



Haven Ports Yacht Club

East Coast Race 2025 **SAILING INSTRUCTIONS**

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

THURSDAY 26th JUNE 2025

First Warning Signal: 06:55 BST

High Water: Harwich; 13:10 BST 3.9M - Oostende; 13:40 BST 5.0M (add 1 hour for Belgium Summer Time)

CONTACT DETAILS

	Race Committee	Coastguard	Race Office
Start	Committee Vessel – “Amazon” a white yacht 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>Tony Merewether</i> 07703 345501
Finish	Principal Committee Vessel “Jane” a white Fairey Huntsman motorboat in Oostende Marina (Montgomery Dock) Call Sign “Offshore One” VHF ch72	As Above	Race Officer: <i>Andrew Wise</i> 07967 670 995 andy.wise@lemoncat.com

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 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.

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 HPYC. Notices will also be displayed on the EAORA website.

4. CLASSES & FLAGS

- 4.1. Classes will be based on RORC classifications – see RORC NoR 1.5.6

Class	TCC	Class Flag
IRC Zero	1.280 and above	Pennant 0
IRC 1	1.090 – 1.279	Pennant 1
IRC 2	1.046 – 1.089	Pennant 2
IRC 3	1.010 – 1.045	Pennant 3
IRC 4	0.850 – 1.009	Pennant 4
MOCRA	1.100 and greater	Pennant 8

- 4.2. 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 compile a Crew List to be held by the nominated Shoreside Contact 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, 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 Shoreside Contact before the start of the race.

6. START LINE

- 6.1. The Main Committee Vessel, displaying an orange flag will broadcast her position by VHF.
- 6.2. The starting line is formed between an orange flag on the Main Committee Vessel and a fixed mark, described by the Race Committee on VHF, positioned in the vicinity of the Main Committee Vessel. An inner distance mark (IDM) may be laid. A boat shall not pass between the IDM and the Main Committee Vessel when starting.
- 6.3. 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 they will hoist an orange Code Flag.
- 7.2. There shall be one combined start for all IRC classes as listed below, followed by one start for the MOCRA class.
- 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 IRC 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
07:05	MOCRA Class	Numeral Pennant 8 displayed	One sound signal
07:06		Preparatory Signal displayed	One sound signal
07:09		Preparatory Signal removed	One long sound signal
07:10		Numeral Pennant 8 removed	One sound signal

8. THE COURSE

- 8.1. The course for this race will be as described 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

- 9.1. The Harwich Deep Water Chanel is designated as an obstruction.
- 9.1.1. When leaving the River Orwell/Harwich Harbour all competitors must follow the yachting track advised by Harwich Haven Authority and not enter the Deep-Water Channel. Please Monitor Channel 71 (Harwich VTS) at all times when in the vicinity of the harbour.
- 9.2. The Princess Elisabeth Island construction area is designated as an obstruction.
- 9.2.1. The zone is demarcated by four cardinal buoys (ELI-N, ELI-E, ELI-S, and ELI-W) and lies just to the ESE of the Twin buoy.
- 9.3. See also EAORA Notice Of Race Part 1 paragraph 10 for other designated areas.

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. Yellow Brick Trackers

- 11.1. Yellow Brick will be used for tracking during the race, all entrants shall carry either a tracker they have purchased or one provided by EAORA.
- 11.2. AIS and Yellow Brick trackers must be switched on and operational throughout the race.

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

- 12.1. 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.
- 12.2. Inter-boat communication calls should when possible be on DSC or VHF ch16 as a calling Channel and VHF ch72 as a working Channel.
- 12.3. 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.

13. RETIREMENTS

- 13.1. 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.

14. APPROACH TO THE FINISH

- 14.1. 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.
- 14.2. 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.

15. THE FINISH

- 15.1. The Finish line is a line extending from the O3 Buoy (Green) to the Binnenstroom Bank Buoy.
- 15.2. 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)
- 15.3. 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.
- 15.4. 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.

