



West Mersea Yacht Club

Pattinson Cup 2024 SAILING INSTRUCTIONS

Organised by the West Mersea Yacht Club in conjunction with the Royal Burnham Yacht Club and EAORA

SATURDAY 25th MAY 2024

First Warning Signal: 07:55 BST

High Water: Burnham-on-Crouch 02:10 BST 4.8M, West Mersea 14:20 BST 4.9M

CONTACT DETAILS

| | Race Committee | Coastguard | Race Office |
|--------|---|---|---|
| Start | Committee Vessel – “Windrunner” 42ft white hull and white mast, grey boom cover and EAORA flags. | HM Coastguard Dover VHF Channel 16 +44 (0) 01255 675518 (For Notification of retirements or in an emergency) Zone13@hmcg.gov.uk | Race Officer - Andrew Wise 07967 670 995 andy.wise@lemoncat.com VHF ch72 Royal Burnham Yacht Club, The Quay, Burnham-on-Crouch, CM0 8AU TEL: 01621 782044 Email: info@rbyc.org.uk |
| Finish | Committee Vessel – “Blue Horizon”, a Dufour 38 Classic with a White hull and flying EAORA flags. <i>VHF Channel 72</i> | As Above | Race Officer; Brian Bolton 07940701249 brianfg.bolton@btinternet.com VHF ch72 West Mersea Yacht Club, 116 Coast Road, West Mersea, CO5 8PB Tel: 01206 382947 email: info@wmyc.org.uk |

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 3)

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 4 with Category 3 Safety Harnesses & Tethers.

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 Sailing Notice Board at the WMYC. Notices will also be displayed on the EAORA website.

4. IDENTITY AND NUMBER OF PERSONS ON BOARD CHECK

4.1. 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.

4.2. If there are any changes to the crew details as compared to those on the crew list held ashore by the nominated contact, it is imperative that the Committee Boat is informed of the changes.

5. START LINE

5.1. 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.

5.2. 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.

6. STARTING TIMES AND SIGNALS

6.1. The Race Committee will broadcast a time check by VHF radio (channel 72) at 07:50 BST using a countdown procedure and hoist an orange Code Flag.



- 6.2. There shall be one combined start for all IRC classes as listed below, followed by one start for the MOCRA class.
- 6.2.1. Should there be sufficient numbers to justify it, the Race Committee may elect to split the IRC 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.
- 6.3. The numbers or names of yachts OCS may be broadcast by the Race Committee.

| Time (BST) | CLASS | FLAG | SOUND SIGNAL |
|------------|-----------------|------------------------------|-----------------------|
| 07:55 | All IRC classes | Numeral Pennant 1 displayed | One sound signal |
| 07:56 | | Preparatory Signal displayed | One sound signal |
| 07:59 | | Preparatory Signal removed | One long sound signal |
| 08:00 | | Numeral Pennant 1 removed | One sound signal |
| | | | |
| 08:05 | MOCRA Class | Numeral Pennant 8 displayed | One sound signal |
| 08:06 | | Preparatory Signal displayed | One sound signal |
| 08:09 | | Preparatory Signal removed | One long sound signal |
| 08:10 | | Numeral Pennant 8 removed | One sound signal |

7. THE COURSE

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

8. AREAS THAT ARE OBSTRUCTIONS

- 8.1. See EAORA Notice Of Race Part 1 paragraph 10.

9. COMMUNICATION

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

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

- 10.1. 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.
- 10.2. Inter-boat communication calls should when possible be on DSC or VHF ch16 as a calling Channel and VHF ch72 as a working Channel.
- 10.3. 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.

11. RETIREMENTS

- 11.1. 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.

12. APPROACH TO THE FINISH



- 12.1. 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.
- 12.2. 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.

13. THE FINISH

- 13.1. A line between the main mast of the Committee Vessel lying to the west of the Nass Beacon and an outer distance mark (Yellow Buoy with black flag) approximately 2 cables to the south of the Committee Vessel. Yachts finish in a westerly direction leaving the Committee Vessel to starboard and the outer distance mark to port.
 - 13.1.1. If the Committee Vessel is not present competitors are required to take their own finish times – the time should be taken when the Nass Beacon bears North.
- 13.2. 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.
- 13.3. 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.

14. DECLARATIONS

- 14.1. Competitors are reminded that under EAORA Notice of Race Part 1 para 15 they are required to complete a 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 (text), email or WhatsApp to the Race Officer's mobile or e-mail.
- 14.2. Failure to comply with this rule may result in the yacht being excluded from the results.
- 14.3. In the event of a yacht not entering the finish port declarations shall be sent electronically as soon as possible after the finish.
- 14.4. When a yacht retires from the race, she shall write the reasons on her Declaration Form.

15. SCORING

- 15.1. 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. PENALTY SYSTEM

- 16.1. Standard Penalties:
 - 16.1.1. Under World Sailing Test Rule DR21-01, the definition **Start** is changed as follows:

A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

 - (a) at or after her starting signal, or
 - (b) during the last 10 seconds before her starting signal.

