



The Haven Combined Clubs Series

2024 General Sailing Instructions

1. RULES

1.1 The following rules will apply:

- a) The Racing Rules of Sailing (RRS) 2021-2024.
- b) World Sailing Offshore Special Regulations Appendix B Special Regulations for inshore racing.
- c) The Notice of Race, these Sailing Instructions, & any supplementary Sailing Instructions.
- d) Prescriptions of the RYA .
- e) In the event of a conflict, these Sailing Instructions shall prevail over the Notice of Race.
- f) The Sailing Instructions may change other Racing Rules.

1.2 These Instructions may be amended by the Supplementary Sailing Instructions or a Notice to Competitors.

2. EQUIPMENT REQUIREMENTS

See Notice of Race for Points Series or Passage Series.

3. ADDITIONAL SAFETY RESPONSIBILITIES

3.1 The Bylaws of the Harwich Haven Authority apply, as do the International Regulations for Preventing Collisions at Sea as between competitors and any vessel not racing. Any competitor found to have infringed these bylaws or regulations shall be liable to Protest.

3.2 Any boat which finds itself disabled or out of control within the Deep-Water Channel shall promptly advise Harwich VTS on VHF channel 71 of its situation.

3.4 Any boat which while racing suffers damage or gets into difficulties but does not need assistance shall advise Dover Coastguard of her situation by normal VHF procedure or by telephone (01304 210008), to avoid unnecessary emergency action should she be reported in difficulties by a third party. She shall then, if possible, inform the Race Officer of the situation by the means provided below ("Communications").

3.5 Any competing boat which touches a moored or anchored boat shall retire immediately unless

she claims that she was wrongly compelled to touch it by another competitor, in which case she shall protest.

ANCHORS SHALL BE STOWED INBOARD OF THE PULPIT AND GUARD RAILS WHILE RACING.

4. USE OF ENGINE TO KEEP CLEAR

Competitors in danger of obstructing or being involved in a collision with a commercial vessel may use their engines to keep clear. They must inform the Race Officer as soon as possible after finishing. In such case the race committee shall adjust the competitor's elapsed time as it considers in its absolute discretion to be fair and equitable. This changes RRS Rule 42.1.

5. NOTICES TO COMPETITORS

5.1 In the event of a Notice to Competitors (including changes to the Notice of Races or Sailing Instructions) IC flag Lima will be displayed prior to the start of the first race affected and competitors should listen for instructions.

5.2 When appropriate and if time permits, notices will be e-mailed to all competitors and posted on the Series website, but inability or failure to do so shall not be grounds for redress.

6. COMMUNICATIONS

6.1 Competitors are required to monitor VHF Channel 72 from 1 hour before the published start time to their finish of the last race of the day.

6.2 The race officer may provide a mobile telephone number, if one is available for that day. In emergency, or for purposes stipulated in these Sailing Instructions, competitors may communicate with the Race Officer using VHF Channel 72 or the mobile telephone number.

7. RANKING AS A STARTER

7.1 Competitors must check in with the Race Officer prior to their warning signal, declaring the number of crew on board, and obtain an acknowledgement. **Relaxed fleet boats should at this point declare if they are sailing with or without spinnaker for the race in question.** Only boats declaring a crew count and receiving an acknowledgement will rank as starters. Where possible (i.e., if the race officer is afloat), check in should be by hail and NOT over the VHF.

COMPETITORS IN A SECOND OR LATER START MUST KEEP WELL CLEAR OF THE STARTING AREA AFTER THE WARNING SIGNAL FOR THE PREVIOUS START.

8. IDENTIFICATION

8.1 Competitors must display their class flag on their backstays while racing. Competitors may, in addition, wear the burgee of the club they are representing. Ensigns must not be worn.

8.2 The “experienced fleet” will display IC No. 1 pennant. The relaxed fleet will display IC No. 2 pennant. In addition to Class flags each competitor will be required to display the Jackson Stops sponsor flag below their class flag.

