



HARWICH AREA SAILING ASSOCIATION

THE CO-ORDINATING BODY OF EAST COAST SAILING CLUBS — — ALDEBURGH TO CLACTON

1. Introduction

The Harwich Haven Authority and Ipswich Port Authority are required to have plans that cover all eventualities for all activities within their areas. In addition to this, there is a need to ensure that Thames Coastguard is kept informed of all situations when they arise whether or not assistance is required.

Race organisers in the Harwich Haven area receive considerable co-operation from the Harwich and Ipswich Authorities and are maintaining a policy of keeping racing yachts out of the shipping channel wherever possible.

The purpose of this document is to standardise the way in which sailing events are organised within the boundaries of the Harwich Haven.

To assist with this the Harwich Area Sailing Association has compiled the following information for Sailing Clubs and Associations who organise sailing events that may be within, or enter the Harwich Haven.

2. Guidance to Race or Cruise in Company Organisers

Following guidance from the RYA legal department all sailing events are to be considered as having a “minor” impact on the operation of the Ports in the Harwich Haven.

What this means in practice is that you need to send a copy of your programme of organised events to the Harwich and / or Ipswich Port Authorities and Thames Coastguard at the beginning of each year.

Safety Guidance

The RYA guidance is that yachts should adhere to a basic level of safety equipment requirements for the area where they are anticipating sailing. The Harwich Area Sailing Association considers that the following should be used as guidance.

This may be modified for keel boats if there is alternative support supplied by the race organisers (e.g. a support boat). This alternative support will be expected to comply with the following recommendations and liaise with competitors as necessary.

Reference – RYA Racing Yacht Safety YR9/xx (current year)

RYA category 6

Racing within the confines of the rivers and Harwich Harbour as far as a line between the Dovercourt Breakwater and Cliff Foot Buoy

RYA category 5

Racing within the confines of the Cork Sands, bounded by Cork Sand Yacht Beacon, Armada Buoy and Stone Banks Buoy

ISAF Special Regulations category 4

Racing outside the area specified above.

Additional recommendations

In addition, we recommend all yachts to have:

- A functioning engine and sufficient fuel for 5 hours motoring as a minimum.
- VHF radio
The Race Officer may communicate with competitors on VHF channel 37. They should also relay relevant information from Harwich Harbour Authority and Ipswich Port Radio to competitors. In addition competitors must call Harwich VTS or Ipswich Port Radio and / or Thames Coastguard to report potential problems.
- An emergency method of steering.

In addition to this it is recommended that each yacht complete the Maritime and Coastguard Agency CG66 form so the Coastguard services have up to date information about the yachts in the local area.

3. Recommended phrases for inclusion in Notice of Race / Sailing Instructions

The Bylaws of the Harwich Haven Authority (HHA) and the Port of Ipswich 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 may be subject to Protest Committee action under RRS 69.1 (Gross Misconduct).

Competitors should be aware that a boat sailing a converging course with a large or unwieldy commercial vessel may be held to have impeded its safe passage by approaching within its restricted visibility zone, even without having encroached within the deep water channel.

No boat shall navigate within the limits of the Deep Water Channel to seaward of the Guard buoy, as defined by straight lines joining consecutive such channel marks including Landguard. For the purposes of the RRS such marks and lines are to be regarded as a Continuing Obstruction.

Any boat that encroaches into the Deep Water Channel shall retire immediately unless she claims that she was compelled to do so by the wrongful action of another competitor in which case she shall protest.

Any boat disabled or out of control in the Deep Water Channel shall promptly advise the Harwich VTS on VHF channel 71 of her situation.

Any boat which while racing suffers damage or gets into difficulties but does not require assistance shall advise Thames Coastguard of her situation by normal VHF procedure or by telephone, to avoid unnecessary emergency action should she be reported in difficulties by a third party. She shall then if possible advise the Race Committee of her situation by the means set out in SI 9 (*Communications*).

Any competing boat that touches a non-competing 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.

4. Communications

Competitors should be required to carry a functional marine VHF radio, and to monitor the race officer or the relevant Harbour Authority, Harwich VTS on VHF channel 71 or Ipswich Port Radio on VHF channel 68.

Useful telephone numbers

Thames Coastguard 01255 675518

Harwich Harbour Master 01255 243030

Ipswich Harbour Master 01473 211771

5. Reporting at the Start

In addition the Sailing Instructions need to have the following phrase, as the number of persons affected is required during any incident.

“Yachts must identify themselves to the Race Officers, *stating the number of crew on board*, and receive an acknowledgement, before starting each race. Yachts which infringe this rule may be subject to protest by the Race Committee.”