

# Thames Trafalgar Race

## Sailing Instructions

**Saturday 21 & Sunday 22 September 2019**

### 1. General

The race is being organised jointly by, Erith Yacht Club and Little Ship Club who will jointly appoint a Principal Race Officer and a Race Committee.

The traditional spirit of this race is friendly competition with a strong social element, aggressive boat-on-boat tactics are discouraged.

All boats must be self-righting and carry a working engine which must not be removed from its working position, except that outboard engines may be tilted up to remove the propeller from the water.

### 2. Race Briefing

The Race briefing will take place at Little Ship Club, Bell Wharf Lane, EC4R 3TB at 19.30 on Friday 20<sup>th</sup> September

### 3. Changes to these Sailing Instructions

Any amendments to these sailing instructions will be posted on the noticeboard next to the briefing area in advance of the briefing.

### 4. Courses

#### Leg 1.

Race start from Blackwall reach to ovens bouy ( S ) Finish Erith Yacht Club Line ( A CLASS )

Start time not before 08.00HRS

#### Leg 1

Race start from Blackwall reach to Black shelf ( S ) Finish Erith Yacht Club line ( B CLASS )

Start time not before 08.00HRS

Time limit for all classes 17.00HRS

#### Leg 2.

Erith Yacht Club Line to Blackwall Reach

Start time not before 11.00HRS A&B CLASS

Time limit 16.00HRS

### 5. Radio communication

Radio communication between the Race Committee (call sign Thames Trafalgar Race Committee) and competitors will be on VHF channel 37 (M1)

Yachts should monitor communications from London VTS on VHF Channel 14 upstream of Crayfordness and on VHF channel 68 downstream.

A boat that retires shall inform the Race Committee as soon as practical.

### 6. Rules

The races to be governed by the Racing Rules of Sailing 2017-2020 (RRS) and subject to the Port of London Authority Bylaws

#### **Modifications to RRS**

The Racing Rules of Sailing Rule 44.1 is modified to one penalty turn only.

## 7. Handicaps

The scoring system will use the Byron handicap system, based on declarations made by each boat on the entry forms. The Race Committee is responsible for the handicaps allocated to each boat in this race and adjust a handicap in the interests of fairness and any such decision is final. Any adjustments to handicaps declared will be communicated to the owner in advance of the race.

Any changes to a boat's equipment from those described on the entry form must be communicated to the Race Committee in advance of or at the race briefing.

Any boat found to be using undeclared equipment, such as a spinnaker, will be disqualified or penalised at the discretion of the Race Committee.

## 8. Special Navigational Instructions

### Thames Barrier

The Thames Barrier is designated as a Special Navigation Zone, 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. It is the intention of the committee to time boats in and out of this zone, this time to be deducted from elapsed time. If this is not possible the committee may instead monitor boats passing through this zone, and may disqualify boats blatantly in breach of the rule described in Appendix 1A, para 4.

### Erith Yacht Club moorings

Yachts may not sail between the EYC outer moorings and the south shore while racing.

## 9. Starting Procedures

Starting sequences will be warning signal 10 minutes before the start, preparatory signal 4 minutes before, signal at 1 minute before, then start.

Details of the start lines, lights and signals for each start will be explained at the briefing.

## 10. Finishing Procedures

Details of the finishing lines will be explained at the briefing.

## 11. Shortening Course and Time Limits

In the event of it becoming necessary to shorten course after the start, instructions will be communicated by radio on Channel 37. If possible the committee will shorten course in accordance with Rule 32.2.

## 12. Protest

Within the spirit of this race, see above, no protests should be envisaged. Competitors in the wrong are expected to take their one-turn penalty. Protests must be submitted to the Race Officer within one hour of the time limit on the appropriate form.

## 13. Safety

It is the responsibility of each skipper to ensure the safety of their boat and crew, and to ensure that adequate safety equipment is aboard and used as appropriate. It is considered that for races in the Thames, yachts should aim to comply with provisions of ISAF Special Regulations Category 5. These can be obtained from the ISAF web site, Special Regulations Appendix J

## **14. Use of Engine Propulsion in an Emergency**

Competitors are reminded of their obligations to other vessels under the International Regulations for Preventing Collisions at Sea and in particular to large commercial vessels in the main channel. In accordance with Rule 42.3(h) 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. 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 Race Officer as soon as possible. Effort should be made by the skipper of the yacht to secure a witness to the emergency use of emergency 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.

## **15. Disclaimer Of Liability**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organising 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.

## **16. Insurance**

Each participating boat shall be insured with valid third-party liability insurance to cover this race.

## APPENDIX 1

### Special Rules for passing through the Thames Barrier

#### **A. For passing the Barrier going down river in a fleet after the start.**

1. At the start of a race, group clearance will usually be obtained by the ROOD from VTS for all yachts racing. Where a particular span has been designated by the VTS for the race, all yachts must pass through this span, even if another span is open.
2. All yachts must have their engines running, either in neutral or in gear, through the designated Barrier Zone, see the attached picture, from Engine On Point at the beginning to the Engine Off Point. This zone is from alongside the pier upstream of the Barrier with a crane at the end to the Garden Pier downstream of the barrier.
3. Yachts must position themselves at the Engine On Point at, 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. (see attached picture)
4. 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.
5. Yachts may not fly spinnakers in this Barrier Zone.

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

1. Clearance should be obtained from VTS on VHF Channel 14
2. Otherwise yachts should pass through the barrier in the manner described in A2 to A5 above.

When sailing downstream, the openings are designated alphabetic letters from A to G starting A on the south (right) side, however note that the first navigable opening on the south side is span B.