8.2 For Passage Races, all boats must display IC flag H or their class flag on their backstays while racing.

8.3 Competitors in the experienced fleet shall display a sail number whilst racing. Competitors in the relaxed fleet should endeavour to ensure their sail has a unique distinguishing mark (such as a class insignia) if they do not have a sail number.

9. STARTING TIMES

See Notice of Race Points Series or Passage Series.

10. START AND FINISH LINES

10.1 Beacon Hill Line

The Beacon Hill line is located just inside Dovercourt Breakwater. The line is between the yellow “Beacon Hill” racing mark (located approximately 2 cables north of the seaward end of the Dovercourt breakwater) and a staff with an orange flag on the committee boat anchored approximately 2 cables in an easterly direction from this buoy.

10.2 Measured Mile Line

The measured Mile Line is located in Butterman’s Bay, approximately halfway between HPYC and Pin Mill. The line is a transit of two posts on the south bank of the River Orwell, the riverside post with a yellow triangular top mark, apex up and the rear post marked with white hoops and a yellow triangular top mark, apex down. The northern limit of this line is a Committee Boat, stationed on the north side of the buoyed channel.

10.2 RHYC Line

This line is a transit of two posts on the south bank of the Orwell, just to eastward of RHYC Marina, the riverside post marked with red and white hoops with a yellow triangular top mark, the rear post is a black and white mast behind the starting box. The northern limit of this line is a white-topped wooden pole to the north side of the buoyed channel and moorings.

10.3 PMSC Line

The PMSC line extends from the main mast of the club on the south bank to the “no. 5 starboard channel mark” on the north side of the channel.

10.4 HPYC Line

The HPYC line is defined by a line drawn through the Signals Mast at the Race Officer’s building and a fore mark with two triangles as top mark, positioned on the up-river quay head of the Suffolk Yacht Harbour entrance. The line is to be crossed in the direction specified by the course set for the race in question.

10.5 Shotley SC Line

(When approaching to finish from sea Bristol buoy is to be left to port before crossing the line below):

A line extended from the mast in front of the starting hut at the SE corner of the dinghy park through a distance mark, a yellow can. Yachts are to finish south of the distance mark and North of a line between Bristol and Parkeston buoys.

10.6 H&DSC Line

The transit of two triangular top marks, one on the HDSC onshore start hut, the other on a barge a few metres out from the quayside. The outer distance mark is a 1 metre diameter orange buoy, marked H & D, approximately 200 metres Northwest of the old Harwich train ferry long arm.

10.7 Passage Races

For the Passage Races, further instructions pertaining to the start and finish lines shall be provided in the respective Supplementary Sailing Instructions.

10.8 Alternative Start Line

An alternative start mark may be used, which may be a navigation mark or a laid mark such as a Dan buoy or anchored dinghy. The committee boat will fly IC flag Lima, and the location and identity of the start mark, and new start time(s) will be announced by VHF and/or communicated verbally or

by a board from the committee boat. A postponement be made to the scheduled starting times to give competitors sufficient time to reach the new start line area before their class warning signal is made. If a course is shortened and a subsequent race is to be sailed, that race may be started at or near the finish of the first race, using the procedure described above.

11. SUBSTITUTE COMMITTEE BOAT

If the official committee boat fails to arrive on station a substitute committee boat may be appointed. If this is a competitor that boat will be awarded race points in compensation at the absolute discretion of the Race Officer.

12. INNER LIMIT

A Dan buoy or other mark, which may be wearing a flag, may be anchored close to the committee boat as an inner limit mark. A boat shall not sail between the mark and Committee Boat after her warning signal has been made. If a boat has to sail in this area she must return to the pre-start side of the line before starting by sailing round the Committee Boat. A ball or other mark extending on a staff from a Committee Boat, or a dinghy or other floating object secured alongside, shall be regarded as a part of the starting mark and not as a temporary or accidental attachment.

