

RHYC TUNING FORK

Saturday 25th April, 2026

Sailing Instructions

1. RULES

1.1 The following rules will apply:

- a. The Racing Rules of Sailing (RRS) 2025-2028.
- b. World Sailing Offshore Special Regulations Appendix B Special Regulations for inshore racing.
- c. The Notice of Race, these Sailing Instructions and 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. RRS Rule 44.1 is changed so that only one turn, including one tack and gybe, is required.
- g. 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. SAFETY EQUIPMENT REQUIREMENTS

See Notice of Race

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 Harwich Deep-Water Channel shall promptly advise Harwich VTS on VHF channel 71 of its situation.
- 3.3 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").
- 3.4 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. COMMUNICATIONS

- 5.1 Competitors are required to monitor VHF Channel 72 from 1 hour before the published start time to the finish of the race.
- 5.2 In an emergency competitors may communicate with the Race Officer, Peter Cockayne on VHF 72 or on 07712 183746.

6. RANKING AS A STARTER

- 6.1 Competitors must check in with the Race Officer prior to their warning signal, declaring the number of crew on board and declare if they are sailing with or without spinnaker in the race. 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.

7. IDENTIFICATION

- 7.1 Class flag for the event is the yacht's club Burgee, to be flown from the yacht's backstay whilst racing; no ensigns to be flown.

8. STARTING TIMES

- 8.1 The race will start at 11.00am, Warning Signal at 10.55am.

9. COURSE

- 9.1 The course to be sailed will be announced by VHF Channel 72 prior to the warning signal.
- 9.2 The course for the race will be decided on the day dependant on the weather conditions; this may be out to the Harwich approaches and Dovercourt Bay or the rivers Orwell and Stour.
- 9.3 A VHF announcement with time checks will be made before the Warning Signal. 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 the starting sequence.
- 9.4 If a course that has been broadcast is subsequently changed, IC flag L will be displayed, and a sound signal will be made. The change of course signal will be made at least 5 minutes before the Warning Signal. The signal flag L will be removed at the Start Signal.
- 9.5 In the event that the course provided on the day explicitly conflicts with any Sailing Instruction, the course provided by the Race Officer shall prevail.

10. AREAS OF OBSTRUCTION

- 10.1 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.)

11. START AND FINISH LINES

- 11.1 Committee Boat will be on station at the start line displaying a Royal Harwich Yacht Club burgee and ensign.
- 11.2 The Start Line will be between the Committee Boat and River Orwell No.3 buoy.

- 11.3 The finish could be either the Start Line or the RHYC line depending on prevailing conditions. This will be confirmed with the course announcement.
- 11.4 **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.
- 11.5 The Race Committee may shorten the course at any point during the race dependent upon conditions and fleet progress.

12. SHORTENING COURSE

- 12.1 The course may be shortened to finish at any mark of the course for any reason at the discretion of the Race Officer.
- 12.2 A Committee Boat may 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 an orange flag on the Committee Boat, or the fore mast of the Committee Boat (this changes RRS Rule 32.2 the definition of "Race Signals").

13. THE START

- 13.1 Starting Sequence: Rule 26 starting signals shall apply (5,4,1 Start). 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. In the extreme eventuality that visual signals are not possible, VHF broadcasts however will take precedence.
- 13.2 Recalls: Individual or general recalls will be signalled according to Rules 29.1 and 29.2 respectively.

14. TIME LIMIT

- 14.1 The race time limit shall be 16:00 BST

15. TIMING IN IN THE ABSENCE OF COMMITTEE BOAT

- 15.1 If the Race Officer is not on station for the finish, competitors shall take their own finishing times and report them to the Race Officer by VHF (or telephone if available).
- 15.2 Where participants self-finish on a mark determined by the Race Officer then the finish will be when the mark bears 90 degrees to the hull and within two boat lengths, unless varied by the RO on the day.

16. RETIREMENT OR DELAY (Mandatory Safety Requirement)

- 16.1 Any boat retiring, or withdrawing from the race, 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.
- 16.2 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).
- 16.3 NOTE THAT ANY BOAT NOT ACCOUNTED FOR AT THE END OF RACING MAY BE REPORTED TO THE COASTGUARD AS OVERDUE.

17. PROTESTS

- 17.1 Protesting boats shall advise the Race Committee of their intent to protest when finishing and receive an acknowledgement.
- 17.2 Protest forms must be submitted to RHYC at the earliest practical opportunity. Protests will be heard at a time and place advised by the Race Officer.

