

<b>Event Summary:</b>	Barts Bash Open Event for all Heads of the River Clubs
<b>Number of boats directly involved</b>	30 Sailing Dinghies
<b>Event Organiser</b>	Up River Yacht Club
<b>Contact Details Tel:</b>	Mrs Anne Widdicombe Commodore Mob 077431
<b>Email</b>	afw23@someclub.co.uk

### 1. Planning

	Measures	General Comments
1.1	Use of Tidal Prediction Information	Event timed to be 2 hrs - High Water and tidal streams.
1.2	Limit competitor numbers	Limited to 50
1.3	Planning of Starting Sequence	Separate classes, slow handicap and fast handicap boats
1.4	Advance Briefing of Race Management	By oral briefing and written instructions.
1.5	Advance Safety Briefing with Authorities.	This document sent to Crouch Harbour Authority.
1.6	Shipping Movement Monitoring	Not Applicable, CHA notice to mariners of event sent out by CHA.
1.7	Weather monitoring.	XCWeather forecasts used
1.8	Staffing and Race Officers	Nigel appointed as an experienced and competent race officer
1.9	Emergency /Contingency Procedures	URYC Emergency Procedures used.
1.10	Media Management	Commodore URYC to control information feed to media.
1.11	Race Management Team Welfare	All management volunteers properly equipped for the event.

### 2. Communications

2.1	Notice of Race.	Hard copy and on- line entry applications have to be completed
2.2	Sailing Instructions/Amendments.	Sailing Instructions included in application forms.
2.3	Safety Briefing.	Verbal Safety briefing to all competitors 1 hour before race.

2.4	Competitors' Shore Contact.	Next of kin for all boats and crew recorded prior to race.
2.5	Shore Signals.	Race Signals as provided under RRS from race box.
2.6	VHF Radio Announcements.	VHF channel 37 used
2.7	Communication with Authorities.	Landline to CHA and Coastguard via Channel 16
2.8	Mobile Telephones and VHF	All safety boats have VHF who will communicate with dinghies
2.9	International Collisions Regulations	In entry form declaration

### 3. Control Measures before start

3.1	Safety inspections.	Specified in race instructions, spot checks by race officer
3.2	Marshalling and Patrol boats	3 Safety craft for traffic control keep dinghies away from moorings.
3.3	Competitor Marshalling Areas	Designated areas for waiting to start specified.
3.4	Postponement/suspension of Starts	Signal displayed by sound and visual signals as necessary
3.5	Length of Starting Line	Matched to boat numbers by race officer.
3.6	Traffic	Large commercial boats informed of race

### 4. Additional Control Measures after start and during race

4.1	Abandonment.	In the event of adverse weather over force 7 Beaufort Scale
4.2	Shortening course.	Sound and Visual signal from race box and safety boats.
4.3	Race Observers.	Observers on shore at strategic locations.
4.4	Escort vessels	4 safety boats and experienced crew from neighbouring clubs vessels.
4.5	Monitoring of wind/sea conditions	Visually from race box and reports from safety boats.

### 5. Additional Control Measures at Finish

5.1	Finish Line Length	Where there are no moorings in front of race box.
5.2	Retirement monitoring.	Reporting by boats retiring to race officer and signed in sheet
5.3	Race Declaration	Boats sign in after race.

### 6. Special Control Measures

6.1	Any collision with a moored boat is disqualification	
6.2		
6.3		

## Sketch chart of Operating Area



<b>Event Summary:</b>	Fambridge Cruiser Races
<b>Number of boats directly involved:</b>	Normally up to ten occasionally up to 15
<b>Event Organisers:</b>	North Fambridge Yacht Club , West Wick Yacht Club and Brandy Hole CC
<b>Contact Details Tel:</b>	NIC Smith mob. 07000000
<b>Email:</b>	Email nicosmith@some club.com

