



Location -

Barton's Point Coastal Park, Marine Parade, Sheerness, Kent, ME12 2BE
What3words Location: ///scatters.small.value

Schedule -

- Equipment recovery and setup @ 9:00am
- Briefing @ 10:15am
- First Race start sequence 10:30am
- Lunch Break circa 30-minutes @ 12.30pm
- Racing will finish after 16 races, with no races starting after 2.30pm, whichever occurs first

Sailing Fee –

A £3 “Sailing Fee” will be collected towards club funds for equipment, maintenance and onsite storage costs, from each member entering the event

Sailing Instructions -

Club Regatta Racing will be run under -

- The current DF95 Class Rules
- The current version of the Racing Rules of Sailing (RRS) Appendix E
- (Excluding E4.3(b) additional penalty turns)
- MYA SSI's
- The RYA Charter
- Sailwave Scoring System, Appendix A

DISCLAIMER OF LIABILITY -

All those taking part in Club Regattas do so at their own risk and responsibility. The club, and any other parties involved in the organisation of Club Regattas, disclaim any and every responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods both ashore or on the water as a consequence of entering or participating in the Club Regattas covered by this Notice of Racing.

At all times the responsibility for the safety of their boat and themselves plus the decision to participate or continue must rest with the competitor.

Permission to use Images -

By entering, all competitors expressly give their permission for any images or photographs taken during the event to be used by East Kent RSC for promotional activities and press releases etc.

Pre-Event Management -

Notice of the next club Regatta will be posted on the club website home page, as soon as possible after the previous event - www.eastkentrsc.com



Two days before each club Regatta an event notification and attendance poll will be posted on the “East Kent RSC – Members” WhatsApp Group. Members are encouraged to indicate as early as possible their intention to attend or not attend. Any member not responding will be assumed to not be attending. Any decision to Cancel the event for either low attendance, adverse weather or other issues will be made before 7pm the night before the event and notified via the “Members” WhatsApp Group.

However, all attending competitors should re-check the “Members” WhatsApp Group before leaving home in case of a last minute, emergency cancellation.

Regatta Event Management -

The club’s default mode of “Regatta Event Management” will be to have, (nominated from the competitors) an Officer of Day (OOD), supported by a “Boatman”, with Race Officer (RO) duties being covered by competitors in turn.

If we have a “**dedicated RO**” for the event, competitors would not be required to carry out any RO duties, except the skipper of the first boat across the line, who should assist by calling the sail numbers of the following boats as they cross the line for the RO to record. The dedicated RO & OOD roles can also be combined

Roles and Responsibilities -

OOD – Officer of Day

- Overall management of the event
- Setting up wind direction flag / windsock
- Agreeing course layout with “Boatman”
- Establishing “Control Area”
- Collecting and recording the “Sailing Fee” from each member attending
- Setting up the “Regatta Management Board” to indicate competitor RO and extended “Break Time” sequence for the day.
 - Use “Regatta Race Officer Register” which lists the number of RO duties all club members have completed so far in the current year, to establish a running order. Starting with competing skippers, who have the lowest number of RO duties, through to the highest
 - The skipper who is undertaking “Boatman” duties for the day will be exempt from RO duty
 - Competitors may decline RO duties, if they feel unable to adequately execute the role
- Establishing length of sequence “Break Times” – normally 5 minutes
- Preparing the “Start System” for use, establishing race “Start” countdown time and testing
- Preparing the event score sheet ready for RO’s to record race results
- Giving the pre-race briefing, including
 - Detailing Course and Control Area’s



- Race “Start” countdown and sequence “Break Times”
- Self-Policing, Rules Compliance
- RYA Charter Compliance is required at all times
- Reminder that we are operating in a Public Area and sounds travel across water!
- Maintaining the prescribed race sequence, calling the lunch break, post-lunch first race start time, as well as last race

Note: Lunch break will be circa 30 minutes at approximately 12.30pm

- Judging competitors requests for additional time between races to make “quick” repairs or rig changes, **but not for Battery Changes** which should be completed during the planned longer breaks or at lunch time.

