



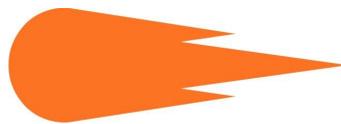
CHIPSTEAD SAILING CLUB

Chevening Road, Chipstead, Sevenoaks, TN13 2SD
Opposite the “Bricklayer’s Arms”

NOTICE OF RACE (NoR) and SAILING INSTRUCTIONS (SI)

— DRAFT —

Version: 3



COMET 2026 NATIONAL CHAMPIONSHIP

Friday 21st - Sunday 23rd August 2026

Organising Authority: Chipstead Sailing Club

1. Eligibility

- 1.1. The event is open to all boats of the Comet Class (with Standard, Xtra, White Xtra or Mino rig) whose helms are members of the Comet Class Association at the time of the event. Members of Chipstead Sailing Club who are not members of the Association at the time of the Championship may join the Comet Class Association as an Associate member without paying the membership fee.
- 1.2. Competitors must be Chipstead Sailing Club members. Visiting competitors will become temporary members of Chipstead Sailing Club for the duration of the championship.
- 1.3. Competitors shall nominate which type of rig they will use (Standard rig, Xtra rig, White Xtra rig or Mino rig) before racing. A Competitor shall use the same type of rig for all races.
- 1.4. Young Competitors (those aged under 18 on 21st August 2026) must be accompanied by their parents or guardians during the duration of the championship.
- 1.5. Boats must measure as per the Comet Class Measurement rules.
- 1.6. Boats must be insured with valid third party liability insurance with a level of cover adequate to cover all third-party claims and at least £3,000,000.

2. Entry

- 2.1. The entry is limited to 60 boats.
- 2.2. Competitors must register online (the URL to be announced) and pay £65 entry fee before midnight on Wednesday 19th August 2026.

- 2.3. Entry fee includes Saturday evening meal (see 11. Agenda), tea and coffee during the sailing hours, on-site car and trailer parking, on-site camping and 24/7 access to the club house toilets and showers (see 12. Visitor Information).
- 2.4. Other meals will be available to order during registration. All meals must be ordered during registration.
- 2.5. Refunds are subject to 7% + VAT administration fee imposed by the ticket sales platform.
- 2.6. In the event of any adverse weather conditions or other reasons causing the event to be cancelled, fees will be refunded in full.

3. Rules and Sailing Instructions

- 3.1. The championship will be governed by the rules, sailing instructions and guidance in Chipstead [Sailing Club Programme 2026-27](#) (the Programme) unless modified by this NoR. In summary by:
 - 3.2. RYA Racing Charter,
 - 3.3. The World Sailing Racing Rules of Sailing (RRS) 2025-2026,
 - 3.4. RYA Prescriptions,
 - 3.5. Chipstead Sailing Club Safety Guidance (extracted from the Programme into Appendix A),
 - 3.6. and Chipstead Sailing Club Sailing Instructions (extracted from the Programme into Appendix B).
 - 3.7. Flags, courses, marks, start, shortening, finish and time limits may be modified and will be communicated to the competitors in writing on the board or verbally during the briefings.

4. Race Committee

- 4.1. Race Committee members will be announced before the first race of the championship.

5. Number of Races

- 5.1. The championship may not have more than 8 races.
- 5.2. The total number of races that could be sailed will constitute the championship series.

6. Series Scores

6.1. The number of races and the number required to qualify to be scored for the series are as follows:

Number of races sailed	Number to qualify	Number to discard
8	6	2
7	5	2
6	4	1
5	4	1
4	3	1
3	3	0
2	2	0
1	1	0

6.2. The series will be scored according to RRS Appendix A.

7. Race Schedule

	Saturday morning Up to 2 races Briefing not earlier than 10:00 First start not before 10:30	Sunday Morning Up to 2 races Briefing not earlier than 10:00 First start not before 10:30 No race will start after 11:45
Friday afternoon Up to 2 races Briefing not earlier than 13:00 First start not before 14:00	Saturday afternoon Up to 2 races Briefing not earlier than 13:00 First start not before 14:00	

8. Protests and Requests for Redress

8.1. Protest hearings will be preceded by mandatory arbitration (RRS Appendix T), acting as a mandatory step to resolve disputes informally.

8.2. The Race Committee will act as the Protest Committee and may decide to involve other individuals during decision making.

9. Measurements

9.1. At the discretion of the Race Committee, boats may be subject to scrutiny and/or measurement at any time, before, during or after the event.

