



GREENWICH YACHT CLUB

Standard Sailing Instructions for Club Cruiser races 2022

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 the RRS)

1.2 In addition all watercraft shall abide by the PORT OF LONDON (PLA) THAMES BYELAWS 2016. (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, with the exception of 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 prosecution 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 TO COMPETITORS

Notices to Competitors will be posted on the GYC website and/or 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 try 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

Signal 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.



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5. RACE TIMES AND RACE AREAS

The race schedule, briefing and start times will be sent via email, published on the Club website and the Club notice board. Race area information may also be announced in the same way or via the Race Officer on race day.

6. COMMUNICATIONS WITH COMPETITORS

The ROOD will communicate with competitors on VHF channel 37(M1) unless previously notified and all boats are required to have a working VHF capable of receiving this channel. The failure to receive instructions (for example recalls or course changes) broadcast on this channel shall not be a reason for redress unless it can be reasonably shown that a boat adversely affected was out of VHF range. Competitors should also maintain a listening watch on London VTS channels 14 or 68 or 69.

7. THE COURSES

7.1 Course, the order in which marks are to be passed, and the side on which each mark is to be discussed at the race briefing.

7.2 The starting and finishing marks will be on the GYC Club line unless stated differently at the race briefing.

7.3 All skipper's briefing are to be held ashore, unless advised. The skipper of the boat must attend the race briefing. Failure of the skipper to attend the briefing will preclude the skipper and boat from participating in the race.

7.4 Alterations may be made to the start time or the course after the briefing but before the start, and any such changes will communicated to competitors by VHF radio on Channel 37.

7.5 The ROOD may, but is not required to, give competitors a visual diagram as well as a verbal description of the course to be sailed during the race briefing.

7.6 Race Officers may, but are not required to, give course information to competitors before or after the briefing.

8. TIME LIMITS

There is no standard time limit with the exception of the Winter Series Races; however time limits may be announced by the ROOD at the briefing.



9.1 Races will be started with light and sound signals as follows: WARNING SIGNAL 5 minutes before the start, PREPARATORY SIGNAL 4 minutes before the start, ONE MINUTE SIGNAL 1 minute before the start, START. Flag signals may or may not be used, and this changes Rule 26 of the RRS. Failure of either any or all of the light or sound signals (but not both) will not be a cause for protest. Signals may also be complemented by announcements over the VHF channel 37.

WARNING SIGNAL- 5 minutes to start	1 sound + 1 light
PREPATORY SIGNAL – 4 minutes to start	1 sound + 2 lights
ONE MINUTE SIGNAL – 1 minute to start	1 sound + 3 lights
START	1 sound + all lights off.

9.4 All boats to observe that the club's start line is in the barrier control zone which requires boats to keep to the starboard side of the river and to cross the fairway at a right angle.

10.1 Individual recalls for boats OCS will be notified by a sound signal after the start and one light, and if possible by an announcement on VHF, however no flag signal will normally be flown, and this alters Rule 29.1 Similarly a General Recall will be notified by two sound signals and two lights, but no flag signal will normally be flown, this alters Rule 29.2

10.2 Where a boat is OCS at the start, she shall sail to the pre-start side of the line, and request and receive confirmation from the ROOD by VHF that this is the case and that they may restart, or have restarted properly. If such confirmation is not received a boat may not assume that they have restarted properly, and may not protest or seek redress if they are disqualified or subsequently recalled as OCS.

Where a course has to be shortened, abandoned or one or more legs altered, the ROOD may inform competitors by VHF radio without flag signals if it is impractical to do so; or telephone a dedicated communication vessel which then relays the information to competitors via VHF. This alters Rules 32 & 33.



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12. SPECIAL NAVIGATION REQUIREMENTS

The Thames Barrier has a designated Special Navigation Zone between Blackwall Point and Margaret Ness, and where boats are required to pass through the Barrier they should comply with the instructions as described in Appendix 1 to these sailing instructions.