16. DECLARATIONS

- 16.1. 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, 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.

- 16.2. In the event of a yacht not entering the finish port declarations shall be sent electronically as soon as possible after the finish.
- 16.3. When a yacht retires from the race, she shall write the reasons on her Declaration Form.
- 16.4. Declarations must include: Yacht Name, Sail Number, Finish Time (BST), yacht ahead, yacht astern.

17. SCORING

- 17.1. 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.
- 17.2. 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.

18. PENALTY SYSTEM

- 18.1. Standard Penalties:
 - 18.1.1. 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).
 - 18.1.2. 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.
- 18.2. Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 18.3. 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.
- 18.4. Other Penalties:
 - 18.4.1. 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.

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1. 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.
- 19.2. Time limits are as specified in the NoR Part 1 paragraph 11.5 & 11.6.
- 19.3. Notices will be posted no later than 30 minutes after the protest time limit for the last boat to finish the race.



- 19.4. 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.

20. TROPHIES AND PRIZES

Bob Stewart Memorial Trophy – IRC Overall;
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

21. RISK STATEMENT

- 21.1. 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.”
- 21.2. 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:
- 21.2.1. 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;
 - 21.2.2. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - 21.2.3. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
 - 21.2.4. their boat is in good order, equipped to sail in the event and they are fit to participate;
 - 21.2.5. the provision of a race management team, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - 21.2.6. 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:	Pass To:	Lat:	Lon:
1	Start area		51° 55' 44.4" N	001° 18' 32.4" E
2	Outer Ridge	P	51° 54' 54.0" N	001° 20' 24.0" E
3	Cork Sand	S	51° 55' 30.0" N	001° 25' 26.4" E
4	NW Roughs Tower Buoy	S	51° 53' 48.1" N	001° 28' 47.0" E
5	S Threshold	P	51° 52' 12.0" N	001° 33' 07.2" E
6	Storm	S	51° 52' 26.4" N	001° 38' 13.2" E
7	Trinity	S	51° 49' 01.8" N	001° 36' 23.5" E
8	Sunk Head Tower	P	51° 46' 40.8" N	001° 30' 32.4" E
9	N Middle	P	51° 41' 20.8" N	001° 12' 36.7" E
10	West Sunk	P	51° 44' 20.4" N	001° 25' 48.0" E
11	Gunfleet Spit	S	51° 45' 21.6" N	001° 21' 43.2" E
12	NE Gunfleet	S	51° 49' 55.9" N	001° 27' 47.6" E
13	Longsand Head	S	51° 48' 22.0" N	001° 38' 09.6" E
14	Twin	P	51° 31' 59.2" N	002° 22' 34.1" E
15	GooteBk	S	51° 26' 55.2" N	002° 52' 44.2" E
16	Oostendebank W	P	51° 16' 12.6" N	002° 44' 46.2" E
17	Buitenstroom Bank	P	51° 15' 11.4" N	002° 51' 43.2" E
18	Binnenstroom Bank – Finish Line		51° 14' 28.2" N	002° 53' 39.5" E

Distance – approximately 127 miles

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. 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>

On arrival in Oostende:

Belgian Border Force has an office to the left of the train station - call the phone number on the glass door (+32 59 56 15 30) and they will come and let you in and stamp your passports. (24/7)

Don't forget you will also need to stamp out before your departure, the procedure is the same as for entry.

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:



<https://www.gov.uk/guidance/submit-a-pleasure-craft-report>

3. BERTHING ARRANGEMENTS

At Start

- Suffolk Yacht Harbour
- Other marinas & swinging moorings in the Harwich vicinity.

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 the East Coast Race.

4. CATERING

Dining is available in the HPYC on Wednesday evening, please book in advance.

5. CAR PARKING

Parking is available at the HPYC / Suffolk Yacht Harbour.

6. 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 dinner at the end of the season.

THANK YOU

END OF ADDITIONAL NOTES