

NAVIGATION IN LOWESTOFT HARBOUR & APPROACHES

Communication & Light Signals

All keel boats shall carry a VHF radio for communicating with Lowestoft Harbour Control on channel 14 and / or for emergency use. Users are reminded that VHF Short Range Certificate (SRC) licenses are required.

International Port Traffic (IPT) signal lights are located at the exit from the Marina and on the South Pier head and consist of three lights on a vertical mast thus,

Red over Red over Red = Boats shall not proceed further nor obstruct the passage of other vessels.

Green over White over Green = Boats may proceed only after receiving specific orders to do so from Lowestoft Harbour Control.

Leaving the Marina and leaving or entering Harbour

Boats shall keep clear of commercial shipping at all times.

Boats are requested to keep as far as possible to the south side of the outer harbour when in transit.

Observation of the International Regulations for Preventing Collisions at Sea is required at all times.

Boats shall obey the IPT signal lights, unless directed otherwise by a support boat.

The Race Officer (RO) may issue specific orders to cover the fleet and / or may provide support cover. Any such support cover if provided will communicate with Lowestoft Harbour Control on behalf of all the boats.

Boats entering the outer harbour after the finish of a race shall obey the instructions of any safety or support boat that is positioned close to the harbour entrance. When instructed to keep clear of the harbour entrance, boats shall not cross a line between the South Pier light and the Southwest Holm buoy.

Boats should be aware of the ABP Lowestoft Harbour Notice regarding information for small craft & yachts including the speed limit in the harbour – not to exceed 4 knots.

Boats without VHF radios

For small craft without VHF communication the **Green over White over Green** signal lights alone may be considered as permission to proceed but with **extreme caution**.

Boats should never proceed against a **Red over Red over Red** signal lights, unless directed to do so by a support boat in the immediate vicinity.

THE RN&SYC STANDARD SAILING INSTRUCTIONS

This document covers all regular club racing at the RN&SYC. It may be amended or changed for special events by the Notice of Race, or a special publication or at a special briefing before the race or event

The Organising Authority (OA) is the Royal Norfolk & Suffolk Yacht Club (RN&SYC).

1.0 Rules

1.1 Racing will be governed (in order of precedence) by; the Racing Rules of Sailing (RRS) these Sailing Instructions (SI); the rules of the appropriate classes (which could have been changed by these SI) and by any specific rules for a particular event.

2.0 Notices to Competitors

2.1 Notices to competitors will be posted on the Official Notice Board located in the Club Sun Lounge.

3.0 Changes to Sailing Instructions

3.1 Changes to Sailing Instructions will be posted on the Official Notice Board located in the Club Sun Lounge at least two hours before the Warning Signal(s) of the class(es) concerned.

4.0 Signals made ashore

4.1 Signals made ashore will be displayed from the small signal mast to the north side of the Sun Lounge. The signals will be made as described and illustrated in the RRS, with two additional signals, viz..

- a) Broads One Design reefing signals will be as detailed in the BOD class rules, and
- b) when racing is to take place north of the harbour, a black cone, point up, over a black ball will be displayed.

4.2 When the IC Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

4.3 If IC Flag Y – Wear a personal flotation device – is displayed, all persons must, at all times while afloat, wear a personal flotation device adequate for the conditions.

5.0 Racing Areas

5.1 Unless otherwise notified (see section 2.6), racing will be conducted east of and south of the harbour entrance using marks defined in section 25.

6.0 The Course

6.1 The course for each class will normally be:

- a) a written course available to each boat prior to departure, or
- b) displayed on a blackboard mounted on the PCB, or
- c) displayed on the Official Notice Board in Club Sun Lounge.

7.0 Marks for Club Courses

7.1 Marks will be Navigational Buoys as shown on Admiralty Charts and additional buoys laid by the Club.

7.2 These additional buoys will be a selection of orange cylindrical or tetrahedral buoys, dhan buoys or spherical yellow buoys.

7.3 On documentation and course boards, navigational buoys will be designated with numbers and Club buoys with letters, but these numbers and letters will not be so marked on the actual buoys.

7.4 Club marks will normally be laid in previously designated positions but some may be laid slightly out of position at the discretion of the RO. Not all the club marks will necessarily be laid.

8.0 Areas that are Obstructions

8.1 The following areas are designated as Obstructions:

Boats shall not enter into areas on the shore side of an imaginary straight line connecting the seaward ends of adjacent groynes and connecting the seaward end of any pier and the nearest groyne.

8.2 Buoys may be laid to designate a safe swimming area in the vicinity of the Lifeguard position on the South Beach. When such buoys are deployed, boats shall not enter the rectangle created by the Lifeguards' flags on the South Beach and the buoys at sea. See also clause 18.4

9.0 Entries

9.1 A boat which crosses the start line after the starting signal shall be considered a starter and in so doing declares that it complies with all the requirements of these SI.