Aside from a further special zone in Sea Reach, The PLA requires that yachts should aim to navigate on the starboard side of the channel at all times. Where required to cross the navigation channel, yachts should proceed only when completely clear to do so and keep fully aware of their responsibilities under Col.Reg. 9 (narrow waters)

13. PROTESTS AND REQUESTS FOR REDRESS

13.1 Protests shall be delivered to the ROOD in writing within the protest limit time.

13.2 For each class, the protest limit time is 90 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and to requests for redress.

14. SCORING

The scoring system is as Appendix A of the RRS using the Low Point System as per Appendix A, A4.1 For series scores, the scoring method including the number of discards will be described in the series Notice of Race, but which will unless changed by the NOR will be as per Appendix A, A9.

15. SAFETY REGULATIONS

15.1 It is considered that for races in the Thames, yachts should aim to comply with the provisions of ISAF Special Regulations OSR 2020 - 2021 Category 4 safety equipment requirements. (Short daylight races in protected waters) These can be obtained from the ISAF web site, Special Regulations Appendix J. A summary of these requirements is listed at Appendix 2. For races beyond the confines of the Thames Estuary, OSR 2020-2021 Category 3 regulations should apply.

15.2 A boat which retires from a race shall notify the race committee as soon as possible.

16. USE OF ENGINE PROPULSION IN AN EMERGENCY

Competitors are reminded of their obligations to other vessels under the International Regulations for Prevention of Collisions at Sea and in particular to large commercial vessels in the main channel. In accordance with Rule 42.3(i) any yacht which finds herself near collision with such vessels or any fixed obstructions such as piers, wharves etc. may, in an emergency, use the engine or any available means of propulsion to avoid collision without being deemed to have infringed racing rules, provided that the yacht does not gain advantage towards the finishing line.



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In the event that the use of propulsion in such circumstances does gain an advantage to the yacht over other yachts, she shall either retire, or in the event of a small advantage attempt to assess the time advantage and declare this to the ROOD as soon as possible. Effort should be made by the skipper of the yacht to secure a witness to the emergency use of propulsion. It will be the responsibility of the Race Officer or Protest Committee to either disqualify the yacht or determine the amount of any time penalty imposed if an advantage is found to have been made by a yacht using propulsion in an emergency.

17. COMMUNICATION WITH THIRD PARTIES

A boat shall not receive by radio or telephone communication information specific to the race, or race area that is not available to all competitors.

18. PRIZES

Prizes will usually be presented during the Club's annual Dinner and Dance.

19. DISCLAIMER OF LIABILITY

Competitors participating in GYC Club races must sign the declaration of entry in advance of entering any races, which confirms the owner's responsibilities and the decision to take part in races is theirs alone and entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, during or after the regatta.

20. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance.



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Appendix 1.

In the Barrier Special Zone between Blackwall Point and Margaret Ness , all yachts must sail on the starboard side of the Fairway only.

SPECIAL RULES FOR PASSING THROUGH THE THAMES BARRIER

Note: A Barrier special conditions zone exists from Blackwall Point to Margaret Ness.

Designated Club Barrier Area

A: For passing through the Barrier going down river in a fleet after the start.

At the start of the race, group clearance will usually be obtained by the ROOD from VTS for all yachts racing. Where a particular span has been designated by VTS for the race, ALL yachts must pass through this span, even if another span is open.

All yachts must have their engine running, either in neutral or in gear, through the **designated Club Barrier Area** from engine on point at the beginning to the engine off point. This area is from River-side Wharf (the orange pier on the South shore before the barrier), to the downstream end of Barrier Gardens pier below the barrier.

Yachts must position themselves at the engine on point on, or close to, an imaginary straight line running parallel to the shore through the designated span and stay on this line until the engine off point. As a vessel under power, the yacht must remain on the starboard side of the channel.

From the engine on point, to the engine off point, yachts must maintain their distance behind the yacht ahead. The lead boat should not use excessive speed through the barrier.

