

Spring Keelboat Series (Inland)

Queen Mary Reservoir Staines

Saturday 14th April 2018

NOTICE OF RACE

1. THE EVENT

1.1 The Marconi Sailing Club Spring Keelboat Series will take place on Saturday 14th April 2018.

1.2 The event will be held at Queen Mary Reservoir, Ashford Road, Ashford, Middlesex, TW15 1UA and based at the Queen Mary Sailing Club.

1.3 The Organising Authority is the RTYC Regattas Limited.

1.4 This Championship will be sailed in J/80-type yachts provided by the organising authority. These boats have been modified and no longer comply with class rules.

1.5 Sailing Programme

a. Race office open from 0815.

b. Registration will be from 0830 until 0900 unless extended by the organising authority.

c. The briefing will be at 0900 in the Queen Mary Sailing Club clubhouse. Attendance by skippers is mandatory.

d. The time of the warning signal for the first race will be 1000.

e. The last warning signal will be announced at the briefing.

2. RULES

2.1 The Series will be governed by

2.1.1 the RRS (including Appendix D));

2.1.2 the byelaws of Queen Mary Sailing Club except that competitors will not be required to wear a wetsuit or dry suit. The byelaws can be seen at www.queenmary.org.uk and some of the most relevant of those byelaws are set out in Addendum 1 of this Notice; and

2.1.3 rules for the handling of boats, which will be set out in the Sailing Instructions.

2.2 All races will be umpired.

2.3 The right of appeal will be denied in accordance with RRS 70.5 (a).

2.4 RRS 14 shall apply to all boats at all times whether racing or not.

2.5 Dredgers operate on the reservoir dredging gravel. The Sailing Instructions will contain provisions requiring boats to keep clear of all operations relating to that work.

2.6 The Sailing Instructions will also contain provisions providing for penalties to be taken differing from the provisions in Appendix D, but providing for lesser penalties when taken voluntarily by competitors than those imposed by the umpires.

3. ADVERTISING

3.1 As boats and equipment will be supplied by the organising authority, ISAF regulation 20.4 applies. Each boat and the supplied equipment will be required to display advertising as provide by the organising authority.

4. ENTRY

4.1 A team shall comprise crews for J80s.

4.2 Each boat crew may consist of either men or women or a mixture of genders. If the

crew of a boat consists entirely of men it shall comprise four men. If there are two or more women in the crew it may comprise four or five people. There are no weight requirements.

4.3 The Sailing Instructions will contain provisions restricting changes of crew after registration.

4.4 The entry fee is £320 payable on submission of the Application for Entry form. The form is electronic and can be found [here](#)

4.5 Communication between the organising authority and participants shall be conducted primarily by e-mail. Each team captain or team organiser shall provide the organisers with a working e-mail address. Team captains are also required to supply on the entry form the number of their mobile phone and of the mobile phone of one of the other members of their team. Both those phones shall be switched on and working on the days of the event.

4.6 In the case of the event being oversubscribed, the organising authority will either confirm the acceptance of an entry, or inform the entrant that they have been placed on the waiting list or inform the entrant that the event is over-subscribed and return the entry fee. In the case of an entrant placed on the waiting list who cannot later be accommodated, the organising authority will return the entry fee. If a confirmed entrant subsequently withdraws from the event, the entry fee will not be returned.

5. RISK STATEMENT

5.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

5.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. All those taking part should be fully aware and conscious of the actual and potential risks involved in active watersports, including drowning, hypothermia and other physical injuries including head injuries.

5.3 They should be especially aware of the particular risks in team racing where boats are manoeuvred in close proximity and where the actions of other competitors, the action or inaction of the organisers, the umpires and drivers of other escort craft can also endanger their safety.

5.4 By taking part in the event, competitors and each and every competitor agree and acknowledge that:

- (i) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (ii) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (iii) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (iv) they have checked that their boat is in good order, equipped to sail in the event;
- (v) they have checked that they and their fellow crew members are fit to participate;
- (vi) the provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (vii) the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

6. DAMAGE DEPOSIT AND SAILING AGREEMENT

6.1.1 Before going afloat for the first time each team shall lodge with the organising authority a damage deposit of £500. This shall be paid at registration. In the event of damage being attributed to a boat being sailed by the team, the team may be required to restore the deposit to its original amount before the team will be permitted to continue in the event.

6.1.2 The damage charge attributable to the insurance aspect of the cost of repair will not exceed £500, but the organising authority reserves the right to charge in addition any costs incurred by it effecting temporary repairs needed to make the boat available to continue to sail in this event or one planned for the future.

6.1.3 Unused damage deposits will be returned as soon as possible and in any event within 5 days after of the end of the event.

6.1.4. A scale of damage charges is set out in Addendum 3.

6.1.5 Additionally before going afloat for the first time in boat provided by the organising authority every helmsman shall lodge with the organising authority (unless he or she has already completed the equivalent electronic form) a signed Sailing Agreement (Addendum 2 to this Notice of Race).

7. SAFETY

7.1 A 50N CE personal flotation device (PFD) for each member of the teams shall be worn at all times when afloat, including when walking on the pontoons. A wet suit or dry suit does not constitute a PFD.

7.2 Any participant suffering an injury that draws blood shall report the matter to the Race Committee immediately and, at the sole discretion of the Race Committee, may be required to proceed ashore for treatment.

7.3 Any participant not wearing a dry suit or wet suit and falling in the water so that the torso becomes immersed shall immediately return on shore and change into dry clothes. Participants are strongly advised to bring with them a complete change of clothing.

