



# OFFSHORE REGATTA SAILING INSTRUCTIONS

## *Including amendments to the Notice of Race*

Sponsored by **MSAmlin**  
Formerly HAVEN KNOX-JOHNSTON

Organising Authority: East Anglian Offshore Racing Association in association with the Haven Ports Yacht Club, Royal Temple Yacht Club and the Royal North Sea Yacht Club, Oostende.

**Thursday 11<sup>th</sup> July to Sunday 14<sup>th</sup> July 2019**  
**Incorporating the following Races;**  
**Graham Wallis Trophy (Harwich to Oostende)**  
**Cannon Ball Trophy (Oostende to Ramsgate)**  
**Walker Challenge Cup (Ramsgate to Harwich)**

### CONTACT DETAILS FOR OVERALL REGATTA

	Race Committee	Coastguard	Race Office
From 1000 08 <sup>th</sup> July 2019	Principal Committee Vessel "Absolute Diamond" a Jeanneau 51 yacht. Call Sign "Offshore One" on VHF Channel 72 Mobile: +44 (0) 7793 372 548 Based Oostende but in contact via phone and email with HPYC and RTYC. <a href="mailto:Brianfg.bolton@btinternet.com">Brianfg.bolton@btinternet.com</a>	Call HM Coastguard which will be answered by UK coastguard based in Dover. VHF Channel 16 +44 (0) 01255 675518 (For Notification of retirements or in an emergency) <a href="mailto:Zone13@hmcg.gov.uk">Zone13@hmcg.gov.uk</a>	Until Sunday 07 <sup>th</sup> July 2019  EAORA Chairman Royal Burnham Yacht Club, The Quay, Burnham-on-Crouch, CM0 8AU Email: <a href="mailto:eaora1949@gmail.com">eaora1949@gmail.com</a> Web Site: <a href="http://www.eaora.org.uk">www.eaora.org.uk</a> <a href="mailto:paul@centurionproperty.co.uk">paul@centurionproperty.co.uk</a>
At the Finish of Regatta	Haven Ports Yacht Club. "Absolute Diamond" a Jeanneau 51 yacht. Call Sign "Offshore One" on VHF Channel 72 Mobile: +44 (0) 7793 372 548	As Above	EAORA Race Officer at Haven Ports Yacht Club Suffolk Yacht Harbour. <a href="mailto:Brianfg.bolton@btinternet.com">Brianfg.bolton@btinternet.com</a>

**YACHTS RETIRING FROM ANY RACE MUST IMMEDIATELY NOTIFY THE COMMITTEE VESSEL AT THE FINISH OF EACH RACE OR THE COASTGUARD AS APPROPRIATE.**

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

# GENERAL INSTRUCTIONS FOR THE REGATTA

**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.**

**The Sailing Instructions provide up to date information about the three races involved in the Offshore Regatta. You must ensure you have copies of the Notice of Race Part 1 and Part 2 for each race. These are downloadable from the EAORA Web Site.**

## COMMITTEE VESSEL

The Principal Committee Vessel, "Absolute Diamond", a Jeanneau 51 yacht (Call Sign – Offshore One), will be moored in the Royal North Sea Yacht Club Montgomery Dock in Oostende from Monday 8<sup>th</sup> July 2019. The EAORA Race Officer will be on board this vessel until Sunday 14<sup>th</sup> July when the Committee Vessel will be in Suffolk Yacht Harbour (Levington) ready for the Prize giving.

The East Anglian Chairman (Paul Wood) whom is unable to race this year will be on board his classic yacht called Windrunner (42 ft white hull & white mast) Paul will also have a listening watch on channel 72 & 16 and will be crossing over to Ostend amongst the fleet on the Thursday and Ramsgate Saturday and then Levington on Sunday. He can be contacted on 07768351048 or channel 72 & 16 and messages can be relayed to the race Officer if necessary.