14. THE START

14.1 Starting Sequence

Rule 26 starting signals shall apply (5,4,1 Go). Time shall be taken from the visual signals; the timing or absence of a sound signal or VHF message shall be disregarded and is not grounds for redress.

14.2 Recalls

Individual or general recalls will be signalled according to Rules 29.1 and 29.2 respectively. Where the first class to start is recalled, it's starting sequence may, at the discretion of the race officer, be delayed until after the start of the 2nd class.

14.3 Order of Starts for Points Races

Class 2 (relaxed fleet): Warning Signal (1040), Start (1045).

Class 1 (experienced fleet): Warning Signal (1055), Start (1100).

The experienced fleet shall be divided into a fast and slow division based on their Haven Handicap. The race officer may, at their discretion start the two divisions separately. In this event, the “slow” division warning signal shall be no earlier than 10.55 and the fast division warning signal shall be no earlier than 11.00.

The race officer shall announce on VHF CH72 whether the experienced fleet is starting “combined” or as separate divisions no later than 15 minutes before experienced fleet’s warning signal. In the absence of any communications, competitors should assume there will be a single start.

15. AREAS THAT ARE OBSTRUCTIONS

15.1 Competitors are required, while racing, to avoid navigating within the limits of the Harwich Deep water channel seaward of the Grisle, as defined by straight lines joining consecutive channel marks including the Landguard buoy, and out to sea as far as the Rough buoy. For the purposes of the RRS such lines are to be regarded as a Continuing Obstruction. (See Race Chart Below.

15.2 For passage races, a boundary extending 50 meters from the extremities of any Wind Farm shall be treated as an obstruction and RSS Rules 19 and 20 shall apply.

16. COURSES

16.1 Points Series

The course to be sailed will be announced by VHF and may also be indicated by a display board, as follows:

A VHF announcement as to the course(s) to be sailed will be made no earlier than 30 minutes before the warning signal of the first scheduled start.

At least one repeat broadcast will be given. And further repeats to competitors may be made on request by any boat when convenient, but not during or after their starting sequence.

IN the event of comms failure, the following may be used:

A display board may show each mark of the course in turn including any finishing mark) indicating which side each one should be left. If a course that has been displayed and/or broadcast is subsequently changed, displaying IC flag L together with a sound signal will indicate this event. The change of course signal will be made at least 5 minutes before the warning signal. The code flag L will be removed at the start signal. In the event of a discrepancy between the displayed course (if displayed) and that broadcast. The displayed course will prevail.

16.2 Passage Races

Courses will be as defined in the Supplementary Sailing Instructions.

16.3 Marks that are always in the course.

If the course issued by the race officer involves sailing past Harwich Shelf then it must always be left to starboard when leaving the harbour and left to port when entering the harbour.

When sailing in the River Orwell all competitors are required to leave the safe water mark at the end of the SYH entrance channel to starboard when sailing upriver towards Ipswich and to port when sailing down river towards Felixstowe so as they do not navigate within the Suffolk Yacht Harbour entrance channel.

In the event that the course provided on the day explicitly conflicts with sailing instruction 16.3, the course provided by the race officer shall prevail.

17. FINISHING LINE

17.1 For points series races, the finishing line will either be one of the lines defined in section 10, or a line between the indicated finishing mark and a staff or mast displaying a **blue** flag on an adjacent committee boat, leaving the finishing mark on the indicated side.

17.2 For passage races, competitors should finish in accordance with the instruction in the relevant Supplementary Sailing Instruction.

17.3 In exceptional circumstances the committee boat may be off station at the finish, in which case the following procedure (Timing In) should be used.

18. TIMING IN

18.1 Where the finishing line was bounded at one end by a committee boat that is no longer on station, a competitor shall finish when the finishing mark bears 90 **degrees and within 10 boat lengths of it.**

18.2 Times shall be corrected to GPS time indicating BST or GMT as applicable.

18.3 If the race officer is not on station for the finish of a points series race, competitors shall take their own finishing times and report them to the Race Officer by VHF (or telephone if available) or to the **Haven Series Chairman (07792 714492)** as soon as possible and not later than mid-day on the following Sunday, together with the names of the boats finishing immediately ahead and astern of them, if visible.

