

Cruiser Fleet



Members have a range of sailing and motor yachts, from light displacement racers to traditional blue water cruisers.

At GYC we have both deep water and drying trot moorings. The drying moorings allow access three hours either side of high water and the deep water moorings are accessible at any state of the tide. None of our moorings have direct access from the shore so berth holders need to own a tender, though a trot boat is operational on club race days. We also have an all tide visitor pontoon connected to the main clubhouse that can be used by members for short periods.

The club also has a well-equipped yard with hardstanding for 20 boats and a brand new boat lift. Berth holders also have use of a workshop, engine shed, sail loft and storage lockers.

We can usually accommodate boats up to a maximum of 12 meters and ten tons. As we rely on our members volunteering for all aspects of our management and maintenance, we are able to keep the prices for moorings and yard [very reasonable indeed!](#)

The sailing area is restricted upstream by Tower Bridge but has no restrictions downstream. It is possible to sail to the Thames Estuary and beyond on a single tide.

Members who own cruisers are often in need of crew, with or without experience, and we maintain a list of these opportunities for our members.

The club organises yacht races about every two weeks in the summer and about every month during the winter. Racing is open to all classes under the Byron handicap system. We race locally around cans, usually downriver to Erith, Thurrock and Gravesend and even Sea Reach and around the Isle of Sheppey. See the [Calendar](#) and our



GREENWICH YACHT CLUB

Standard Sailing Instructions for Club Cruiser races 2023

1. RULES

1.1 The Races will be governed by the “rules” as defined by the Racing Rules of Sailing 2021-2024 (hereafter referred to as the RRS)

1.2 All watercraft shall abide by the PORT OF LONDON (PLA) THAMES BYELAWS 2012. (as amended) which include and may modify the provisions of the Regulations for Prevention of Collision at Sea (ColRegs) and, in particular, shall note Byelaw 24(a), which modifies the ColRegs Part B as follows “a vessel shall not cross or enter a fairway as to obstruct another vessel proceeding along the fairway”. For the avoidance of doubt, this means that yachts crossing the River shall not impede the progress of any vessel travelling along the river, except other racing boats, see 1.4 below.

1.3 Failure to follow the PLA RIVER BYE-LAWS may result in disqualification from a race, in severe cases, from a series of races and may result in enforcement action by the PLA.

1.4 In situations between competitors and where there is a conflict between the provisions of the RRS and the ColRegs of the PLA Byelaws, the provisions of the PLA Byelaws shall prevail.

1.5 A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (when boats meet) of the RRS. This amends RRS Rule 44.1

2. NOTICES OF RACE TO COMPETITORS

Notices of Race to Competitors will be posted on the club’s Facebook and WhatsApp Groups and emailed to competitors.

3. MINIMUM FLEET SIZE

The Racing fleet must normally have at least two boats registered and willing to race. Two boats will not normally constitute a fleet for a Club series race, and the officer of the day will have the prerogative to decide whether to postpone the race to another date due to lack of interest or to run the race. In making this decision, the Race Officer of the Day (ROOD) shall consider the usual popularity of the race and the prevailing weather conditions.

4. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the Club’s Race Hut flagpole and/or light board, which consists of three lights in a triangular formation.

for cruiser races. Skippers must also comply with [COLREGS](#), PLA [Directions for Navigation in the Port of London](#) and check any PLA [Notices to Mariners](#) in force. We follow the [Racing Rules of Sailing](#).

We have a friendly relationship with the other clubs on the Thames, and there are also inter-club racing events, regattas and open races at other clubs on the Thames and Medway.

Members of the club join a number of informal cruises in company over the season, such as day trips to Erith Yacht Club and back, enjoying the hospitality at Erith over lunch. Such events are very sociable as well as being excellent opportunities to gain experience on the river. The club organises an ever popular annual East Coast cruise - more detail below.

We do encourage active sailing members who will join in and participate in the club. If you live in London, and fancy a convenient place to base your boat, pay us a visit.

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Gallery



Handicap System

The club uses the [Byron handicap system](#). The system is based on measurements taken from thousands of yachts along with race data - which is used to calculate a boats theoretical hull speed and a handicap which adjusts race finishes.

The Byron James website includes data for most yacht classes - but they also provide a calculator that works with the specific data from any particular boat. It is the responsibility of the yacht owner to apply for a BJ handicap certificate and you must re-apply if significant changes are made to the boat, such as adding a spinnaker.

[Current handicap data for the fleet \(view history\)](#)

The East Coast Cruise

The East Coast Cruise is an annual institution at GYC - a popular and enjoyable week long cruise in company to the Thames Estuary and beyond. Destinations might include the Swale, Blackwater Orwell and Deben. Occasionally the cruise has taken the fleet even further afield, but sticks to a passage plan matched to the capability of the boats, skippers and crew taking part.

In recent years the itinerary has included a mid week rest with hospitality from the Royal Harwich Yacht Club just upstream from Pin Mill on the Orwell. The estuary crossings are usually the longest day's sail of the week and can be testing in strong winds but with careful passage planning and making best use of the tides we get there. Our changeable weather means plans for the week often have to change mid week to suit - but that's part of the pleasure.

The cruise is an ideal way for those less confident in sailing further than the Thames itself to gain experience and benefit from the support of other club members and the fleet.

Individual skippers are responsible for their own passage plans and crews - but the overall itinerary, optimum start and expected arrival times are prepared by a voluntary organising committee before hand.