HPYC Race Officer Nigel Mower will be on station, his yacht Blue 2 will start the Race to Oostende on Thursday 11<sup>th</sup> July at Harwich. The race officer can be contacted on channel 72 (call sign Blue 2)

The finish and start at Ramsgate will be by the Royal Temple Yacht Club from their start box and using their Club Line and light signals.

If a Committee Vessel is flying Code Flag E, then the start will be by VHF and sound signals only as follows:

MINUTES PRIOR TO START	Announcement with count down	Sound Signal
10	Ten-minute time check	One Short Sound
5	Warning Signal (Class Flags UP)	One Short Sound
4	Preparatory Signal (Blue Peter UP)	One Short Sound
1	Preparatory Signal (Blue Peter DOWN)	One LONG Sound
START	Class Flags DOWN	One Sound signal

If there is a recall, then the following actions will happen:

Event	Sound Signal	Announcement
Individual Yacht OCS	TWO sound signals	Sail Number or Yacht Name Broadcast of offending yacht(s).
Many Yachts OCS	THREE sound signals	General Recall

The EAORA Principal Race Officer, Brian Bolton, will monitor the regatta from the Principle Committee Vessel. Absolute Diamond using AIS and will be responsible for results. The PRO will be at Haven Ports to complete the final Regatta results on Sunday 14<sup>th</sup> July. Please ensure declarations are completed as per the paragraph below.

## NAVIGATION NOTES

Due to the navigational and Wind farm changes that have taken place in the vicinity of the Sunk and the introduction of the Sunk Inner Precautionary Area it is important that all entrants have up to date charts covering that area and pay due regard to the Precautionary Notes. It is advisable to monitor VHF 14 while in this area and be aware of shipping movement.

Competitors are reminded of their obligations to comply with rule 10, Traffic Separation Schemes, of the IRPCAS. Competitors are reminded of EAORA Notice of Race Part 1 para. 8.4 "where a mark is not seen" when the position is passed the yacht must make and retain the most accurate recorded position of her course and track.

## **AREAS THAT ARE OBSTRUCTIONS (See also Notice of Race Part 2 for specific Obstructions in each race)**

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

- a) All Traffic Separation Schemes are Obstructions.
- b) Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.
- c) 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.

**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.

Wind farms under construction are generally prohibited for navigation, whereas completed farms may be navigable **as long as 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.

- d) 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.

## **COMMUNICATION**

The Race Committee may broadcast information on VHF Ch72, and yachts are reminded to keep a watch on VHF Ch72 during the start and at the finish of each race.

**Yachts are reminded of their legal obligation to keep a continuous watch on VHF ch16**

The Race Officer at each finish will confirm with UK Coastguard the safe arrival of all vessels completing each race.

## **RETIREMENTS**

Yachts retiring should inform the RO at the finish of each race as soon as possible by telephone or VHF ch72 or inform the Coastguard on +44 (0) 1255 675518 or by VHF that they have retired and what course of action they are taking.

## **REPORTING IN A SLOW RACE**

When such time has elapsed that a yacht can at best achieve an average speed to the finish of less than 4 knots, she shall make every effort to inform the race office at the finish or UK Coastguard, Channel 16 or Tel: +44 (0) 1255 675518 of her position and progress, and shall continue to do so at reasonable intervals until she reports finishing or retiring.

## **APPROACH TO THE FINISH**

All yachts are required to set listening watch on VHF Ch72 when approximately 30 minutes from the finish and at that time to call the Race Officer at the finish to advise Estimated Time of Arrival. At night or in poor visibility yachts should assist with identification at the finish line by calling the Race Officer on approach. The RO will maintain a watch on VHF Ch72 and mobile phone, see individual notes for each finish below. If VHF communication is difficult then alternative Mobile phone text message is recommended.

