

# GLASCHU CLYDE ONE DESIGN REGATTA

Saturday 6th July 2024

## Organising Authority Royal Gourock Yacht Club

In association with Holy Loch Sailing Club, Cove Sailing Club & Royal Western Yacht Club

### NOTICE OF RACE

The notation (DP) in the Notice of Race means that the penalty for a breach of that Rule may, at the discretion of the Protest Committee, be less than disqualification.

#### 1. RULES

The Regatta will be governed by:

The Racing Rules of Sailing 2021 – 2024 (RRS).

The Class Rules.

The byelaws of Clydeport Operations Limited (DP).

#### 2. ELIGIBILITY AND ENTRY

The event is open to boats owned by members of a RYA affiliated club.

Eligible boats may enter by completing the entry form available on the RGYC website from 13 May 2024.  
<https://rgyc.org.uk>

All entries must be received by 17:00 Friday 28 June.

Accepting entry from boats of the following classes; separate starts subject to minimum of three entries.

- |             |          |              |                  |
|-------------|----------|--------------|------------------|
| • Etechells | • 707    | • Loch Longs | • Flying Fifteen |
| • Sigma 33  | • Pipers | • Garelochs  |                  |

#### 3. LATE ENTRIES

Late entries will only be accepted at the discretion of the Organising Authority.

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## 4. SAILING INSTRUCTIONS

Sailing Instructions (SIs) will be issued by email to all entrants 7 days before the Event and will also be available on the RGYC website (<https://rgyc.org.uk>).

## 5. SCHEDULE OF RACING

The regatta will consist of up to 3 races.

Warning Signal will be made at 11:00.

No warning signal will be made after 15:00.

## 6. VENUE

Racing will take place off the Royal Gourock Yacht Club.

The Race Office and Official Noticeboard will be at the Royal Gourock Yacht Club.

## 7. COURSES

The format for racing will be a shore-based start-line with racing round both the seasonally laid race marks, temp marks, and several fixed navigation marks.

## 8. PENALTY SYSTEM & SCORING

RRS 44.1 is changed so that the Two-Turn penalty is replaced by the One-Turn Penalty. The Low Points System of RRS Appendix A will apply with no discards.

## 9. RADIO COMMUNICATION

All Yachts are advised to carry Marine Band VHF Radio capable of receiving all International Channels.

VHF Radio Channel 37 and WhatsApp will be used for course information and announcements. QR Code for WhatsApp will be in Sailing Instructions.

## 10. DATA PROTECTION

The personal data you provide to the Organising 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 data is contract. If you are not bound by the rules the legal basis for processing that personal data is legitimate interest. Your personal data will be stored and used in accordance with the Organising Authority's privacy policy. When required by the rules, personal data 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 any appeal may be published.

Competitors automatically grant to the Organizing Authority, without payment, the right in perpetuity to make, use and show any motion pictures and live, taped or filmed television of, or relating to the event.

## 11. PRIZES

A prize-giving will be held at the RGYC as soon as possible after racing.

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## 12. INSURANCE

All entrants shall be covered by a minimum Third Party Liability indemnity of £3,000,000 and such cover will be maintained throughout the event.

## 13. RISK STATEMENT

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

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.

They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.

They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

Their boat is in good order, equipped to sail in the event and they are fit to participate. The provision of a race management team, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.

It is their responsibility to familiarise themselves with any risks specific to this venue or this event draw to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather, that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

## 14. CLYDEPORT OPERATIONS LIMITED (COL) RESTRICTION

**NARROW CHANNELS** Attention is drawn to the International Regulations for the Prevention of Collision at Sea, 1972. Particular notice should be taken of Rule 9b which states "a vessel of less than 20 Metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a Narrow Channel or Fairway". The Course Chart and Key to Racing Marks show the "Recommended Channels" marked as dotted lines. Whilst racing or on passage in the Firth of Clyde north of Cumbræ Head, yachts must regard any such "Recommended Channels" as a "Narrow Channel" within the meaning of the IRPCS 9b.

Clydeport Operations Limited has also decreed that any waters of the Firth of Clyde where vessels by virtue of their size, draft, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a "Narrow Channel". This also applies in the waters of the King's Harbour. Clydeport Operations Limited waters are to the south and west and the King's Harbour waters to the north, of a line from Rosneath Point to a point approximately halfway between Craigendoran Pier and Ardmore Head, (Admiralty Chart 1994 refers). Whilst racing, any yacht which is unable for reasons of lack of wind or other cause, to sail clear of a large power driven vessel shall start her engine and/or paddle in order to clear and thereafter shall report full details to the Race Committee. Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits yachts and other craft from manoeuvring within 100 Metres of any ferry terminal. Particular regard shall be paid to this when in the vicinity of the Caledonian MacBrayne and Western Ferries facilities at Gourock, Dunoon, McInroy's Point, Kilcreggan, and Hunter's Quay.

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