19. SHORTENING COURSE

19.1 The course may be shortened to finish at any mark of the course for any reason at the discretion of the Race Officer (this changes RRS Rule 32.1). A committee boat will display IC flag S and the line shall be crossed from the direction of the last mark, on the proper side of the mark as prescribed by the course definition. The finish line will be defined by the mark in question and a staff or mast displaying a **blue** flag on the committee boat, or the fore mast of the Committee Boat (this changes RRS Rule 32.2 the definition of "Race Signals").

20. TIME LIMIT

There will be no time limits. The Race Officer shall remain on station for 5hrs after the start. A boat finishing more than 5hrs after their start should time themselves in as described in section 18 and report their time to the race committee or the **Series Chairman**.

21. RETIREMENT OR DELAY (Mandatory Safety Requirement)

21.1 Any boat retiring, or withdrawing from a subsequent race the same day, must report to the Race Officer that it is so doing by hailing, or by VHF or telephone as above (Communications), at the earliest opportunity and obtain an acknowledgement.

21.2 Any boat significantly delayed while racing but not requiring assistance should report her situation and estimated finishing time to the Race Officer by the means indicated above (Communications).

NOTE THAT ANY BOAT NOT ACCOUNTED FOR AT THE END OF RACING MAY BE REPORTED TO THE COASTGUARD AS OVERDUE.

22. DECLARATION

Declarations are not required for Points Series races. For the Offshore Series see the additional sailing instructions for the race in question.

23. ABANDONMENT

Any points race that is abandoned may be re-sailed. If practicable and if circumstances so permit, the Race Officer may re-sail an abandoned race on the same day. Otherwise, the Organising Authority will provide at least 7 days' notice of the date on which a race is to be re-sailed.

24. PROTESTS

24.1 These are to be notified verbally to the Race Officer at the finish in the first instance or by telephone or VHF radio within two hours thereafter and confirmed in writing to the **series secretary** at the earliest opportunity.

24.2 A boat that is considering a protest will be asked to conform to the "RYA Racing Charter".

24.3 In the first instance the boats involved will be invited to discuss the incident with a view to reaching an amicable settlement.

24.4 If a settlement can not be reached the RYA arbitration process will be instigated with an independent arbiter whom will be agreed to by all parties.

24.5 Should an resolution not be made using the above methods a protest hearing will be convened as soon as possible at a time and place to suit the majority of the involved parties.