The Races will be monitored using AIS but competitors should be aware that a Committee Vessel may not be on the finish lines. Yachts are required to take their own finish time (BST) and to supply the Race Officer at the finish with that information along with details of the method of taking the time. If this is a separate watch then that watch must be checked against the official time clock.

## **DECLARATIONS**

**Competitors are reminded that under EAORA Notice of Race Part 1 section 11 they are required to complete a Declaration Form either by paper copy or by text. Yachts shall complete the Declaration and submit it to the EAORA Chief Race Officer, Brian Bolton, as soon as possible after the race. The Declaration maybe e-mailed to [brianfg.bolton@btinternet.com](mailto:brianfg.bolton@btinternet.com) or by text to 44 (0) 7793372548. Failure to comply with this rule may result in the yacht being excluded from the results. When a yacht retires from the race she shall write the reasons on her Declaration Form. The Declaration must include the finish time(BST), boat name & Sail number, yacht ahead, yacht astern.**

## SCORING

EAORA will supply all race result details as soon as possible after each race and arrange a prize giving. Endorsed EAORA club yachts will be extracted from the results and rescored within the EAORA classes and awarded points within the EAORA series.

## PENALTY SYSTEM

### Scoring Penalty:

- When the right-of-way rules of IRCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).
- The scoring penalty will be 10 minutes added to the boat's corrected time for each penalty.
- 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.

### Standard Penalties:

- 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.
- 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.
- 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.
- Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 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.

### Grounds for Protest:

- Breaches of SI 5, 7 and 18 will not be grounds for protest by a boat. This changes RRS 60.1a.

### Other Penalties:

- 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.

## RISK STATEMENT

**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 omission;
- 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, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) 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.

## INSURANCE

Each participating boat shall ensure that their boat is adequately insured, against all third-party claims.

## END OF GENERAL INSTRUCTIONS FOR OFFSHORE REGATTA

### Additional Notes for Competitors

(These notes are NOT part of the General Sailing Instructions)

### EAORA's 70<sup>TH</sup> ANNIVERSARY PARTY – Friday 12<sup>th</sup> July

EAORA was formed at a conference of East Coast Clubs in 1949 to coordinate Offshore Racing on the East Coast. Many of the races that continue to be raced are club races that date back to before the war.

To mark the occasion there will be a party after the prize giving at Oostende followed by a dinner in the evening.

Menu for Friday 12<sup>th</sup> July 70<sup>th</sup> Anniversary of EAORA

*Carpaccio of swordfish, lime, rocket salad, seaweed and sour cream*

*Chicken breast filet with tarragon sauce, creamy broccoli, mashed young potatoes with fresh herbs*

**30 Euros per head.**

*Any special dietary requirements?*

**Please Book directly with Claire Scott asap and she will confirm numbers with RNSYC by Wednesday next week. [Claire.scott1962@gmail.com](mailto:Claire.scott1962@gmail.com) or 07990 041569**

# SAILING INSTRUCTION THAT ONLY APPLY TO: THE GRAHAM WALLIS TROPHY RACE - THURSDAY 11<sup>TH</sup> JULY 2019

## WARNING SIGNALS

There will be **One Start** with warning signal at 0655 (BST) - All IRC Classes - Code Pennant "1"  
Check Committee Vessel for Code Flag E starting arrangements (See general Instructions)

## THE START

HPYC Race Officer Nigel Mower will be on station, his yacht called "Blue 2" The race officer can be contacted on channel 72 (call sign Blue 2).

## COURSE TO BE SAILED

The course to be sailed will be that given in the Notice of Race.

## THE FINISH (Diagram A below – confirms the Notice of Race)

The Race officer will monitor the finish by AIS or from the pier head as a comparison of finish times. Please assist the Race Officer in Oostende by advising him when you estimate you are 30 minutes from the Binnenstroom Bank Buoy, using **VHF Channel 72, Call sign, Offshore One** or mobile telephone /text **44 (0) 7793372548**. Record your own finish time when crossing the line along with the name of other racing yachts in front and astern and provide this information to the Race Officer at Oostende. Complete a Declaration and text to the EAORA Chief Race Officer as soon as possible after mooring.