9.2 Three or more boats shall start for any race to be considered valid.

9.3 The fact that the OA may inspect a boat and / or equipment does not reduce the responsibilities of the boat but, if deemed unseaworthy by the OA, may result in the boat being prohibited from launching and/or racing.

10.0 The Start

10.1 Boats intending to race are reminded that the IPT signals at the Marina entrance and Lowestoft Harbour mouth are operated frequently for commercial and pleasure traffic and that arriving at the starting area in time to start in a race is the responsibility of the person in charge, as defined in RRS 46.

10.2 Boats whose warning signal has not been displayed shall stay clear of the starting area.

10.3 If IC Flag Y – Wear a personal flotation device – is displayed (with one sound signal) before the Warning Signal, all persons shall wear a personal flotation device adequate for the conditions.

10.4 Races will be started in accordance with RRS 26, so the appropriate signals will be made at minutes 5 : 4 : 1 : Start.

10.5 The start line will be between a mast displaying an orange flag on the PCB and, at the pin end of the line, either an adjacent mark or a dhan buoy or a boat flying an orange flag. The RO may elect to set an inner distance mark (IDM) to protect the PCB, in which case, after the preparatory signal, racing boats shall not pass between the IDM and the protected PCB. Offenders will be scored On Course Side (OCS).

11.0 Individual Recall

11.1 The signal for an individual recall, RRS 29.1, is hereby changed. Instead of displaying IC flag X, the class flag will be re-hoisted to the dip position (one sound signal). It will be lowered (one sound signal) either when all recalled boats have started correctly or following a maximum period of four minutes after the start signal.

12.0 Changing the Next Leg of the Course

12.1 If the next leg of the course is to be changed, a Race Committee Boat (RCB) or a support boat will be stationed near the rounding mark or gate at the beginning of the leg to be changed and RRS 33 will apply, except that a green rectangular flag instead of a green triangular flag may be displayed. This changes RRS 33.

12.2 The position of other marks may be changed, in accordance with RRS 33.

13.0 Pathfinding

- 13.1 The RO may provide a pathfinder boat (PFB) to lead the racing fleet on the correct course or part thereof. This provision does not relieve any boat from the responsibility of knowing and sailing the correct course.
- 13.2 The PFB will proceed ahead of the racing fleet and, at the appropriate moment on instruction from the RO, will display IC flag L (Follow me) with one sound signal.
- 13.3 The pathfinder will proceed to the next rounding mark or gate or finishing line (if the racing boats are on their last leg of the course).
- 13.4 If the RO decides to finish the pathfinding procedure, the IC Flag L on the pathfinder boat will be lowered, accompanied by two sound signals.
- 13.4 If the pathfinding is to continue the IC Flag L will remain displayed until the RO gives instruction to finish the pathfinding assistance.

14.0 The Finish

- 14.1 The normal finishing line will be between a mast displaying a blue flag on the PCB or support boat and either an adjacent mark or a dhan buoy.
- 14.2 At the discretion of the RO, any support boat may be directed to finish a race at any rounding mark or gate using sound signals alone. This boat may or may not be anchored.

15.0 Time Limit

- 15.1 There will be a time limit of 3 hours for finishing any race unless allowed otherwise by the RO.
- 15.2 If the first rounding mark has not been rounded within 1 hour after the start the RO may abandon the race.
- 15.3 For class racing, if the first boat finishes within the time limit, the race will be valid for all boats finishing up to 30 minutes after that boat. This changes RRS 35.

16.0 Protests

- 16.1 Protests shall be written on forms available at the RN&SYC office and shall be lodged with the OA within 2 hours of the last boat in the race finishing. This changes RRS 60.3.

17.0 Scoring

- 17.1 The Low Points scoring system in accordance with RRS Appendix A4 will normally be used.
- 17.2 Where a series of races are held for an event, if all scheduled races are run a boat's series score will be the total of her race scores excluding her worst score. If fewer than the scheduled races are run, a boat's series score will be the total of her race scores.
- 17.3 Individual classes may decide the scoring system to be used in their own series.
- 17.4 Mixed Class races (Allcomers) may be scored by calculating elapsed time for each competing boat and then applying the individual Portsmouth Yardstick handicap rating to determine the finishing position.

18.0 Safety Instructions

- 18.1 All boats shall carry personal flotation devices, adequate for the conditions, for all persons on board. Wet suits and dry suits are not considered adequate personal flotation devices.

- 18.2 Keelboats shall carry a suitable towline, compass, anchor and anchor line.
- 18.3 Any boat requesting assistance or deemed to be in need of assistance by the RO, shall obey the instructions of the support boat crew at all times.
- 18.4 All boats shall keep a good lookout for and be aware of swimmers, bathers and other water users particularly near any beach and shall have due regard for their safety at all times.
- 18.5 Any boat retiring from a race shall report his/her retirement to the RO or his/her team in the quickest possible way.

