

Oxford Sailing Club

RS700 Inland Championships 2020

VERSION 2 – Section 2.3 & Appendix A added

24th and 25th October 2020

NOTICE OF RACE

1. Organising Authority: The organising authority is Oxford Sailing Club, Oxford, UK.

2. Rules: The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2017-2020, the appropriate class rules, and the sailing instructions of the event.

2.1 The prescriptions of the RYA will apply.

2.2 The Rules of the RS700 Class will apply.

2.3 The RS700 International Committee has agreed following the membership vote that the 2020 RS700 Rooster Inland Championship will be included as an approved event to evaluate the experimental weight and leverage compensation settings. Read all the information about the trial here and in Appendix A:

<https://www.rs700.org/documents/p1d1mk8t5o1m4n1q9ofcladj19fb3.pdf>

The trial rack settings are here and in Appendix A:

<https://www.rs700.org/documents/p1dm1cd3nd1l23e4tmd8145d1nf23.pdf>

2.4 The racing rules will be changed as follows. The changes will appear in full in the Sailing Instructions. The Sailing Instructions may also change other racing rules.

RRS 31 is changed so that marks other than starting and finishing marks may be touched without penalty.

RRS 40 changed so that Personal Floatation Devices shall be worn at all times while afloat except when changing or adjusting clothing or personal equipment.

RRS 44.1 is changed so that the two-turns penalty is replaced by the one-turn penalty.

3. ADVERTISING: Boats may be required to display advertising chosen and supplied by the organising authority.

4. Eligibility and Entry: The regatta is open to RS700 boats whose helm is a member of the class association. Entry forms will be available at registration.

5. Fees: The entry fees per boat (cheques payable to Oxford Sailing Club) are as follows:

RS700 £30.00

6. Registration: Registration will take place from 10:00 on the 24th October 2020 at the front of the clubhouse.

7. Sailing instructions: The sailing instructions will be available at registration.

8. Briefing: There will be a briefing for all competitors at 12.00 on Saturday 24th October 2020 at the front of the clubhouse.

9. Schedule of Races:

Sat. 24th October.

1st race start time: not before 13:00 Saturday 24th October.

2nd race: back-to back with race 1.

3rd race: back-to back with race 2.

Sun. 25th October.

4th race start time: not before 10:30 Sunday 25th October.

5th race: back-to back with race 4.

6th race: back-to back with race 5.

10. THE COURSE(S)

10.1 Details will be provided in the sailing instructions.

11 SCORING

11.1 Two races are required to be completed to constitute a series.

a) When fewer than four races have been completed, a boat's series score will be the total of her race scores.

b) When from four to six races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

12. Prize giving: The prize giving will be held as soon as possible after the last race of the series. Prizes will be awarded as follows:

RS700: 1st, 2nd, and 3rd placed boats.

13. Risk Statement:

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate of 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, their crew and their boat to such inherent risk whilst taking part in the event;

b) They are responsible for the safety of themselves, their crew, their boat and their other property 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) Their boat is in good order, equipped to sail in the event and they are fit to participate;

e) 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;

f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

14. Insurance: Competitors are required to hold third party insurance for racing of at least £2,000,000.

15. Safety Regulations: Life-jackets or other adequate personal buoyancy shall be worn by all competitors at all times whilst afloat. Wet suits and dry suits are not adequate personal buoyancy.

16. RS700 weight compensation: RS700 sailors maybe weighed at registration and boats' racks/weights checked to ensure they are set as appropriate.

17. Catering: The galley will be open from 09:00 to 17:00 on Saturday, 09:00 to 17:00 on Sunday.

18. Car Parking: Thames Water normally levy a £2 per day charge for the car park, payable in cash at the ticket machine in the carpark. Cars must be parked in the carpark after boats have been unloaded, please respect the 10minute rule.

19. Covid-19 considerations

Every attendee of the Oxford Sailing Club site (includes the whole of the Thames Water Farmoor site) must understand and adhere to the current restrictions in place as detailed on the UK Government website <https://www.gov.uk/coronavirus>

Oxford Sailing Club have published information to provide additional assistance to attendees at <https://www.oxfordsailing.club/the-club/untitled-4>

19. Further Information:

RS700: Adrian Howe Commodore@oxfordsailing.club

RS700: Miles Roebuck milesroebuck@hotmail.com

END OF NOTICE OF RACE

Appendix A

RS700 Weight Compensation Trial for the UK 2019-2020

As agreed at the 2019 AGM, this is the Weight Compensation Trial for the UK 2019-2020 RS700 events.

This weight compensation trial is designed to encourage lighter and younger sailors into the class, by making the boat more competitive and appealing to them.

The trial has two main features:

- Completely remove the requirement to carry lead ballast in the boat.
- Spreading the rack settings over a more representative range of sailor weights (i.a.w. the table on the right).

Light to medium weight sailors should see speed increases due less weight and more righting moment, whilst some sailors currently off the scale will be brought into the new range. It is emphasised that this is a weight compensation system, not a weight equalisation system; heavy sailors will have the advantage in strong winds and lighter sailors will have the advantage in light winds... every sailor has their day!

This trial weight compensation system will be used in all UK RS700 events from Brightlingsea SkiffFest in Oct 19 through to and including the 2020 National Championships. The decision will be made at the 2020 AGM as to whether this trial weight compensation system (or a modification of it) should be put forward for a wider RS700 Class Association vote for its embodiment into RS700 Class Rules.

There was unanimous agreement from the 15 RS700 sailors present at the 2019 AGM to the RS700 Weight Compensation Trial proposal.

By Richard Wadsworth (Technical rep), Theo Galyer (UK Chair) and Clare Sargent (UK Secretary)

26 September 2019