Boatman

- Collecting and taking boat round to main lake. Looking after the boat throughout the day.
- Agreeing course with OOD and laying in the appropriate position on the lake
- Making appropriate course adjustments throughout the event, in agreement with OOD to maintain optimum position for wind direction
- Carrying out any required “rescues” for members not designated to use boat, **between** races
- At end of the event ensuring all marker buoys are left in safe locations, in the top half of the lake, well away from the Café area and water that can be easily accessed by people and especially dogs.
- Returning boat to Sea Cadets compound slipway for recovery, cleaning and storage
- The skipper who is undertaking “Boatman” duties for the day will be exempt from RO duty

NOTE: Buoyancy Aid must be worn at all times, when in the boat as well as while getting into and out of boat

RO & Support Duties

- A competitors list will be generated by the OOD at the beginning of the day's sailing and ordered on the "Regatta Management Board" so everybody knows the order of their RO's duties, breaks etc. throughout the day.
- Each competitor will take a turn at being the RO for a single race, not sailing their boat. This will allow them to experience and fully concentrate on running that race from start to finish, including “Start Line” judge duties, and calling any other contacts / incidents they might observe:
 - **“Start line” Judge duties**, watching for “On Course Side” (OCS) boats at the starting signal

If any exist, they should be identified immediately by calling (loudly), “Recall” followed by any offending boat numbers and repeating it

Any boats recalled should go back across the start line, clear of other boats. The line judge will confirm that by calling “Clear” followed by the appropriate boat number



If all boats OCS at the start cannot be quickly and easily identified at the time, a “General Recall” should be called and the race restarted with a 1-minute race countdown

If no OCS incidents occur, “Clear” should be called to avoid any confusion

- **“Observed contacts”** between boats and boats & marks, must be called (loudly) “Contact” followed by any offending boat numbers involved. If it is a boat to boat, contact it is the responsibility of the boat skippers called to establish who was at fault and for them to make a penalty turn
- Observing the “Finishing Line” and recording the finishing order
 - The skipper of the first boat across the line should assist by calling the sail numbers of the following boats as they cross the line for the race RO to record
- For each race a competitor is required to carry out these duties they will receive average points, based on all their race results throughout the day.

Note: To ensure this happens they must put their sail number in the bottom “Grey” cell of the day’s “Result Sheet”, for the race they are managing

- All calls made by the race RO should be promptly resolved on the water, and the appropriate action taken **without argument**. However, having a RO present does not absolve competitors from "Self-Policing" themselves and other competitors, calling and resolving any additional disputes in a timely and proper manner.
- If the race RO feels any issues have not been handled in a fair and appropriate way on the water, the parties involved will not be finished (disqualified) from that race.
- At the end of each race, once results are recorded the next competitor RO in the sequence will take over. The new RO must allow the previous RO adequate time to get on the water ready to race, before starting the race countdown sequence.

Control Area -

Unless designated at the pre-race briefing the control area will be deemed to be any of the lakeside concrete paths, platforms or grass banks

Competitors should ensure they position themselves, within the defined control area, close enough to the Start Line to both hear the countdown timer and calls made by the RO/Line Judge as well as having sight of their boats relative position on the water.

As this is a public area, particular attention and consideration should be given to other users of the venue particularly during busy periods around the café and play park areas.

Rules Compliance / Conduct -

If any of the committee or OOD present at the event feel any of the situations below are occurring the following actions will be taken.

- Rule infringements are repeatedly not being addressed appropriately via “Self-Policing”, “Protests” and “Penalty Turns”. The race will be Abandoned, and all competitors will be asked to bring their boats ashore, take a break, and discuss the issues before racing recommences. If this situation occurs more than twice at an event, sailing for the rest of the day will be Abandoned



- If there is continual “moaning” between skippers or “bad / colourful” language used during a race the persons involved will, firstly be warned, and then if the situation continues both disqualified from that race. If this situation occurs more than twice, with the same person at an event, that person will lose any accrued race results for the day.

The following are not rule definitions or all the rules, these can be found in the RRS 2025-2028 but just an overview of some of the basics.

Fundamentals -

If possible, **all** contact should be avoided.

Even if there is no contact, it doesn't necessarily mean a rule hasn't been broken. If a **right-of-way** boat must give way, the **give-way** boat has still broken a rule and can be protested. It's just difficult to prove. The **give-way** boat should give way in plenty of time and not take the chance.

Protest -

If an incident occurs on the water the call should be “Your boat number, Protest, the other boat number”. This can be repeated. 1 of the 2 boats should do a penalty turn. If neither boat does the penalty, it should go to protest. If the issue is still unresolved **both** boats can be disqualified.

A right-of-way vessel, starting a manoeuvre or calling “starboard” or for “room” should do so in time for the give-way vessel to react. The time needed differs depending on conditions. Room & Opportunity needs to be given.

It is helpful to call yours and the other boats number, so the fleet know who you're referring to.

Note: Protests can be lengthy affairs, and they will stop racing until resolved.

Penalty Turns -

Penalty turns should be executed by the offending boat, promptly clear of all other competitors.

A penalty turn is a tack followed immediately by a gybe or gybe followed immediately by a tack. The boat taking the turn has no rights while it is making the turn until it has been completed.