

**PIN MILL SAILING CLUB**

**48<sup>th</sup> BARGE MATCH**

**Saturday 18th July 2009**

Open to auxiliary craft - propellers should not be removed

High Water at **PIN MILL** – 08:45 hrs and 21:00hrs BST

Low Water at **HARWICH** – 13:30 hrs BST

**REGULATIONS TO BE OBSERVED BY  
THE MASTERS AND CREWS OF COMPETING BARGES**

**BOWSPRIT CLASS A starting at 10:00 hrs**

**STAYSAIL CLASS B starting at 10:15 hrs**

**STAYSAIL CLASS C starting at 10:30 hrs**

**1. MASTERS, CREW AND PASSENGERS**

1.1 It is strongly recommended that the Master be a recognised and experienced skipper. Up to a total of 17 persons may be carried, of whom not more than 12 shall be passengers, but it is pointed out that it is the sole responsibility of owners and skippers to conform to the Department of Trade Merchant Shipping Act, 1964; Section XVII.

**2. CLASSES AND SAILS**

2.1 **BOWSPRIT CLASS A.** A traditionally rigged bowsprit of not less than 8ft in length from the stem head to end of bowsprit shall be carried and set for the duration of the Match unless specified otherwise at the pre-Match Briefing. No sail is to be set from the stem head.

2.2 **STAYSAIL CLASSES B AND C** to sail with not more than 5 sails, viz- mainsail, topsail, foresail, mizzen (optional for auxiliary barges) and staysail. There will be no substitution of one sail for another during the match. If a bowsprit barge is sailing in Classes B or C, the bowsprit shall be stove up at all times during the Match.

2.3 No battens to be used in sails.

2.4 Hatches need not be battened down.

2.5 All working gear to be on board. Boat to be carried on hatches or in davits and ordinary gear not wanted on deck may be placed in the hold.

### **3. MAIN ENGINE AND PUMPS**

- 3.1 The running of the main engine or engines during the match for any reason whatsoever will result in disqualification. Powered bilge pumps may be carried and used if necessary.

### **4. COURSES**

- 4.1 See programme. Courses to be decided by the Match Committee. The Course Number will be displayed on Committee Boat before the start of each class. Any buoyage changes will be announced at the final briefing.

### **5. STARTING**

- 5.1 The Match will be started from the Committee Boat which will be flying the International Code Flag:

For Class A - International Code Flag A will be flown.  
For Class B - International Code Flag B will be flown  
For Class C - International Code Flag C will be flown

- 5.2 Barges will start under way (ie. a flying start). The starting line will be a line from the Committee Boat moored on the North side of the River Orwell and two white beacons on the South shore down river of Clamp House. Anchors must not be catted until the barge has crossed the start line.

- 5.3 **BOWSPRIT CLASS A** - The starting arrangements are as follows:

At 09:50 hrs International Code Flag A will be hoisted from the Committee Boat, and a sound will be made. At 09:55 hrs, code Flag P will be hoisted and a sound made. At 10:00 hrs Code Flags P and A will be lowered, for the actual start, and a sound will be made.

- 5.4 **STAYSAIL CLASS B** - The starting arrangements are as follows:

At 10:05 hrs International Code Flag B will be hoisted from the Committee Boat, and a sound will be made. At 10:10hrs, code Flag P will be hoisted and a sound made. At 10:15 hrs Code Flags P and B will be lowered, for the actual start, and a sound will be made.

- 5.5 **STAYSAIL CLASS C** - The starting arrangements are as follows:

At 10:20hrs International Code Flag C will be hoisted from the Committee Boat, and a sound will be made. At 10:25hrs, code Flag P will be hoisted and a sound made. At 10:30 hrs Code Flags P and C will be lowered, for the actual start, and a sound will be made.

- 5.6 **NO RECALL AT START** - If any part of a vessel, her hull, spars, gear or rigging are on or below the line at the time of the start, a time penalty will be given at the discretion of the Match Committee. No vessel will be allowed to re-cross the line.

## 6. **FLAGS**

- 6.1 Each competing barge will fly an individual Racing Flag selected from the International Code Flags. The Racing Flag must remain hoisted at the peak of the mizzen, toggle upwards, throughout the Match, otherwise the barge will be considered to have retired.
- 6.2 **PROTEST** - In the event of a barge wishing to protest, a white flag must be hoisted in the main rigging of the Protesting Barge until acknowledged from the Committee Boat, and the protest must be made in writing, naming the rule or regulation alleged to have been broken and signed by the owner or his representative, and lodged with the Match Committee with a fee of £20 within half an hour of the arrival of the Protesting Barge over the finishing line. In the event of a Protest being decided to be frivolous the fee of £20 shall be forfeited to the Match Funds. The decision of the Protest Committee (which shall consist of The Officer of the Day, the Senior PMSC Flag Officer, the Barge Match Secretary and at least two members of the Match Committee) on any protest shall be final.

