



## Royal Thames Yacht Club

### Carmela Cup 2018

RYA Open Championship of Two-Boat Team Racing  
Queen Mary Reservoir Staines  
19-20 January 2019

### NOTICE OF RACE

#### 1. THE EVENT

- 1.1 The Carmela Cup is the RYA Open National Championship of Two-Boat Team Racing in Keelboats and will take place on Saturday 19<sup>th</sup> and Sunday 20<sup>th</sup> January 2019.
- 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 on each race day**
  - a. Race office open from 0815.
  - b. Registration (Saturday only) 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 vary on each race day and will be announced at the briefing.

#### 2. RULES

- 2.1 The Championship will be governed by
  - 2.1.1 the RRS (including Appendix D));
  - 2.1.2 the bylaws of Queen Mary Sailing Club except that competitors will not be required to wear a wetsuit or dry suit. The bylaws can be seen at [www.queenmary.org.uk](http://www.queenmary.org.uk) and some of the most relevant of those bylaws 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 two 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 £480 payable on submission of the Application for Entry form. The form is electronic and can be found by referring to <https://www.research.net/r/CarmelaCup>
- 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 £1600 (£800 per boat). 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 £800, 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 The RTYC Sailing Agreement must be completed online by all competitors before sailing a club-owned boat: <https://www.research.net/r/SailingAgreement>
- 6.1.6 The Sailing Agreement includes a provision for payment of the cost of repairs if boats or articles of equipment are damaged or lost. Addendum 2 of this Notice of Race contains a list of the cost of certain of those items. Where members of the Royal Thames Yacht Club acknowledge at registration that they are responsible for payment of the deposit on behalf of their team or crew, the deposit may be charged to their club account.

## **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 be divided into two stages. Stage 1 will be a round robin with all teams racing against each other. Stage 2 will be a final and between the first two teams in the round robin and may include a petty final between the third and fourth teams in the round robin.
- 8.2 The course will either be a type of windward/leeward layout and a windward finish or a quadrilateral course.

## **8. SAILING INSTRUCTIONS**

- 8.1 The Sailing Instructions will be available in due course on the RTYC website [www.royalthames.com](http://www.royalthames.com) and at the registration on Saturday 19 January.
- 8.2 The schedule of races will be distributed at the first briefing.

## **9. REGISTRATION AND BRIEFING.**

- 9.1 Teams must complete their registration before going afloat.

## **10. PRIZES & PRIZEGIVING**

- 10.1. Prizegiving will be held shortly after completion of racing on Sunday 17<sup>th</sup> January.
- 10.2 The presentation of trophies shall be at the sole discretion of the organising authority based on a sufficient number of races being completed. The winning team will be awarded the Royal Thames Yacht Club Carmela Cup. The best-placed university team consisting entirely of undergraduates will be awarded the Royal Thames University Challenge Trophy.

## **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**

### **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

<b>Damage</b>	<b>Definition</b>	<b>Cost</b>
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