

## Flying 15 Inland Championship 18/19 April 2026

### Pre-event Information

Your team from Grafham for the weekend are:

Race Officer: John Aston  
Club Office: Heather Dance (Sat), Izzy Fuff (Sun)  
Coxswain: Jack Mash

#### Registration

You need only go to the Club Office (2<sup>nd</sup> floor) if you have amendments to your entry

#### Camping and overnight:

The Clubhouse toilets will be available over the weekend. There is also a Portaloo toilet for use on the East side of the clubhouse.

#### Car & Trailer Parking:

The main gate will be open all weekend  
Campers can proceed directly to their booked space.  
All other parking will be in the visitors' car park.  
See the Launching and Recovery section below for trailer positioning.



#### Wash down:

Boats must be washed down before leaving the Club to comply with non-native species guidance. There will be wash down facilities on each of the slipways used for launching.

### **Catering:**

The café on the ground floor of the Clubhouse will be open both days of the event. Breakfasts will be available from 0830 each day.

The bar will be open from 1700-1900 on Saturday.

After racing on Sunday there is a pasta meal for all competitors which will be available from the downstairs café immediately after racing. The bar will be open at this time.

### **Safety & Security:**

Please do not walk through any fenced off areas: they are fenced off for your safety.

Take particular care of the coxswains' slipway (East side of the Clubhouse in front of the coxswains' shed) as there are regular tractor movements on this slipway

The fire exits from the Clubhouse are marked – the fire muster point is on the grass of the roundabout on the land side of the Clubhouse.

Please do not leave valuables in the changing rooms: there are lockers (green) in the café area which take a £1 coin.

### **Launching and Recovery**

We have set a 35-boat entry limit to ensure all boats can be launched and recovered in a reasonable time. There will be three slipways allocated to launching and recovery, with boat storage areas near the slipway. You will be able to express a preference for which slipway, but we reserve the right to allocate based on numbers of entrants and weather conditions.

There will also be a limited number of moorings available for both early launching on Saturday morning and overnight mooring on Saturday night (depending on weather conditions). There will be a RIB "ferry" service to take you to your boat and return you to shore. Launch early and come ashore for a relaxed coffee and breakfast! All boats should bring a bow line suitable for mooring.

All trailers should be clearly marked with your boat number to aid recovery.

*Slipway 2-* we anticipate that only a few boats will use this slipway.

Slipway 2 runs down to the water from the camping area and is the preferred option for campers. Boats / trailers can be stored either side of the slipway, near to the water. Using this slipway will require wet launching and recovery. There is no jetty. A rope will be provided for assisting pulling the boats out. **Note that in onshore winds (Northerlies) launching from this slipway may not be feasible.**

*Slipway 3-* Tractor assisted, dry launch (majority of boats, plus RIBs and Committee boat).

Boats using this slipway will be stored on the roundabout. Please step your mast and rig in the car park and then walk the boat to the roundabout.

Club boats will be launched from this slipway, and they are encouraged to launch early and pick up a mooring. Club boat trailers will be returned to their normal berth.

For visitor launching, take the boat down the top section of slipway 4 and then turn right along the path between slipway 4 and 3 in front until you reach slipway 3. Here you will hook onto the tractor for launching. Please clear the jetties quickly once launched – there are temporary moorings available. In Northerlies, there will be a rib to take you to a temporary mooring if you require. Your trailer will be pulled up the slipway to the fuel shed where there will be a return path across the grass for the trailer to be unhitched and pushed back to the berth.

For recovery, the trailers will follow the reverse path, that is empty trailers to be brought across the grass and out by the fuel shed and boats pushed back along the path. Please can crews of recovered boats help with the movements of the empty trailers.