**1. Planning**

	Measures	General Comments
1.1	Use of Tidal Prediction Information	Time events to suit tidal times and direction
1.2	Limit competitor numbers	Numbers up to 15.
1.3	Planning of Starting Sequence	Slow handicap and fast class starts staggered to avoid risk of collision
1.4	Advance Briefing of Race Management	By documented race sailing instructions.
1.5	Advance Safety Briefing with Authorities.	Submission of this risk assessment
1.6	Shipping Movement Monitoring	Obtaining details of visiting ships from CHA website
1.7	Weather monitoring.	Get up to date weather forecast, select appropriate course
1.8	Staffing Race Box	Competent Race Officers are appointed at beginning of season
1.9	Emergency /Contingency Procedures	Emergency plan and communication planned for emergencies.
1.10	Media Management	Race Officer provides media management in an emergency.
1.11	Race Management Team Welfare	Race management volunteers are equipped for the event..

**2. Communications**

2.1	Notice of Race.	Dates and race stipulations specified and circulated in advance.
2.2	Sailing Instructions/Amendments.	Racing Rules of sailing circulated in advance
2.3	Safety Briefing.	Verbal Safety briefing to all competitors before the start

2.4	Competitors' Shore Contact.	Race officer Record s details of all boats entering.
2.5	Shore Signals.	Course Signals displayed at NFYC, use of sound signals, VHF
2.6	VHF Radio Announcements.	VHF channel 37 used by all boats
2.7	Communication with Authorities.	Ch 16 as appropriate
2.8	Mobile Telephones and VHF	Ch 37 used for race communication
2.9	International Collisions Regulations	Applied by all helms.

### 3. Control Measures before start

3.1	Safety inspections.	Checks of new entrants of safety equipment.
3.2	Marshalling and Patrol boats	Trot boat is used as an escort vessel for all races
3.3	Competitor Marshalling Areas	Designated area is East of and clear of moorings in open water
3.4	Postponement/suspension of Starts	By vhf and acknowledged by all competitors
3.5	Length of Starting Line	Start line East end and clear of moorings
3.6	Ferry Traffic	Not applicable

### 4. Additional Control Measures after start and during race

4.1	Abandonment.	In the event of adverse weather or other factors.
4.2	Shortening course.	In the event of lack of wind or other factors announced over VHF.
4.3	Race Observers.	Observers on shore at NFYC and escort trot boat.
4.4	Escort vessels	FYH trot boat
4.5	Monitoring of wind/sea conditions	By forecast, competitors and escort vessels.

### 5. Additional Control Measures at Finish

5.1	Finish Line Length	Matched to number/size of competing boats.
5.2	Retirement monitoring.	Reporting by all boats retiring and trot boat crew.
5.3	Race Declaration	Boats report back after race monitor all finishers.
5.4	Use of Engine	Boats to clear line after crossing the finishing line

### 6. Special Control Measures

6.1	Other hazards	External risks are wash from large motor cruisers,, day tripper powered boats
6.2		
6.3		

## Sketch chart of Race Area

Race Mark	Lat	Long
LPR (Yellow 8Knt)	N51-38-27	E 00-40-126
SPR	N 51-38-142	E 00-42-391
Raypits	N 51-38-210	E 00-43-529
Cross Rail	N 51-37-976	E 00-44-13
Canewdon	N 51-37-926	E 00-44-903
Un-Named Mark	N 51-38-154	E 00-45-244

Race Mark	Lat	Long
Glaze	N 51-38-045	E 00-45-284
Cliff	N 51-38-341	E 00-45-925
Black Point	N 51 -38-227	E 00-46-000
Cliff Reach	N 51-38-18	E 00-46-724
Fairway 15	N 51-37-587	E 00-47-097
Fairway 13	N 51-37-493	E 00-46-282

## Race Control VHF Channel 37

Please note:  
Racing marks are sponsored by Burnham Clubs and will only be on-station between March – December. Position given are accurate as of 12/11/2013 but may change when marks are repositioned in 2014. Updates will be issued.

