to another vessel until a customs official says you may do so.

Abandoned or Delayed Races:

If there are any delays to your departure, or if any details on the notification change, you should contact Border Force by writing to the address where you sent the original C1331. You should also inform the Border Force of abandoned voyages by endorsing part 2 of the [C1331](#) with the words 'voyage abandoned' and then forward to the address you used for part 1.

3. BERTHING ARRANGEMENTS

At Start

Swinging mooring are available from

- Priors Boat Yard (01621 782638 or office@priorshouseboats.co.uk)
- The Royal Corinthian Yacht Club

Marina

- Burnham Yacht Harbour 01621 786832

At Finish

- When finishing at Oostende, please take due regard to the harbour entry lights when entering the harbour, if in any doubt it is advisable to call the Oostende Port Authority on VHF ch 09.
- Royal North Sea Yacht Club marina (Montgomery Dock) has berths for all vessels; please berth as directed by the Harbour Master or EAORA personnel.
- Please note marina fees are included for entrants into EAORA Week, for those not entered in the week, marina fees are due to the RNSYC.

4. LAUNCH SERVICE

At Start

A pre-race launch service will run from 06:00 BST. This is primarily for the Committee Boat crew but can also accommodate race boat's crew.

5. CATERING

Dining is available in the RBYC on Friday evening, please book in advance with info@rbyc.org.uk.

6. CAR PARKING

RBYC

Car parking is available at the RBYC, please be sure to register your car number plate on the iPads in the club and if you anticipate leaving your car for longer than 24 hours please contact the office for a longer term registration - info@rbyc.org.uk.

7. PRIZE GIVING PARTY

At the Royal North Sea Yacht Club, Oostende at a time to be advised. Alternatively, prizes will be presented at the EAORA Prizegiving diner at the end of the season.

THANK YOU

END OF ADDITIONAL NOTES