10. Radio Communications

10.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

11. Agenda

Friday	Saturday	Sunday
	Breakfast	Breakfast
	Morning races	Morning races
Lunch	Lunch	Lunch
Afternoon races	Afternoon races	Prize giving
Evening meal	AGM	
	Evening meal	

12. Risk Statement

12.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

13. Visitor Information

13.1. Car park

13.1.1. Please park road trailers so that they don't block the entry and exit path.

13.1.2. Car park barriers may be locked after the last race of the day.

13.2. Camping

13.2.1. The camping area is at the far end of the car park. No open fires are allowed.

13.2.2. Club house toilets and showers are accessible via the changing room back door. The keypad combination will be provided to the campers.

13.3. Food and drinks

13.3.1. Free tea and coffee will be available during sailing hours.

13.3.2. Soft and alcoholic drinks will be available at the bar after sailing hours.

13.3.3. Snacks may be purchased from the bar or the kitchen.

13.3.4. The breakfast, lunch and evening meal menu details will be given on the registration page.

13.4. Money

13.4.1. Cards are the preferred method of payment at the bar and the kitchen. The kitchen may accept cash payments for snacks.

13.5. Accommodation

13.5.1. Accommodation is available at nearby Premier Inn Sevenoaks Hotel, Donnington Manor Hotel and several B&Bs.

14. Further Information

14.1. The latest version of this NoR can be downloaded at

<https://chipsteadsc.org.uk/chipstead-sailing-club-news/comet-2026-national-championships/> .

14.2. For further information please contact comet@chipsteadsc.org.uk.

Appendix A. Sailing safely on Chipstead Lake

The safety of members both ashore and afloat is of primary importance. The guidance notes supplement and repeat some of the Club's Safety Regulations in the Club's Bylaws issued to members. Please ensure you are familiar with them

The following are mostly about 'sailing safety' – but if you come across anything 'land side' that you consider is a hazard or unsafe practice please report it to a committee member, or the Race Officer for recording in the logbook.

Safety ashore

Before going afloat please make sure that:

- Your boat is buoyant
- You are confident that you can handle the conditions – both now and likely to arise – without relying on patrol boats or others. If not – don't sail!
- Your buoyancy aids are sound and fitted correctly (i.e. tightly so that they don't ride up over your face if immersed) and that you have suitable protective clothing. Club regulations mandate the use of wet/dry suits between 25 December and 31 March. The lake can be cold at other times, especially spring and early summer, and the body loses heat up to 35 times more quickly in water than air. So it may be sunny, but be water wise.
- Manoeuvring boats on shore and launching and recovering boats has the risk of slipping on slipways, jetties or the shore. And take care when moving boats on trolleys not to hit bystanders.

Safety on the water

- If conditions deteriorate consider retiring if racing or coming ashore.
- Even if patrol boats are operating remember that you have an obligation to assist others in trouble especially if patrol boats are not around or are busy with others. If you are racing this still applies. Seek redress if you consider that your result has been jeopardised.
- If you do capsize do everything you can to prevent your boat inverting and potentially trapping someone underneath. It is better that one crew member stays on the centre board to prevent immersion whilst a patrol crew arrives to recover the other person rather than swimming around to help and allowing the boat to invert.
- The first priority of patrol boat crews is assisting people – boats won't go far on the lake and can be recovered later. If patrol crews tell you to leave your boat and be recovered to the shore please obey them. They may have other sailors to assist.

Appendix B. Chipstead Sailing Club Sailing Instructions

Club specific sections or parts of sections have been redacted for brevity and marked 'REDACTED'.

The notation '[DP]' in these Sailing Instructions (SI) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

As a club we promote respectful and courteous behaviour to everyone, but in particular towards race duty teams. Breaches of this can incur scoring penalties, DSQ, or if necessary the club disciplinary procedures.

1 Rules

1.1 All races will be governed by:-

The World Sailing Racing Rules of Sailing (RRS)

The prescriptions of the Royal Yachting Association

The relevant Notice of Race (NoR)

These Sailing Instructions, including relevant Appendices to these SIs.

The Rules of the relevant Class Associations

The Rules and Byelaws of Chipstead Sailing Club (www.chipsteadsc.org.uk)

The Arbitration and Advisory hearings of the RYA Rules Disputes procedure will be available.

Additional Appendices as defined in the NoR.

These SIs change the following RRS :- 60.1, 27, 90.2.c, 40.2 and Preamble to part 4, 26, 32, and appendix A2 and A5

2 Safety equipment

2.1 Adequate personal flotation devices must be worn at all times when afloat and on the pontoons, except briefly while changing or adjusting clothing or personal equipment. This changes RRS 40.2 and Preamble to Part 4. [DP]

2.2 Wetsuits or drysuits must be worn between 25th December and 31st March inclusive.

3 Notices to Competitors

3.1 Notices to competitors will be posted on the Official Club Notice Board in the clubhouse. Event specific notices may be posted on or near the course board near the club main entrance.