## 7. **RIGHT OF WAY**

- 7.1 The attention of skippers and owners is drawn to the International Regulations for Preventing Collisions at Sea (1972), particularly rule 9 (b), which reads:

**"A sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."**

- 7.2 Attention is also drawn to Harwich Haven Authority Bye Laws 1994 numbers 19, 49 and 50:

**"A vessel shall not enter the navigable channel so as to hazard or impede the movement of any other vessel under way in that channel."**

**"A small vessel shall not obstruct or impede the movement of any other vessel in any anchorage or the approach to any berth."**

**"Yachts, cruisers and power boats shall not make use of the navigable channel or approaches to wharves, piers and jetties in such a way as to cause obstruction to large vessels using the Harbour."**

7.3 **Owners and skippers are particularly asked to note that a number of Match courses necessarily involve racing in the main channel in the Shotley Spit/Guard Buoy area. This is a bottleneck. Particular care and attention is also necessary when sailing in the vicinity of the quays at Felixstowe, Harwich and Parkeston. Harwich Haven Authority's overriding responsibility is the safe management of traffic, and has asked for the Committee's and Competitors' assurance that commercial traffic will not be navigationally embarrassed.**

7.4 **FAILURE TO OBSERVE THE HHA RULES WHEN APPROACHING OR CROSSING THE MAIN CHANNEL WILL RISK DISQUALIFICATION FROM THE MATCH.**

## **8. SHORTENED COURSE**

8.1 Should it be necessary to shorten the course, either outwards or homewards, the signal to the barges will be code Flag S hoisted beneath the appropriate Class Flag on the Committee Boats. The Committee Boats will notify the marks for the shortened course.

8.2 In the event of the course being shortened on the homeward leg, the finishing line will be a line from the Committee Boat as determined by the Match Committee.

## **9 INSURANCE**

9.1 When two or more vessels are sailing in close proximity to each other there is always the possibility of an accident. Barge owners must ensure that they, their skipper, and crew are fully insured for the Match. Should an accident happen to vessels or persons the nearest barges should render all possible assistance.

9.2 Barge owners must provide a Match day phone number of a shore-based contact, who will have an accurate list of the names of the skipper and crew for the Match.

## **10. FINISH**

10.1 The finishing line will be PMSC Beacon on foreshore in front of Club House in transit with Club flagpole. Outer limit is Potter Point Buoy (No.5). The match will finish at 18:00 hrs Any barge which has not crossed the finishing line at that time should carefully note her exact position and then proceed as soon as possible to Pin Mill where the position noted should be given to the Match Committee, who will decided finishing order based on nearest distance to the finish line.

## **11. BRIEFING**

11.1 Skippers and owners, or their representatives (but not more than two persons from each competing barge) are asked to attend the Club House at Pin Mill on **Friday evening, 17<sup>th</sup> July 20.30 hrs prompt** for a final briefing.

## **12. RECEPTION**

- 12.1 The Club extends a very cordial invitation to all owners, skippers and crews to meet in the Club House after the Match from 19.00 until 20.30 hrs for refreshments - liquid and otherwise. This is a private reception for owners, skippers and crews and eight tickets will be issued to each barge and **MUST BE SHOWN** for admission.

## **13. PRIZES**

- 13.1 Barges have been allocated to their respective Class on their previous racing records. The prizes to be awarded are as detailed in the programme. Prize giving commences at 21.00 hrs.

## **14. RADIO AND BUOYAGE**

- 14.1 The Ipswich Port Authority has requested the Match Committee to remind skippers that barges must not anchor in the fairway. This is of particular importance with the volume of commercial traffic both by day and by night. Barges wishing to come on the Hard should make the necessary arrangements.
- 14.2 While in the River Orwell, barges equipped with VHF radio should keep a constant listening watch on Channel 68 (Ipswich Port Radio) for shipping movements, and then on Channel 71 (Harwich VTS) in the Harwich Harbour area. The Committee Boat will also keep watch on Channels 68 & 71 and any necessary communication should be on Channel 6 or as directed.
- 14.3 Skippers and Masters should be aware of the Traffic Control Rule in the approaches to the Harwich Harbour copies of which will be made available at the pre-Match Briefing.
- 14.4 The Harbour Master advises skippers that the buoyage in the Harwich Harbour Approaches have been substantially changed in recent years.

## **15 SPECIAL RULES AND REGULATIONS FOR PMSC BARGE MATCH**

- 15.1 **RULES** –Except where altered by these rules and regulations, The Match will be sailed in accordance with the Match Rules as issued by the SBA, which allow for all situations during the Match and these should be referred to for racing procedure. Please note, however, that Rule 10 (Sounding) will not apply and the provisions for re-sailing or voiding the Match in Rule 11 are to be omitted. The award, or otherwise of prizes shall be decided by the Match Committee.
- 15.2 **REGULATIONS** - Attention is drawn to the fact that these are special regulations issued under the direction of the Officer of the Day for this particular Match and must be observed. **PLEASE ENSURE THAT YOUR INFORMATION IS UP TO DATE.**

***DIARY NOTE : PMSC's 49th Annual BARGE MATCH to be held on Saturday June 19th 2010***