When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be a time penalty of 10% (NoR Part 1 para 11.3 & RRS 44).
 - 16.1.2. 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 10% (NoR Part 1



para 11.3 & RRS 44), unless the breach was unavoidable and unintentional, and no advantage was gained. This changes RRS 63.1 and A5.

- 16.2. Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 16.3. If, in a valid hearing brought by the Race Committee under Sailing Instruction 16.2 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.
- 16.4. Other Penalties:
 - 16.4.1. 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 10% (NoR Part 1 para 11.3 & RRS 44). Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion choose to give a warning.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1. 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.
- 17.2. Time limits are as specified in the NoR Part 1 paragraph 11.5 & 11.6.
- 17.3. Notices will be posted no later than 30 minutes after the protest time limit for the last boat to finish the race.
- 17.4. 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.

18. TROPHIES AND PRIZES

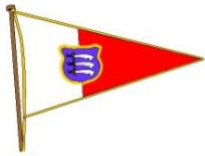
PATTINSON CUP (1st Overall);
DAVID BROOK TROPHY (1st EAORA Class 1);
JACK ELLISON TROPHY (1st EAORA Class 2)
PERKINS CUP (1st EAORA Class 3);
and WMYC Prizeware.

19. RISK STATEMENT

- 19.1. 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."
- 19.2. 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:
 - 19.2.1. 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;
 - 19.2.2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - 19.2.3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
 - 19.2.4. their boat is in good order, equipped to sail in the event and they are fit to participate;
 - 19.2.5. the provision of a race management team, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - 19.2.6. 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 |
| 1 | Start - Branklet | S | 51° 36' 59.3" N | 000° 52' 06.4" E |
| 2 | Inner Crouch | P | 51° 37' 11.3" N | 000° 55' 05.2" E |
| 3 | Crouch | P | 51° 37' 38.8" N | 000° 56' 35.1" E |
| 4 | Outer Crouch No 3 | P | 51° 38' 06.0" N | 000° 57' 50.4" E |
| 5 | Sunken Buxey | S | 51° 39' 36.0" N | 001° 00' 46.8" E |
| 6 | Whitaker No 3 | P | 51° 40' 01.2" N | 001° 03' 14.4" E |
| 7 | Whitaker No 2 | S | 51° 40' 15.6" N | 001° 05' 24.0" E |
| 8 | Whitaker | P | 51° 41' 25.9" N | 001° 10' 30.4" E |
| 9 | Gunfleet Spit | P | 51° 45' 21.6" N | 001° 21' 43.2" E |
| 10 | NE Gunfleet | P | 51° 49' 55.9" N | 001° 27' 47.6" E |
| 11 | Medusa | P | 51° 51' 13.8" N | 001° 20' 21.3" E |
| 12 | Wallet No 4 | S | 51° 46' 31.9" N | 001° 17' 13.5" E |
| 13 | Holland Gap Diffusers | P | 51° 48' 07.2" N | 001° 13' 26.4" E |
| 14 | Wallet No 3 | S | 51° 45' 01.9" N | 001° 11' 17.5" E |
| 15 | Knoll | S | 51° 43' 52.8" N | 001° 05' 04.9" E |
| 16 | NW Knoll | P | 51° 44' 17.4" N | 001° 02' 08.4" E |
| 17 | Finish - Nass Beacon | | 51° 45' 50.4" N | 000° 54' 50.4" E |

Distance – approximately 54 miles

COURSE B

| No | Mark | Leave to | Latitude | Longitude |
|----|-----------------------|----------|-----------------|------------------|
| | | | DMS | DMS |
| 1 | Start - Branklet | S | 51° 36' 59.3" N | 000° 52' 06.4" E |
| 2 | Inner Crouch | P | 51° 37' 11.3" N | 000° 55' 05.2" E |
| 3 | Crouch | P | 51° 37' 38.8" N | 000° 56' 35.1" E |
| 4 | Outer Crouch No 3 | P | 51° 38' 06.0" N | 000° 57' 50.4" E |
| 5 | Sunken Buxey | S | 51° 39' 36.0" N | 001° 00' 46.8" E |
| 6 | Whitaker No 3 | P | 51° 40' 01.2" N | 001° 03' 14.4" E |
| 7 | Whitaker | S | 51° 41' 25.9" N | 001° 10' 30.4" E |
| 8 | West Sunk | P | 51° 44' 20.4" N | 001° 25' 48.0" E |
| 9 | NE Gunfleet | P | 51° 49' 55.9" N | 001° 27' 47.6" E |
| 10 | Holland Gap Diffusers | P | 51° 48' 07.2" N | 001° 13' 26.4" E |
| 11 | Wallet No 3 | S | 51° 45' 01.9" N | 001° 11' 17.5" E |
| 12 | Knoll | S | 51° 43' 52.8" N | 001° 05' 04.9" E |
| 13 | NW Knoll | P | 51° 44' 17.4" N | 001° 02' 08.4" E |
| 14 | Bench Head | S | 51° 44' 33.6" N | 001° 01' 11.4" E |
| 15 | Finish - Nass Beacon | | 51° 45' 50.4" N | 000° 54' 50.4" E |