19.0 Safety Advice

- 19.1 For emergency or safety use, all boats should carry some means of attracting attention both visually (e.g., flags) and audibly (VHF radio, mobile telephone, whistle, air horn, etc.). All keel boats shall carry a VHF radio.
- 19.2 Due to variations in the seabed, it is strongly recommended that each boat carries a means for determining water depths.
- 19.3 All dinghies are recommended to carry a suitable compass, towline, anchor and anchor line.
- 19.4 Every person is strongly encouraged to wear a personal flotation device, appropriate for the conditions, at all times while afloat.
- 19.5 When the racing area is to the west of Newcome Sand, a buoy of a distinctive colour shall be laid to the west of the shallow water to indicate danger of grounding. This is not a mark of the course.

20.0 Advertising

- 20.1 Boats shall not display any form of advertising.

21.0 Radios, Mobile Telephones & Electronic Equipment

- 21.1 Except in an emergency, a boat that is racing shall neither make radio transmissions nor receive radio signals not available to all boats. These restrictions also apply to the use of mobile telephones, global positioning systems and electronic equipment. This supplements RRS 41.
- 21.2 In special circumstances, the RO may vary these instructions prior to all boats leaving Harbour.

22.0 Penalties

- 22.1 Contravention of any these SI may be reported to the OA and, if supported by a protest in accordance with SI Rule 16.1, could lead to disqualification from the race or series in which the boat is competing.
- 22.2 In particular, boats failing to obey the IPT signal lights, failing to heed Lowestoft Harbour Control advice, failing to respond to specific instructions from a support boat or to comply with SI Rule 18, may be reported to the OA for further sanctions. A boat that is reported as wilfully contravening the instructions under the heading 'Navigation in Lowestoft Harbour & Approaches' may be protested by the RO once the boats have returned to harbour.
- 22.3 Any boat failing to obey the instructions of Lowestoft Harbour Control or the IPT signals may be liable to prosecution by the Harbour Master.

23.0 Disclaimer of Liability

- 23.1 Competitors participating in races do so entirely at their own risk. Nothing done by the OA reduces the responsibility of the

competitors nor will it make the OA responsible for any loss, damage, death or personal injury; however, it may have occurred, as a result of the boat taking part in racing

- 23.2 By launching or going to sea, the boat confirms that it is fit to sail in the prevailing conditions and that it has all the required safety equipment on board, which has been properly maintained, is securely stowed and is in date
- 23.4 The organising authority [OA] at the RN&SYC includes everyone helping to run races and events, and includes the Race Committee, Race Officer, Principal and other Committee Boats, support boats & Beach Master.

24.0 Insurance

- 24.1 Each competing boat shall be insured with valid third-party liability insurance for a minimum cover of three million pounds sterling (£3,000,000) per incident in respect of damage to property, bodily injury and death.

25.0 SUPPLEMENTARY NOTES

Club Marks – South of the Harbour

ID	Name	Type	Colour & type
1	N. Newcome	Navigation buoy	Red can
2	S.W. Holm	Navigation buoy	Green conical
3	Stanford	Navigation buoy	Red can
4	S. Holm	Navigation buoy	South cardinal
5	Newcome Sand	Navigation buoy	Red can
6	E. Barnard	Navigation buoy	East cardinal
B	Bank	Club Mark	Orange pillar
BY	Black & Yellow	Safety Mark	Black & Yellow Pillar
E	East	Club Mark	Orange pillar
F	Fairway	Club Mark	Orange pillar
G	Galley	Club Mark	Orange pillar
K	Kirkley	Club Mark	Orange pillar
P	Pier	Club Mark	Orange pillar
R	Range	Club Mark	Orange pillar
S	South	Club Mark	Orange pillar
T	Tideway	Club Mark	Orange pillar
W	West	Club Mark	Orange pillar
Z	Zenith	Club Mark	Orange pillar

Club Marks – North of the Harbour

ID	Name	Type	Colour & type
7	W. Holm	Navigation buoy	Green conical
8	N.W. Holm	Navigation buoy	Green conical
9	Holm Sand	Navigation buoy	North cardinal
A	Alpha	Club Mark	Orange pillar
C	Corton	Club Mark	Orange pillar
D	Dip Farm	Club Mark	Orange pillar
H	Hopton	Club Mark	Orange pillar
L	Lighthouse	Club Mark	Orange pillar
N	North	Club Mark	Orange pillar
T*	Twin Sewer Buoys	Navigation buoy	E & S cardinals
X	Marks the spot	Club Mark	Orange pillar

* Treat these buoys as a single mark