18. RISK STATEMENT

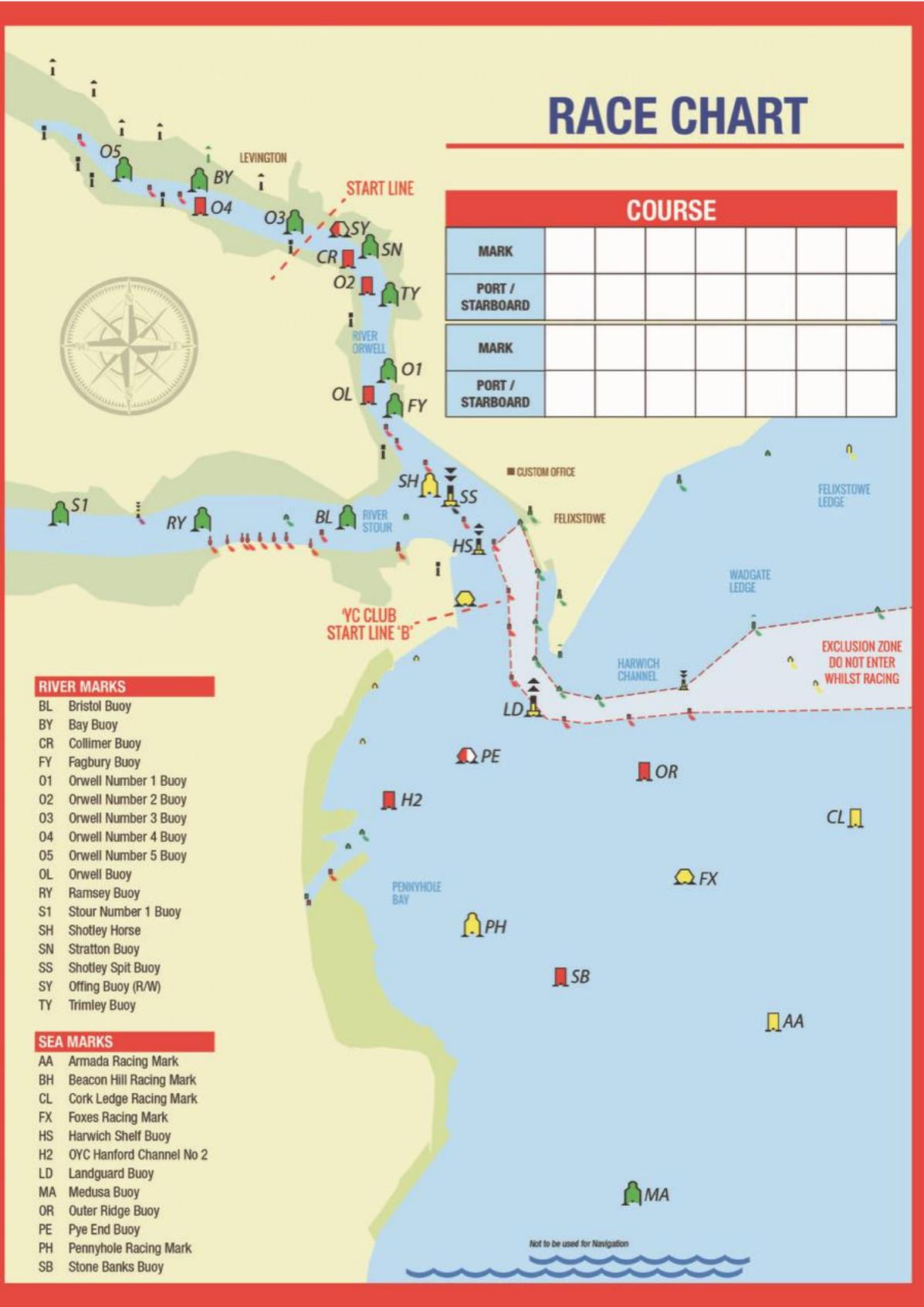
- 18.1 Rule 3 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”
- 18.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk.
- 18.3 By taking part in the event, each competitor agrees and acknowledges that:
- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
 - b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
 - c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
 - d. Their boat is in good order, equipped to sail in the event and they are fit to participate.
 - e. The provision of a Race Management Team by the organiser does not relieve them of their own responsibilities.
 - f. Their boat is adequately insured for racing, with cover of at least £5,000,000 against third party claims.

19. PRIZEGIVING

- 19.1 Prizegiving will be as soon as possible after all yachts have finished at the RHYC on Saturday 25th April.

04/03/2026

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