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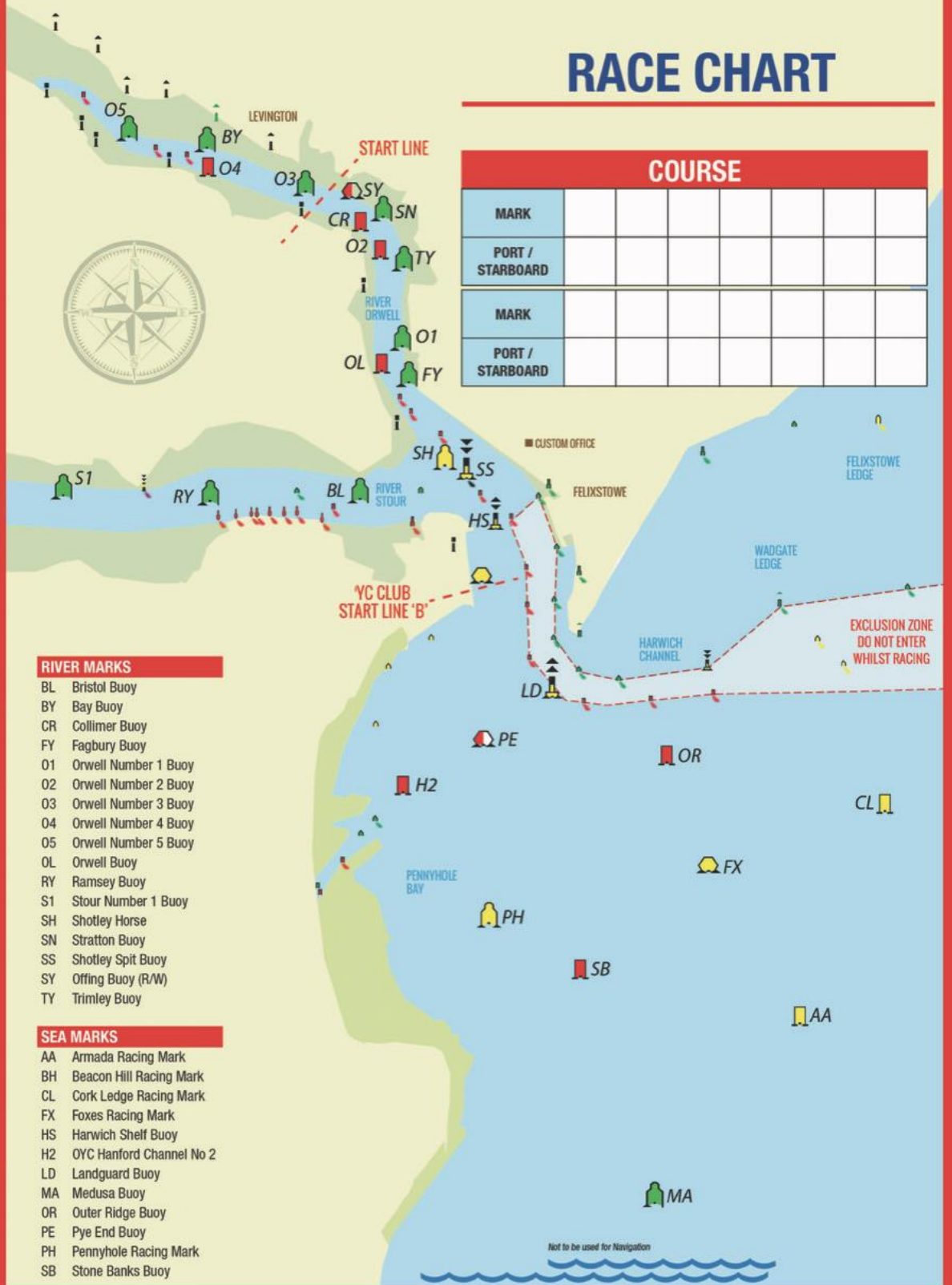


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RACE CHART



COURSE

MARK							
PORT / STARBOARD							
MARK							
PORT / STARBOARD							

RIVER MARKS

- BL Bristol Buoy
- BY Bay Buoy
- CR Collimer Buoy
- FY Fagbury Buoy
- O1 Orwell Number 1 Buoy
- O2 Orwell Number 2 Buoy
- O3 Orwell Number 3 Buoy
- O4 Orwell Number 4 Buoy
- O5 Orwell Number 5 Buoy
- OL Orwell Buoy
- RY Ramsey Buoy
- S1 Stour Number 1 Buoy
- SH Shotley Horse
- SN Stratton Buoy
- SS Shotley Spit Buoy
- SY Offing Buoy (R/W)
- TY Trimley Buoy

SEA MARKS

- AA Armada Racing Mark
- BH Beacon Hill Racing Mark
- CL Cork Ledge Racing Mark
- FX Foxes Racing Mark
- HS Harwich Shelf Buoy
- H2 OYC Hanford Channel No 2
- LD Landguard Buoy
- MA Medusa Buoy
- OR Outer Ridge Buoy
- PE Pye End Buoy
- PH Pennyhole Racing Mark
- SB Stone Banks Buoy

Not to be used for Navigation