



Royal Corinthian Yacht Club

Thames Estuary Shield 2022 SAILING INSTRUCTIONS

Organised by the Royal Corinthian Yacht Club in conjunction with the Medway Yacht Club and EAORA

12th June 2022

First Warning Signal: 07:55 BST

High Water: Sheerness 11:30 BST 5.5 M

CONTACT DETAILS

	Race Committee	Coastguard	Race Office
Start	Committee Vessel: Absolute Diamond a White hulled Jeanneau 51 displaying "EAORA" flags VHF ch 72, call sign Offshore One	HM Coastguard Dover VHF Channel 16 +44 (0) 01255 675518 (For Notification of retirements or in an emergency) Zone13@hmcg.gov.uk	Assistant Race Officer: Mike Wallis Mobile: 07860-350209 Email: mgwallis01@btinternet.com Medway Yacht Club Lower Upnor, Rochester, Kent, ME2 4XW TEL: 01634 718399 Email: office@medwayyachtclub.com
Finish	RCYC race box VHF ch 72, call sign RCYC Line	As Above	Race Officer: Phil Aspinall Mobile: 07733002191 Email: philaspinall72@gmail.com Royal Corinthian Yacht Club The Quay Burnham on Crouch Essex, CM0 8AX Tel: 01621 782105 info@royalcorinthian.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 4)

1. RULES

- 1.1. The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. 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.
- 1.3. RYA Prescriptions to the Racing Rules can be found on the RYA Website. www.rya.org.uk
- 1.4. World Sailing's Offshore Special Regulations Category 3 with Category 2 life rafts, AIS Transponders and RORC Prescriptions where required.
- 1.5. The rules and regulations of appropriate Class rules; IRC Rules Parts A, B & C Rules.
- 1.6. The Notice of Race Part 1 is available from the EAORA Website and its General Rules apply to all EAORA races. Notice of Race Part 2 is also available from the EAORA Website and gives information about individual races. Both Documents may be modified by the Sailing Instructions for each race. www.eaora.org.uk.
- 1.7. 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 MYC. 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 fewer crew than on any crew list supplied to the Organising Authority, it is imperative that the Committee Boat is informed of the name(s) of the absent crew.

5. START LINE

- 5.1. A Line between Buoy 15 and the main mast of the Committee Vessel anchored to the North. Cross the line in an easterly direction leaving the Committee Vessel and any inner limit mark to port and Buoy 15 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 classes as listed below.



6.2.1. 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.

6.3. The numbers or names of yachts OCS may be broadcast by the Race Committee.

Time (BST)	CLASS	FLAG	SOUND SIGNAL
07:55	Classes 1, 2 & 3	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

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

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

- 8.1. 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.
- 8.2. Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.
- 8.3. 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.
- 8.4. 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.
- 8.5. 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.
- 8.6. 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.

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. The Finish Line shall be the Royal Corinthian Yacht Club line.
 - 13.1.1. If the RCYC Race Box is not manned competitors are required to take their own finish times – the time should be taken when the transits on the RCYC line are in line.
- 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 Race Box, or Race Office when the Race Box is not manned. 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 11 they are required to complete a Declaration Form. Yachts shall complete a Declaration Form and submit it to the PRO as soon as possible after the race. In the event of a yacht not entering the finish port, the Declaration maybe Text to Race Officer's mobile or e-mailed to info@royalcorinthian.org.uk. Failure to comply with this rule may result in the yacht being excluded from the results.
- 14.2. When a yacht retires from the race, she shall write the reasons on her Declaration Form.
- 14.3. Declarations can be made by Paper, Text or email and must include: Yacht Name, Sail Number, Finish Time (BST), yacht ahead, yacht astern.
- 14.4. Give a Mobile Number if text is to be used.

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.



- 15.2. 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.

16. PENALTY SYSTEM

- 16.1. Scoring Penalty:
- 16.1.1. When the right-of-way rules of IRPCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).
 - 16.1.2. The scoring penalty will be 10 minutes added to the boat's corrected time for each penalty.
 - 16.1.3. 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.
- 16.2. Standard Penalties:
- 16.2.1. 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.
 - 16.2.2. 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.
 - 16.2.3. 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.
- 16.3. Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 16.4. 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.
- 16.5. Grounds for Protest:
- 16.5.1. Breaches of SI 5, 7 and 18 will not be grounds for protest by a boat. This changes RRS 60.1a.
- 16.6. Other Penalties:
- 16.6.1. 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.