3.2 A course board will be situated near the club main entrance.

3.3 The Race Committee may give verbal instructions and verbal changes to these SIs at a sailors briefing. This changes RRS 27 and 90.2.c.

3.4 **REDACTED**

4 Changes to Sailing Instructions

4.1 Any changes to the SIs will be posted on the Club Notice Board no later than 30 minutes, before the start of the applicable race, except changes to the schedule of racing will be posted no later than 20:00 the day before

5 Schedule of Races

5.1 Dates and times of racing including quorums and number of races that shall be scored in a series shall be defined in the NoR, or Chipstead Sailing Club Sailing Programme, or Race Programme on CSC website. (www.chipsteadsc.org.uk).

5.2 The maximum number of races for each day will be defined in the NoR, or Chipstead Sailing Club Sailing Programme, or Race Programme on CSC website. (www.chipsteadsc.org.uk), or on the day of racing.

6 Signals

6.1 Signals made ashore will be displayed from one of the starting box masts.

6.2 Class flags will be indicated on the Notice Board in the clubhouse, or on the course board.

6.3 A class is defined to be all boats that start on the same class flag, even if it is a mixed handicap race.

6.4 Signals that apply to only some classes may be flown alongside those class flags.

7 Racing Area

7.1 Chipstead Lake with the following exclusion zones [DP]:

(a) 10m radius from any angler.

(b) 10m round the shore of the island west of the large club jetties.

(c) 10m radius centred on the three buoys at the area of shallow water situated at the western end of the lake

8 Marks and Courses

8.1 The course and the number of laps will be displayed on the course board. The course may be indicated on the front of the race box, or on the starboard side of a committee boat.

8.2 Unless otherwise specified Marks will be orange buoys, marked with a black letter, A-K.

9 Start

9.1 The starting line shall be either a or b;

a) Club line; The transit of a line through a black and white post and the mast at the race box

b) A line between a mark and a mast or staff on a committee boat or a mast or staff on the shore.

9.2 The starting times (or the warning signal time of the starting sequence) of races will be shown on the course board and in no circumstances will they be earlier than advertised. **REDACTED**.

9.3 A boat starting more than 10 minutes after her start time will be scored DNS.

9.4 Club races shall start using a 10, 5, Go Start sequence. This changes RRS 26.

9.5 Other events and series, including Open Meetings, Mongrels Bowl and Top Dog Races shall use a 5,4,1 Start sequence.

9.6 **REDACTED**

9.7 **REDACTED**

10 Shortening

10.1 The following reasons for shortening the course are added to RRS 32.1:

a) The Race Committee may shorten the course for a class so that the expected finishing time for the leading boat of that class is approximately as described in the race programme.

b) After the leading boat has started its final lap, it may become apparent to the Race Committee that some boats are unlikely to finish within 30 minutes of the leading boat. In which case, the Race Committee shall consider shortening the course before such boats start their final lap.

10.2 RRS 32.2 is modified as follows:

If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be:

(a) Club line as described in 9.1(a) (with flag S displayed on the mast of the race box), or

(b) At a rounding mark, between the mark and a mast or staff on a committee boat displaying the flag S.

REDACTED

10.3 The shortened course shall be signalled before the leading boat, or any boats to which 10.1b applies, cross the finishing line.

10.4 Once the shorten course flag is displayed, boats crossing the finish line will be finished, unless a different class flag is also displayed (as in 6.4).

11 Finish

11.1 The finishing line will be the same as the start line defined in 9.1, or if the race is shortened as defined in 10.2.

11.2 **REDACTED**

11.3 **REDACTED**

11.4 Boats that have finished shall sail clear of the finishing line without delay.

12 Time Limits

12.1 For non-handicap racing, the Race Committee may award finish places on the water

12.2 **REDACTED**

12.3 If no boat finishes within 2 hours of the starting signal of the relevant class, the race will either be deemed void or results will be calculated on the positions at the end of the previously completed lap.

12.4 Boats which have not completed one lap within the time limits defined in 12.2 or 12.3 will be deemed to have retired.

13 Retiring from a Race

13.1 A boat retiring from a race shall inform the Race Committee promptly.

14 Scoring

REDACTED and changed by Section 6.2 in the NoR.

15 Protests

15.1 Protest time limit is 30 minutes after the last boat in the boats class has finished. In the case of 'back to back' races the protest time limit is 30 minutes after the last finisher in her class in the final race of the 'back to back' sequence of races.

16 Safety Statement

16.1 RRS 3 states:

The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.

By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough waters, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

16.2 The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event or race series.

16.3 The provision of patrol boats does not relieve a boat of her responsibilities as set out in 16.1