



Royal Thames Yacht Club - Organizing Authority

Sunday 8th February 2026

Queen Mary Reservoir

Notice of Race

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury; NoR: Notice of Race; OA: Organising Authority; RRS: Racing Rules of Sailing; SI: Sailing Instruction; RC: Race Committee; TD: Technical Delegate; [NP]: A boat may not protest as per NoR 1.3

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.4 The event has applied for World Sailing Grade 5. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

2 SAILING INSTRUCTIONS

The SI's will be emailed to competitors by Thursday 14th November.

3 COMMUNICATION

- 3.1 Signals made ashore will be displayed on the Committee Vessel mast on the pontoon.
- 3.2 The Race Committee will use a [Telegram Group](#) to facilitate communications during the event. At least one member of each team should join the group for the event.

4 ELIGIBILITY AND ENTRY

- 4.1 six to eight skippers will be invited.
Entries will be issued on a first come first served basis
Skippers should enter using the [online entry form](#)
- 4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.

4.4 Skippers shall obtain a World Sailing Sailor ID by registering online. Skippers shall inform the OA of their World Sailing ID no later than 7 days before the event is due to start unless excused by the OA.

4.5 The skipper shall complete registration, and pay the entry fee before Thursday 29th January unless extended by the OA.

Entries received by the 9th January will receive a 10% discount

RTYC members charging the entry to their club account will receive a 10% discount

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.6 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d))

5 DAMAGE / DAMAGE DEPOSIT

5.1 A damage deposit is not required before racing however each boat is liable for up to £1000 of associated costs due to damage as a result of any one incident (this includes boats, sails, equipment, and property). A failure to comply with this instruction or an invoice issued may result in disqualification from the event without a hearing. This changes RRS 60.5(b). The OA may also file a RRS 69 report to the jury.

6 CREW (INCLUDING SKIPPER)

6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be three or four. There shall be no more than three male sailors in a crew. All registered crew shall sail all races. There is no weight limit

6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

6.3 When a registered skipper is unable to continue in the event, OA may authorise an original crew member to substitute.

6.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

6.5 Crew weight will not be checked during the regatta.

6.6 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

6.7 EVENT FORMAT

7 The OA intends to provide six Sonar type boats for racing in the event. Each boat will have the following sails: Mainsail, jib, Spinnaker

7.1 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw. The RC may also require boats to be exchanged in a knock-out stage.

7.2 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.

7.3 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 61.4(b).

7.4 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.

7.5 The course will be windward/leeward with starboard rounding, finishing downwind.

7.6 The intended racing area will be the Eastern side of Queen Mary Reservoir.

7.7 (a) Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.

7.8 The event will consist of the following stages:

(a) First Stage - Round Robin(s)

(1) Each group /All skippers will sail a continuous round robin until approximately 1600

7.9 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages

8.1 **PROVISIONAL PROGRAMME**

Schedule

(a) Race office open from 0830

(b) Registration from 0830

(c) First briefing at 0900

(d) First meeting with umpires following the first briefing

(e) Time of the first attention signal 0953

(f) The latest time for an attention signal on the last day of racing will be approximately 1600

(g) Prize giving ASAP after racing

8.2 Unless excused by the OA, attendance at the following is mandatory:

(a) Initial briefing for skippers.

(b) Prize giving for the final skippers and crews.

9 **ADVERTISING**

[NP] Boats shall display advertising chosen and supplied by the organizing authority.

10 **[NP] CODE OF CONDUCT**

Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so as to not bring the event into disrepute.

10.1 Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 **[NP] SUPPORT PERSON**

11.1 Support person vessels shall conspicuously display identification of the team being coached.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.

11.3 The OA will not provide berths for support person vessels.

12 **[NP] MEDIA, IMAGES, and SOUND**

If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

12.1 Competitors shall not interfere with the normal working of the OA supplied media equipment.

13 **DATA PROTECTION**

The personal information you provide to the organizing authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

By participating in this event, competitors automatically grant to the OA unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, photographs, video footage, and audio recordings taken of them prior to, during, and after the event without compensation.

RISK STATEMENT

14 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
- b. They are responsible for the safety of themselves, their crew and any property they may bring, whether afloat or ashore.

- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d. The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities
- e. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances
- f. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.
- g. It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
- h. It is their responsibility for ensuring all supplied equipment is carried on board.
- i. That they are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

PRIZES

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Prizes will be awarded to the top three teams.

FURTHER INFORMATION

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For further information please contact

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