



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.



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5. RACE TIMES AND RACE AREAS

The race schedule, briefing and start times will be emailed and published on the club's Facebook or WhatsApp Groups. Race area information may also be announced similarly or via the Race Officer on race day.

6. COMMUNICATIONS WITH COMPETITORS

6.1. 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. Competitors should also maintain a listening watch on London VTS channels 14 or 68, 69, or 74 (Medway). The Race Officer will conduct a radio check with each competitor before the race start. Failure to transmit during the radio check will preclude the skipper and boat from participating in the race.

6.2. Competitors must follow requests made by London VTS on VHF Channel 14/68/69 or by the ROOD on VHF Channel 37/M/M1 without undue delay.

7. THE COURSE

7.1 Course, the order in which marks are to be passed and which side will be notified in the Notice of Race or 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 or in the Notice of Race.

7.3 All skipper's briefings 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 be communicated to competitors by VHF radio on Channel 37.

7.5 The Race Officer may give competitors a visual diagram and a verbal description of the course to be sailed during the race briefing.

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

8. TIME LIMITS

There is no standard time limit except for the Winter Series Races; however, time limits may be announced by the Race Officer at the briefing.



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9. THE START

9.1 Races will be started with light and sound signals: 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, which changes Rule 26 of the RRS. Failure of either any or all of the light or sound signals will not be a cause for protest. Announcements over the VHF channel 37 may also complement signals.

9.2 Light signals will be used as follows in the start sequence:

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

9.3 All engines are to remain on before and during the start sequence and are only to be turned off at the One Minute Signal. Although engines must be on during this period, they do not need to be in gear.

9.4 All boats are 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. The start and finish lines only extend to the middle of the fairway.

10. RECALLS

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 37; however, no flag signal will normally be flown, which alters Rule 29.1. Similarly, two sound signals and two lights will notify a General Recall, but no flag signal will normally be flown; this changes 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 Race Officer by VHF that this is the case and that they may restart or have restarted properly. If such proof is not received, a boat may not assume that they have adequately restarted and may not protest or seek redress if they are disqualified or subsequently recalled as OCS.

11. SHORTENING COURSE, ABANDONING AND CHANGING THE POSITION OF THE NEXT MARK

Where a course has to be shortened or abandoned, or one or more legs altered, the Race Officer may inform competitors by VHF radio without flag signals if it is impractical to do so; or tele-



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phone a dedicated communication vessel that relays the information to competitors via VHF. This alters Rules 32 & 33.

12. SPECIAL NAVIGATION REQUIREMENTS

The Thames Barrier has a designated Special Navigation Zone between Blackwall Point and Margaret Ness where boats are required to pass through the Barrier; they should comply with the instructions 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 Race Officer 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 requests for redress.

14. SCORING

The club uses the Byron Sailing Race Handicap. Bermudan rigged boats must declare a spinnaker. 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, may be described in the series Notice of Race, but which, 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 ISAF Special Regulations OSR 2022 - 2023 Category 4 safety equipment requirements. (Short daylight races in protected waters) These can be obtained from the ISAF website, Special Regulations Appendix J. A summary of these requirements is listed in Appendix 2. For races beyond the confines of the Thames Estuary, OSR 2022-2023 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, particularly commercial vessels in the main channel. By



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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.

Suppose the use of propulsion in such circumstances gives the yacht an advantage over other yachts. In that case, she shall either retire or attempt to assess the time advantage in the event of a small advantage and declare this to the Race Officer as soon as possible. The yacht's skipper should make efforts 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 unavailable to all competitors.

18. PRIZES

Prizes will usually be presented during the Club's annual Dinner and Dance, unless it is an open race when the prize giving is after the race.

19. DISCLAIMER OF LIABILITY

Competitors participating in GYC Club races must sign the declaration of entry before entering any races, confirming the owner's responsibilities and that the decision to participate in races is theirs alone and entirely at their own risk. The organising authority will not accept any liability for material damage, personal injury, or death sustained before, during, or after the race.

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 only sail on the starboard side of the Fairway.

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 Race Officer from London VTS for all yachts racing. Where VTS has designated a particular span for the race, all yachts must pass through this span, even if another span is open.

All yachts must have their engine running through the **designated Club Barrier Area** from the engine on point at the beginning to the engine off point. This area is from Riverside 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 course 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.

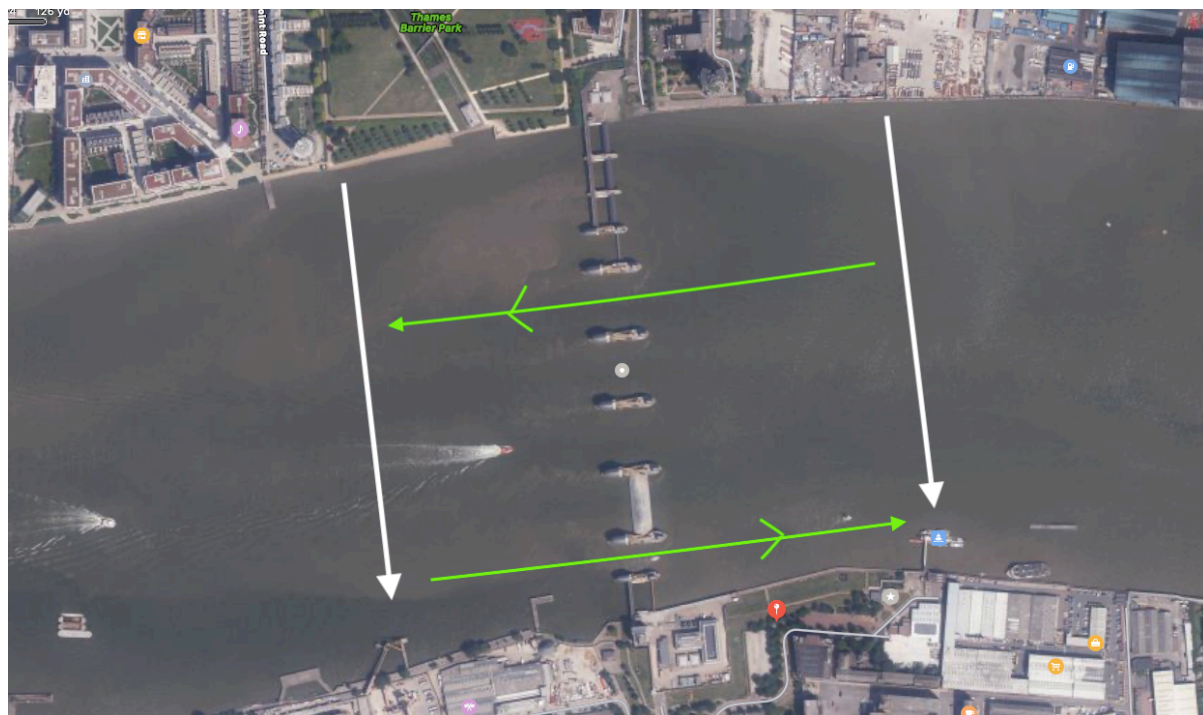
Yachts must free sheets and not fly spinnakers in the Barrier area.

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 2022 - 2023 Category 4 safety equipment requirements

Two 9-litre buckets with lanyards
One permanently fitted bilge pump
A hand-held VHF radio with a 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.