Distance – approximately 52 miles



COURSE C

| No | Mark | Leave to | Latitude | Longitude |
|----|-------------------|----------|-----------------|------------------|
| | | | DMS | DMS |
| 1 | Branklet | S | 51° 36' 59.3" N | 000° 52' 06.4" E |
| 2 | Inner Crouch | P | 51° 37' 11.3" N | 000° 55' 05.2" E |
| 3 | Crouch | P | 51° 37' 38.8" N | 000° 56' 35.1" E |
| 4 | Outer Crouch No 3 | P | 51° 38' 06.0" N | 000° 57' 50.4" E |
| 5 | Sunken Buxey | S | 51° 39' 36.0" N | 001° 00' 46.8" E |
| 6 | Whitaker No 3 | P | 51° 40' 01.2" N | 001° 03' 14.4" E |
| 7 | Whitaker No 2 | S | 51° 40' 15.6" N | 001° 05' 24.0" E |
| 8 | Whitaker | S | 51° 41' 25.9" N | 001° 10' 30.4" E |
| 9 | N Middle | S | 51° 41' 20.8" N | 001° 12' 36.7" E |
| 10 | Barrow No 5 | P | 51° 40' 01.9" N | 001° 16' 12.4" E |
| 11 | Barrow No 3 | P | 51° 42' 01.3" N | 001° 20' 14.6" E |
| 12 | Swin Spitway | S | 51° 41' 57.1" N | 001° 08' 20.8" E |
| 13 | Wallet Spitway | P | 51° 42' 51.7" N | 001° 07' 19.0" E |
| 14 | Knoll | P | 51° 43' 52.8" N | 001° 05' 04.9" E |
| 15 | NW Knoll | S | 51° 44' 17.4" N | 001° 02' 08.4" E |
| 16 | Nass Beacon | | 51° 45' 50.4" N | 000° 54' 50.4" E |

Distance – approximately 36 miles

COURSE D

The committee may announce a course “D” over the VHF before the start.

END OF SAILING INSTRUCTIONS



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

1. WhatsApp Group

EAORA runs a WhatsApp Group for competitors in EAORA races. The group is for communication between race management and competitors and for general competitors discussions relevant to EAORA.

To join the EAORA WhatsApp group please contact Claire Scott or Andy Wise.

2. BERTHING ARRANGEMENTS

At Start

Swinging mooring are available from

- Priors Boat Yard (01621 782160 or thebridge@priorsboatyard.com)
- The Royal Corinthian Yacht Club - 01621 782105
- Rice & Cole – 01621 782063

Marina

- Burnham Yacht Harbour - 01621 786832

At Finish

The Mersea Moorings Association mooring charges for visiting race boats per night will be as follows: 35 feet and under - £7.50 Over 35 feet - £10.00. The fees must be paid at the bar in the club to allow for card payment.

3. LAUNCH SERVICE

At Start

A pre-race launch service will be available.

At Finish

Standard Mersea launch service will run until 2300 and will be “on call” during the evening for returning crew to their yachts, Call sign YC1 on VHF 37a or channel M1. PLEASE NOTE THAT THERE WILL BE NO SERVICE AFTER 2300 HOURS.

4. CATERING

Dinner will be available at West Mersea Yacht Club. The menu will be a choice of 3 hot dishes served from the Buffet in the bar, food tickets will need to be bought from the bar in advance. Cost of the meals will be made available prior to the event and will depend on the number of participants.

5. CAR PARKING

Car Parking at West Mersea

The car park immediately behind the WMYC Clubhouse has a stay limit of 12 hrs and is reserved for cars displaying authorised stickers. The Council car park between the Clubhouse and the water has a limited stay period for which you have to pay, except after 1800 if you are visiting for the evening. You will receive a ticket if you park without a pay/display ticket showing the correct charge. Please do not leave vehicles parked in this park on a long-term basis.

Competitors wishing to leave cars at West Mersea please use the Club Car Park in City Road. This car park is controlled with a barrier and a code is required to lift the barrier. This code is changed on a regular basis so please ask at the Club on arrival and obtain a temporary parking sticker. To access this car park, take the road (Firs Chase) up the hill at the side of the Club House, then take the first turning on the left (about 50



metres) into City Road. The Car/Boat Park is on the right-hand side about another 50 metres along the road. Be aware that Club members may be still working on their boats in this area.

RBVC

There is ample car parking at the RBVC, however please note that the system requires your car registration number to be entered at the club promptly on arrival".

6. PRIZE GIVING PARTY

Prize Giving for the Pattinson Cup will be held in the WMYC as soon as possible after racing.

THANK YOU

END OF ADDITIONAL NOTES