## AFTER FINISHING

### ENTERING Oostende

Check the IPTS lights, if green enter, if green and white check with Port Control on VHF 09 to request permission to enter the harbour. Berth as directed by the Harbour master or and EAORA Representative, berths are paid by EAORA.

**SCHENGEN** - All UK Skippers should complete a Schengen Form, this can be completed before leaving the UK and emailed to [DGA.SPN.KUST.BCPNO@police.belgium.eu](mailto:DGA.SPN.KUST.BCPNO@police.belgium.eu) otherwise take a copy of your completed Schengen Form to the Harbour master as soon as possible. NOTE – if finishing late then it may be next morning that the Harbour master is available. A PDF Schengen Form is available on the EAORA web site page for this race.

### THE RESULTS

The Race is the Graham Wallis Trophy race, part of the Offshore Regatta. Results and prize giving will take place at the Royal North Sea Yacht Club, Oostende, on Friday 12<sup>nd</sup> July 2019 at a time to be announced, PLEASE check with the Committee Vessel. There will also be a prize giving for the East Coast Race (28<sup>th</sup> June).



## Diagram A (Not to scale and not to be used for navigation)

(The eastern end of the finish line is the O3 buoy (Green) and the western end is the Binnenstroom Bank East Cardinal buoy)

**END OF SAILING INSTRUCTIONS FOR GRAHAM WALLIS TROPHY**

# SAILING INSTRUCTION THAT APPLY ONLY TO: THE CANNON BALL TROPHY RACE - SATURDAY 13<sup>TH</sup> JULY 2019

## WARNING SIGNALS

### Amendment to the Notice of Race Part 2

There will be One Start with a warning signal at 0755 (BST) – All IRC Classes - Code Pennant “1”  
Check Committee Vessel for Code Flag E starting arrangements (See general Instructions)

## THE START

By kind permission of Mr Michael Wallis, the Committee Vessel will be “Absolute Diamond” a Jeanneau 51 Yacht flying EAORA Flags. The Committee Vessel will be in a position outside the Oostende harbour entrance and will have set a start line as per the Notice of Race.

## THE COURSE (Amendment to the notice of race)

The Race Officer will provide the first mark of the course, then follow the course given below as instructed by the Race Officer.

To ensure that the correct approach to Ramsgate harbour is maintained all competitors should sail one of the following courses:

**Course A:** FIRST MARK (?); BuitenRatelbank Buoy (BT Ratel) (S); Ruytingen NW (S); South Falls (P); Goodwin Knoll (P), Channel marker 2 (S), Channel Marker 4 (S); Finish (59 miles) The First Mark will be provided by the Race Officer at Oostende.

**Course B:** FIRST MARK (?); Middlekerke Bank (P); Ruytingen East (S); Sandettia North (P); Goodwin Knoll (P), Channel marker 2 (S), Channel Marker 4 (S); Finish (approximately 57 Nmiles) The First Mark will be provided by the Race Officer at Oostende.