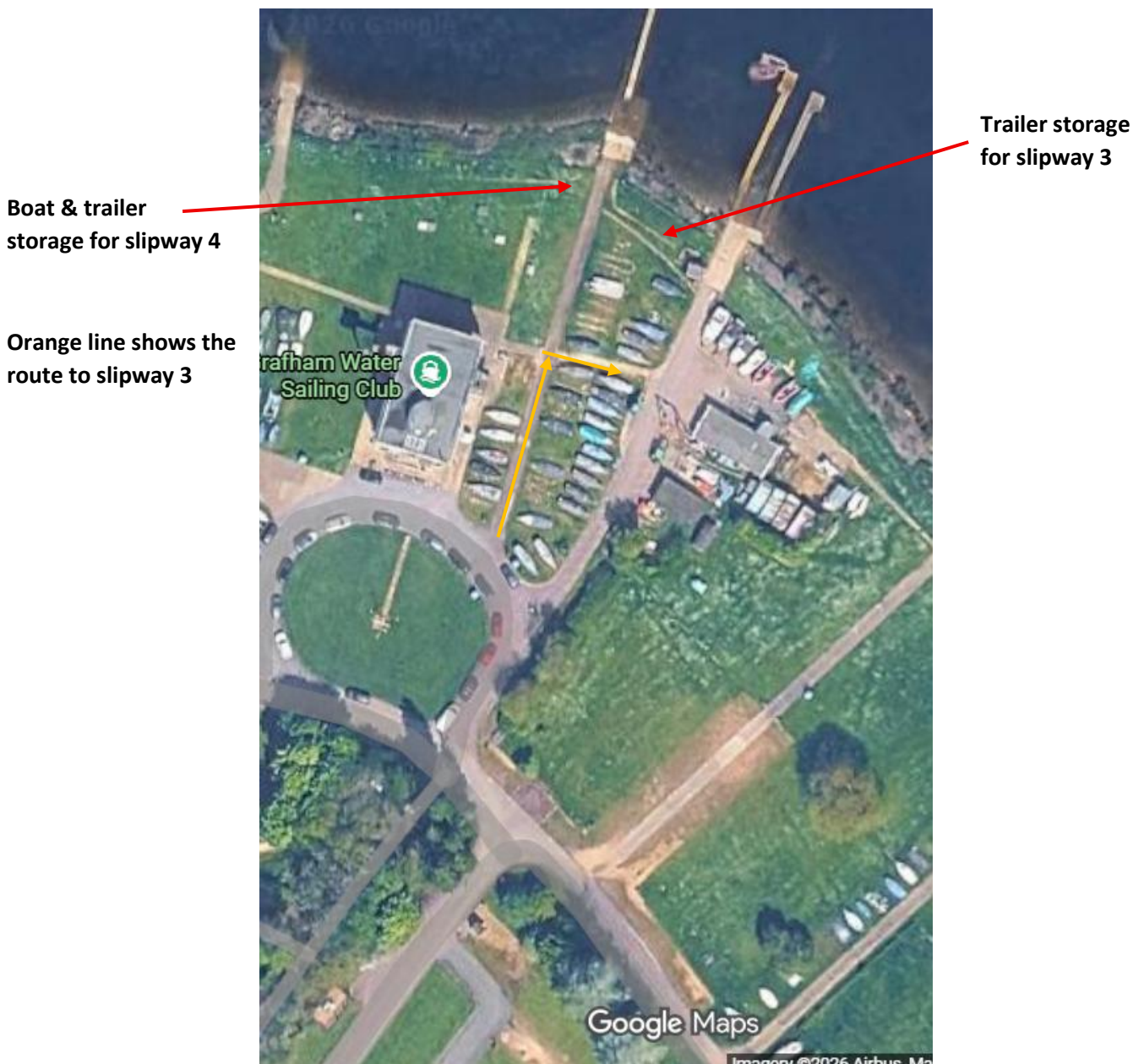
*Slipway 4-* wet launching

Once rigged, boats using this slipway can be walked down slipway 4 and stored to the left hand side on the grass by the fence. There is a jetty on this slipway. A rib will be available to tow boats onto a mooring if we have onshore winds. Once launched, the trailer can be put back onto the grass to the left of the slipway. A rope will be provided to assist pulling boats out.

*After Racing Sunday*

Once ashore boats should be washed down so that the killer shrimps are not transferred to other waters.

Slipway 2 will have a hose next to it. For boats using slipways 3 & 4 there will be pressure washers available. Please do not derig on the roundabout, but take the boat back to the car park.



**Timings:**

Saturday morning:

1000 Launching starts with 12 boats on slipways 3 & 4 plus those on slipway 2 to go onto moorings plus all ribs. The committee boat will be launched first and moved out to anchor. Two ribs will also launch and move to the outside of the jetty so that they can be used for towing and ferrying.

1100 Competitor briefing

1130 start launching remaining boats

1230 all boats launched

1255 First warning signal

Sunday morning:

0900 Launching starts on all slipways

10:00 Launching complete

10:25 First warning signal

Note that the Sunday timing assumes that 14 boats have stayed on moorings overnight. If conditions are not favourable for this, Sunday morning launching will commence at 8:30.

## **SAILING**

### **Race Area:**

Will be confirmed on the Online Notice Board and at the competitor briefing.

### **First race of the day:**

Our aim is to start on time on both days: please allow adequate time for launching; take into account the number of competitors [including club members on Sunday] trying to launch and plan accordingly. The Race Officer will be in contact with the beach team to monitor the launching process. If there is an unavoidable delay in launching, the first race that day may be postponed.

### **Starts**

Orange will be displayed at least one minute before the Warning Signal (SI6.3)

The intention is to use "Pappa" as the Preparatory Signal for the first start of the first race. In the event of a general recall, at the ROs discretion, we may move to Uniform or Black for subsequent starts and subsequent races.

### **Course**

Courses and number of laps may vary: please check the course display before each race.

Note the position of the spacer mark, which must be left to port on upwind, downwind and reaching legs

### **Finishing**

Sound signals at the finish are optional; we will most likely signal only the first 3 finishing boats. If you are in a bunched finish, and possibly not easily visible to the finish line spotters, please note the boats ahead or behind.

Note the provision for "Whisky" finishes (SI 14.2)

### **Indicative wind limits**

The Race Officer's intentions are to not start a race if wind strength is either:

generally less than 5 knots or

27kts or more for a sustained period

### **Protests**

Note that there is no dispensation from the requirement to display a Protest Flag (RRS 60.2)

John Aston [RO]

Peter Wolstenholme {GWSC Class Captain}