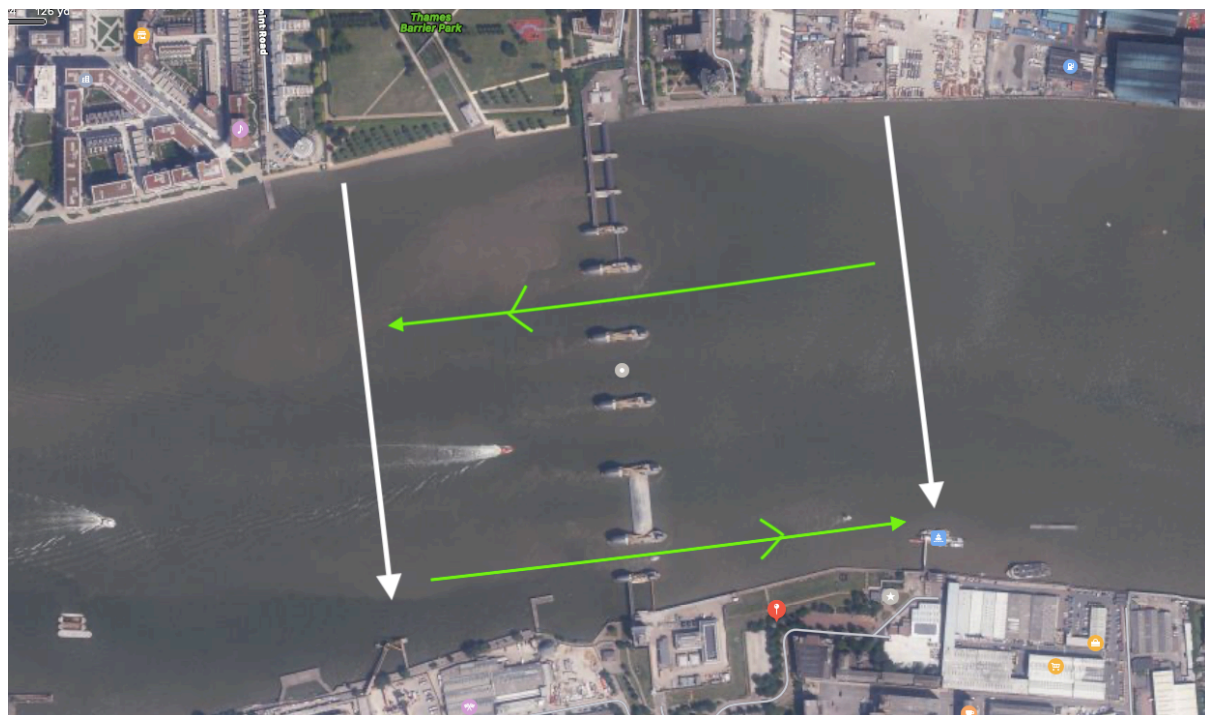
Yachts must free sheets and not fly spinnakers in the Barrier area.

B: For yachts returning individually or in small groups from downriver.

Yachts returning individually should obtain clearance from London VTS on channel 14. Then yachts should pass through the Barrier area as described above.



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Designated Club Barrier Area



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Appendix 2.

ISAF Special Regulations OSR 2020 - 2021 Category 4 safety equipment requirements

Two 9 litre buckets with lanyards
One permanently fitted bilge pump
A hand-held VHF radio with waterproof cover
Softwood plugs to suit hull openings, stored adjacent to the opening
Safety jackstay and clip-on points
Fire blanket and two fire extinguishers
One anchor and suitable chain/cable
Waterproof flashlight and spare batteries
First aid kit and manual
Foghorn
Radar reflector
Paper charts and plotting equipment (not solely electronic)
Laminated chart showing location of safety equipment
Depth sounder
Adequate tools and spares including means of disconnecting the standing rigging
Boat's name on loose equipment
Life-ring with reflective patches, self igniting light and drogue
Heaving line
Two orange smoke flares (in date)
A sharp knife, sheathed and accessible from the cockpit
Storm jib, or mainsail able to reef to reduce luff by 12.5%
A Lifejacket for every crew member.