**NOTE:** On some charts the race mark “BT Ratel” is given its full name “BuitenRatelbank Buoy”).

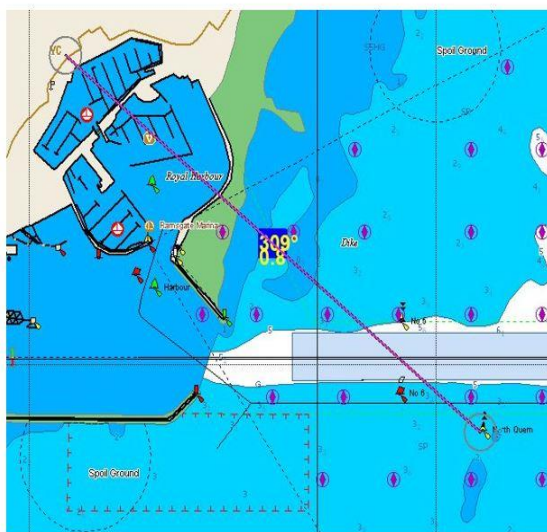
## THE FINISH

The Finish Line is defined in the Notice of Race, please assist the Race Officer in Ramsgate by advising him when you estimate you are 30 minutes from the finish using **VHF Channel 72, Call sign, “Temple Race Hut”**. All yachts **MUST record their own finish time** as per the instruction in the notice of race. Record other racing yachts in

front and astern, complete a Declaration and text to the Race Officer as soon as possible after mooring. The timepiece used should be notified to the Race Officer at the finish and if necessary a check made of that timepiece against an official clock if necessary.

Finish Line D.

Between the North Quern Buoy and the No6 Channel marker on a Line subtended from the North Quern Buoy to the RTYC Flagpole, Bearing 308°



## ENTERING RAMSGATE

Yachts should call Port Control on VHF 14 to request permission to enter the harbour. Once in the Harbour Call the Marina for a berth. Berths are paid by EAORA.

## DECLARATIONS

Completed declarations should be text to the Race Officer, Brian Bolton (+44 (0) **7793 372 548**), on Board the Committee Vessel “Absolute Diamond” as soon as possible after mooring.

## THE RESULTS

Results of the race and prize giving will take place in the Royal Temple Yacht Club on Saturday 13<sup>rd</sup> July 2019 as soon as possible after all yachts have been accounted for by the Race

Officer and provisional results can be produced. The Cannon Ball Trophy will be presented at the RTYC, but the winner will not be able to take it home.

## END OF SAILING INSTRUCTIONS FOR THE CANNON BALL TROPHY

# **SAILING INSTRUCTION THAT APPLY ONLY TO: THE WALKER CHALLENGE CUP RACE – SUNDAY 14<sup>TH</sup> JULY 2019**

## **WARNING SIGNALS (Amends the Notice of Race)**

**There will be One Start using the RTYC Light System.**

0855 (BST) – Warning Signal All Classes	ONE Light ON
0856 (BST) – Preparatory Signal All Classes	TWO Lights ON
0859 (BST) – One Minute Signal All Classes	ONE Light ON
0900 (BST) – Start All Classes	Light Extinguished

## **THE START**

The Start Line is as described in the Notice of Race. The RTYC Race Officer will start the race from the RTYC start box, VHF 72 call sign “Temple Race Hut”.

## **THE FINISH**

The finish line is defined in the Notice of Race, please assist the Race Officer in Harwich by advising him when you estimate you are 30 minutes from the finish using **VHF Channel 72, Call sign, Offshore One** or mobile telephone/text – **Brian Bolton, +44 (0) 7793 372548**. Once you have recorded your own finish time as per the instruction in the Notice of Race, please text that time. Own yacht name & sail number, Yacht ahead, yacht astern to the Race Officer to assist with overall race results.

## **THE RESULTS**

Results of the race and prize giving will take place in the Haven Ports Yacht Club as soon as possible after the last yacht finishes, followed by the results and prize giving for the overall regatta. A time will be notified to all skippers by Text Message.

## **END OF SAILING INSTRUCTIONS FOR THE WALKER CUP**

## **Additional Notes for Competitors**

**(These notes are NOT part of the Sailing Instructions)**

### **RED DIESEL**

It is understood that the Belgian authorities have suspended any check on fuel in yacht tanks for the time being. However, please be aware that it is illegal to carry cans of red diesel on board your boats and make sure you have receipts for fuel showing full tax has been paid (not 60/40) to be safe.

### **EAORA Chairman’s side notes**

Paul Wood will provide additional information relating to mooring and catering in his email to all competitors.

## **End of additional Notes**