8. FORMAT

8.1 The event will include as many races as are possible within the day and will be scored using a high points scoring system.

8.2 The course will be a 15 minute windward/leeward layout as used in the British Keelboat League.

8.3 Teams will change boats throughout the series.

9. SAILING INSTRUCTIONS

9.1 The Sailing Instructions will be available in due course on the Marconi SC website

9.2 The schedule of races will be distributed at the first briefing.

10. REGISTRATION AND BRIEFING.

10.1 Teams must complete their registration before going afloat.

11. PRIZES & PRIZEGIVING

11.1. Prizegiving will be held shortly after completion of racing on Saturday 14th April.

11.2 The presentation of trophies shall be at the sole discretion of the organising authority based on a sufficient number of races being completed.

ADDENDUM 1

EXTRACTS FROM THE BYELAWS OF QMSC

1. The areas bounded by the dredgers' anchor buoys, known as "exclusion zones", are obstructions to sea room and sailing within them is prohibited.
2. Boats shall keep clear of barges and commercial motor vessels.
3. All persons must at all times whilst afloat, on the pontoons or on the sloping banks wear a personal flotation device ("PFD"), appropriate for their weight, except that competent persons over 18 may wear a 'windsurfing harness' instead of a PFD whilst windsurfing. A wet suit or dry suit does not constitute a PFD.
4. Dogs (with the exception of guide dogs) and other animals are strictly prohibited anywhere on the Club's land.
5. Vehicles shall be parked only in the lower car park except for those with passengers with mobility difficulties which display a Blue Badge (Disabled Parking Permit) which may park on the upper level in the designated place.
6. Vehicles may be temporarily parked on the upper level for a maximum of 20 minutes while loading or unloading equipment.
7. Smoking is prohibited in any part of the clubhouse, outbuildings or on club boats.

ADDENDUM 2

RTYC LIMITED J80 SAILING AGREEMENT

to be completed and signed by all competitors before sailing a club-owned J80

Name I am/am not a member of the Royal Thames Yacht Club, membership no:..... My next of kin is Contact number

1. I am the helmsman of a crew planning to sail a J80 and confirm that I am a competent and experienced helmsman able to sail a boat of this type. The rest of my crew is

.....
.....

OR

1. I am part of a crew planning to sail J80s and confirm that I am a competent sailor and experienced in the task on the boat for which I am committed OR confirm that I have no or limited experience in sailing and am relying on the rest of my crew to provide me with the experience of a new sport.

2. I am physically fit and able to withstand the rigours of sailing in the conditions anticipated during the current event.

3. I agree to comply where applicable with the following:

- (a) the Racing Rules of Sailing
- (b) the bylaws of Queen Mary Sailing Club

4. I agree to report to the Chief Sailing Officer or his representative as soon as possible any damage to the boat I am sailing or to any other boat of which I become aware. For the purposes of this agreement, I understand that damage includes damage to the boat itself, its sails or equipment, any breakages and any loss of the same.

5. I agree that I am responsible jointly and severally with the rest of my crew for any damage, loss or breakage which may occur to the boat on which I am sailing, its sails, or its equipment, or may be caused to another boat, its sails or its equipment as a result of an incident where my boat is wholly or partially at fault, to a maximum of £500 (five hundred pounds) being the insurance excess.

6. I agree to contribute to my crew's damage deposit, which I understand will be a total of £500.00, the limit of liability for each boat for each incident. I understand that I may be required to make an additional contribution to restore the deposit to the original value should a deduction be made.

7. I acknowledge that in addition to the sum of £500.00, the RTYC Limited may charge any costs incurred by it effecting temporary repairs needed to make the boat available to continue to sail in this event or one planned for the future.

8. My contribution will be made either by cash or cheque when I sign this agreement or, if I am a member of the Club, by a charge on my club account.

9. I agree that the boat's liability for the cost of repair of damage or replacement of lost or damaged equipment shall be assessed by the Chief Sailing Officer or his representative in his absolute discretion whether or not the cause of the incident which caused the damage is attributed to my fault or the fault of my boat.

DATED this day of 2018

SIGNED

ADDENDUM 3

DAMAGE CHARGES

This appendix is included only for information and guidance and does not form part of this Notice or the Sailing Instructions. The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user

Hull Gel coat or capping nicks £75.00

Minor hull damage not requiring lamination £100.00

Minor damage requiring lamination £250.00

Major damage or new capping – full cost of repair up to £500.00

Deck Minor damage £65.00 Major damage – full cost of repair up to £500.00

Minor winch damage £50.00 Major winch damage – full cost of replacement up to £500.00

Sail damage Rips smaller than 10cm £25.00 Rips larger than 10cm up to 40cm £60.00

Rips larger than 40cm – full cost of repair up to £500.00

Sail write off – full cost of replacement up to £500.00

Spinnaker write off – full cost of replacement up to £500.00

Winch handles Loss £50.00

Bilge Pumps Damage £70.00

Flags Loss £25.00

Sheets Damage or loss (per sheet) £45.00

Spinnaker pole End fitting damage (per fitting) £60.00

Pole break £200.00

Deck fitting Damage or loss - full cost of replacement up to £500.00

Hatches Minor damage £55.00 Major damage - full cost of replacement up to £500.00

Radios Loss £160.00

Buoyancy aids Loss £50.00

Tiller extension Break £120.00

Bibs Failure to Return at end of event (even if returned later) £35.00 Loss £50.00