

NOTICE OF RACE



ALBACORE OPEN

Sunday 15th October 2023

Hosted and Organised by
The Nottingham Sailing Club

This event will be sailed under the Racing Rules of Sailing with exceptions as listed in The Nottingham Sailing Club Open Meeting Sailing Instructions, available from the clubhouse on the day. These will be in the form of written instructions with any alterations given verbally at the pre-race meeting/briefing, to be held at 10:30am.

The event is for Albacore dinghies.

Planning to Attend the Open Meeting? If possible, please let us know you are going to attend our Open Meeting by the Thursday evening before the event by sending an email to: phil.sheppard@nottinghamssailing.club (Phil Sheppard). This helps us with catering and race organisation.

Registration / entries to be completed on the day, before 10:30am. Entry forms will be in the clubhouse on the morning of the event. Entrance fee: £16 which includes lunch for helm and crew. All fees to be paid by cash or card on the day.

Catering and Bar. A breakfast bacon roll will be available on arrival. A cooked lunch will be available. Cheese and ham rolls will also be available at lunch time. Teas, coffees and snacks will be available throughout the event. The bar will be open at lunch time and after the final race. Both the tea bar and bar take cash and card payments.

Race Format and Times: 3 scheduled races of approx. 1 hour duration with one discard only if all 3 races are sailed.

First Race: scheduled to start at 11am. No warning signal will be given on the day after 3:30pm.

Sailing Area and Landing Stages: The event is to be sailed on the River Trent. There are good landing stage / slipway facilities at the club.

Location: The Nottingham Sailing Club, Adbolton Lane, West Bridgford, Nottingham NG2 5AS (post code only for post – do not use for satnav!)

Lat/long – 52°56'25.8"N 1°06'00.3"W (52.940486, -1.100076) – *for entrance*

What 3 words for access road – 'palace.prompting.grabs' | for clubhouse – 'thick.asserts.hoot'

NB: We are very close to the National Watersports Centre, but we are not part of it. We are based on the river with our entrance just BEFORE the road splits for the Watersports Centre car entrances.

Parking: There is plenty of free parking space on-site. Just drive in past the Nottingham Sailing Club sign and follow the track as far as you can go. This will bring you close to the river and you can park where there is space.

Clubhouse: We have a good clubhouse with good changing facilities.

Camping / Accommodation: You are more than welcome to arrive on the Saturday and stay overnight on-site. Please do get in touch beforehand though so we can make sure you have access to the club. There is also large “proper” camping and caravan site opposite the entrance which is open to the general public. See <https://www.nwscnotts.com/hpcp/short-breaks/>

Conditions of Entry: The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner / competitor, or his crew as a result of their taking part in the race or races. Moreover, every owner / competitor warrants the suitability of his dinghy for the race or races.

Insurance: Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000.

Prizes: will be awarded on the day of racing, after racing has been completed. The prize giving will be held either in the clubhouse, or in the immediate vicinity of the clubhouse.

Starts: The width of the river limits the number of boats starting at one time. If there are more than a minimum of 15 competitors, the race committee may decide to start the race remotely at a wider point on the river (to our normal start line) or divide the competitors into flights. The starting method will be decided on the day, taking into account number of competitors, general wind/weather/river conditions, start fairness and safety.

Course: Information on the general layout of buoy placement will be in the Sailing Instructions and further information can be requested at the briefing.

Data protection: Please see our club policy online: <https://www.nottinghamsailing.club/gdpr/>

Further information? Is available on the club website www.nottinghamsailing.club or from Phil Sheppard phil.sheppard@nottinghamsailing.club

Rules and Rule Changes:

Please see our Open Meeting Sailing Instructions. A summary of some of the exceptions are as follows:

Sail Numbers: Under exceptional circumstances the Sailing Committee may permit a dinghy to use sails carrying a number other than that required by RRS 77.

Personal Buoyancy: A personal flotation device must be worn at all times while on the river. This changes RRS 40.

Course Marks: Course marks are orange spherical buoys. A mark may be moved during the leg being sailed, but only in a manner that will not prejudice the results. This amends RRS 33.

Starting Procedure: This changes RRS 26. Races shall be started using signals at 3 minute intervals. Times shall be taken from the audible sound signals. If there is more than one flight, flights will start at 3 minute intervals. Full procedures are in our Sailing Instructions available on the day.

Individual Recalls: Flag X shall be used as defined in RRS 29.1. The Race Officer may hail the Sail Number(s) of the offending dinghy(s).

General Recall: RRS 29.2 is changed as follows. Where there are other classes or flights still to Start, the offending class or flight will start three minutes after the previously scheduled last Start. Otherwise, the next signal will be the class or flight's Preparatory Signal.

Starting Penalties: RRS 30.3 may be applied only after a General Recall. RRS 30.1 and 30.2 will not apply.

Shorten Course: Code flag S flown and two sound signals indicate the course will be completed when the leading dinghy in each race next crosses the finish line from either direction. Every other dinghy will complete the course sailed by the leading dinghy in her race. This modifies RRS 32.2(b).

In a split fleet race, where the leading dinghies of each flight may be approaching the finish line in different directions, a shortened course indication is only applicable to the leading flight. To indicate this the S flag will be accompanied by the specific flight flag of the leading flight.

As all flights must complete the same course, at an appropriate point in the race the shortened course sound signals will be repeated with the relevant flight flag being raised for each subsequent flight.

Lapped Boats: After the leading dinghy in any fleet or flight has finished, every other dinghy in that fleet or flight shall finish the next time they cross the finishing line in the same direction as the leading dinghy in that fleet or flight. Boats which have been lapped will be allocated points in sequence behind those which have completed the full course sailed by the leading dinghy.

Touching a Mark/ Re-rounding: Re-rounding. A dinghy touching a mark shall re-round the said mark and when exonerating herself shall keep clear of all other dinghies until she has rounded it completely and has cleared it and is on a proper course to the next mark. A dinghy touching a mark, while continuing to sail the course and until it is obvious that she is returning to round it completely shall be accorded rights under the Rules of Part 2. This changes RRS 44.1 with respect to RRS 31.

Scoring Systems: Scoring shall be as provided in Appendix A of the RRS using the Low Points System, except that DNS, OCS, DNF and RAF shall score Number of Boats in the Event (B) plus 1, DSQ and DNE shall score B plus 2 and DNC shall score B plus 3. Three Races shall be scheduled. Each Boat's score shall be the total of its race scores, excluding its worst only if three races are sailed. This changes RRS A5.