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. The protest time limit is 3 hours after the protesting boat finishes.
- 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

THAMES ESTUARY SHIELD (1st OVERALL)



19. RISK STATEMENT

- 19.1. 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.”
- 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 - No 15		51°24'45.0"N	0°38'27.1"E
2	No 12	S	51°25'45.1"N	0°40'17.8"E
3	Z2	P	51°25'37.2"N	0°41'37.7"E
4	S Kent	P	51°25'59.4"N	0°43'38.5"E
5	Grain Hard	S	51°26'58.7"N	0°44'09.9"E
6	No 11	S	51°27'30.5"N	0°45'48.2"E
7	10A	P	51°27'33.2"N	0°46'55.4"E
8	8A	P	51°27'42.1"N	0°47'41.1"E
9	2A	P	51°28'13.6"N	0°50'31.6"E
10	Medway	P	51°28'50.6"N	0°52'46.6"E
11	S Shoebury	S	51°30'26.0"N	0°52'23.4"E
12	Blacktail Spit	P	51°31'29.3"N	0°56'44.6"E
13	Maplin	P	51°33'39.8"N	1°1'35.2"E
14	Maplin Edge	P	51°35'20.1"N	1°3'38.3"E
14	Maplin Middle	P	51°36'46.6"N	1°5'30.1"E
15	Maplin Approach	P	51°39'28.6"N	1°9'19.6"E
16	Whitaker	P	51°41'26.2"N	1°10'30.7"E
17	Whitaker No 2	P	51°40'15.0"	1°05'24.0"
18	Swallowtail West	S	51°40'02.0"	1°02'38.0"
19	Sunken Buxey	P	51°39'36.2"	1°00'45.2"
20	Outer Crouch No 3	S	51°38'06.1"	0°57'49.0"
21	Crouch	S	51°37'39.0"	0°56'34.9"
22	Inner Crouch	S	51°37'11.7"	0°55'04.9"
23	Finish - RCYC Line		51°37'12.6"N	0°49'11.7"E

Distance – approximately 43 miles



Course B

No	Mark	Leave to	Latitude	Longitude
			DMS	DMS
1	Start - No 15		51°24'45.0"N	0°38'27.1"E
2	No 12	S	51°25'45.1"N	0°40'17.8"E
3	Z2	P	51°25'37.2"N	0°41'37.7"E
4	S Kent	P	51°25'59.4"N	0°43'38.5"E
5	Grain Hard	S	51°26'58.7"N	0°44'09.9"E
6	No 11	S	51°27'30.5"N	0°45'48.2"E
7	10A	P	51°27'33.2"N	0°46'55.4"E
8	8A	P	51°27'42.1"N	0°47'41.1"E
9	2A	P	51°28'13.6"N	0°50'31.6"E
10	Medway	P	51°28'50.6"N	0°52'46.6"E
11	S Shoebury	P	51°30'26.0"N	0°52'23.4"E
12	Barrow No 14	P	51°31'49.9"	1°00'25.7"
13	Barrow No 11	P	51°34'04.9"	1°06'41.8"
14	Barrow No 7	P	51°37'29.2"	1°13'28.3"
15	Barrow No 3	P	51°42'01.5"N	1°20'14.3"E
16	Whitaker	P	51°41'26.2"N	1°10'30.7"E
17	Whitaker No 2	P	51°40'15.0"	1°05'24.0"
18	Swallowtail West	P	51°40'02.0"	1°02'38.0"
19	Sunken Buxey	P	51°39'36.2"	1°00'45.2"
20	Outer Crouch No 3	S	51°38'06.1"	0°57'49.0"
21	Crouch	S	51°37'39.0"	0°56'34.9"
22	Inner Crouch	S	51°37'11.7"	0°55'04.9"
23	Fairway No 1	S	51°37'05.2"N	0°51'04.8"E
24	Finish - RCYC Line		51°37'12.6"N	0°49'11.7"E

Distance – approximately 54 miles

END OF SAILING INSTRUCTIONS

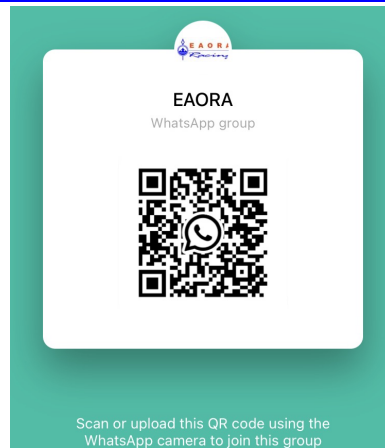


Additional Notes for Competitors (These notes are NOT part of the Sailing Instructions)

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/I50p6PSRi1w8nRwFzOUhSw>



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. **BERTHING ARRANGEMENTS**

At Start

MYC pontoon

At Finish

Swinging mooring are available from

- The Royal Corinthian Yacht Club - 01621 782105
- Priors Boat Yard (01621 782160 or office@priorshouseboats.co.uk)

Marina

- Burnham Yacht Harbour

3. **LAUNCH SERVICE**

At Finish

The RCYC launch service can be contacted on VHF 37

Call sign RCYC Launch

4. **THANK YOU**

END OF ADDITIONAL NOTES