



## THE CLYDE YACHT CLUBS' ASSOCIATION

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16 November 2007

To: Upper Firth Club Secretaries

Ladies and Gentlemen,

### **Racing in the Clydeport and Queen's Harbour Areas**

Through our participation on behalf of the clubs in the River Clyde Marine Safety Committee, we have been involved in discussions with the Clydeport Harbourmaster and QHM about racing and racing marks in their areas of jurisdiction.

Three areas of potential concern have been identified:

1. Unlit yachts after sunset.

Clubs are reminded that IRPCS ("Col Regs") apply, and vessels should be lit appropriately. In the case of dinghies and small keelboats without lights, clubs should ensure that Race Officers take all necessary steps to finish racing before sunset, and in sufficient time for rescue boats or other support boats to tow becalmed competitors ashore or to moorings. For keelboats with lights, Sailing Instructions should make clear the skippers' obligation to ensure that appropriate navigation lights are shown after sunset, and compliance with this requirement should be monitored.

2. Seasonally-laid Racing Marks

We have been asked to reintroduce the procedure whereby the lat/long for seasonally-laid marks are submitted via the Association for validation with the Harbourmasters. It is possible that a request to modify mark positions could arise.

This request applies to clubs in the Kyles of Bute and Upper Firth which lay seasonal marks: KoBSC, Toward SC, Holy Loch SC, Cove SC, RGYC, Cardwell Bay SC, HSC and RNCYC are currently considered to be involved.

Clubs are requested to supply information using the form attached, as soon as possible and

by 31 January 2008 AT THE LATEST, to ensure that the initial registration and approval process is completed well ahead of the printing of Sailing Instructions.

### 3. Keeping Clear of Shipping Channels

It has been traditional to use Navigation Buoys as part of courses, but clubs are reminded that these buoys mark shipping channels.

Courses SHOULD NOT criss-cross shipping channels. Where courses will take yachts near or into shipping channels, Race Officer procedures must include a requirement to contact the Clydeport and QHM control offices prior to racing to check for relevant movements.

In the case of temporary laid marks, laid for regattas on the day, these MUST NOT be laid in shipping channels. The same duty to consult Clydeport/QHM applies if the racing fleet is likely to be in the vicinity of shipping channels.

We benefit greatly from a constructive relationship with our neighbours on the estuary. All clubs are requested to conform with the spirit of the above recommendations, and feedback from the specific named clubs is requested as soon as possible.

If you have any suggestions or recommendations on these or related topics, please do not hesitate to contact us.

A handwritten signature in blue ink, appearing to read 'D McLaren', with a horizontal flourish extending to the right.

Donald McLaren

Hon Secretary

