

Andrew Simpson Centre - Reading
NOTICE of RACE
School Teams Racing Regatta 30/11/2024

1 INTRODUCTION The event is for three boat teams and will be sailed in Firefly dinghies supplied by the organising authority. Each boat shall be sailed by 2 people. A team may include 6 sailors and sailors should only sail for a single team.

2 ORGANISING AUTHORITY The organising authority is Andrew Simpson Centre - Reading

3 RULES

3.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.

3.2 Races will be umpired.

3.3 The UK Team Racing Association (UKTRA) Standard Team Racing Sailing Instructions will apply. These change some rules in the RRS and will be available before registration.

3.4 In accordance with RRS 70.5(a) the right of appeal will be denied.

3.5 Rule 40.1 applies at all times while afloat or on the club pontoons.

3.6 The notation [NP] in a rule in this NoR or the Sailing Instructions denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1(a)

3.7 The notation [DP] in a rule in this NoR or the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

3.8 DELETE RULE: D2.2(c) - Protest by Boats (c) If no boat takes a penalty or clearly indicates that she will do so, an umpire shall decide whether to penalise any boat.

AND REPLACE WITH: (c) An umpire may penalise any boat that broke a rule in the incident and was not exonerated, unless that boat has taken a penalty or clearly indicated she will do so.

3.9 DELETE RULE D2.2(d): (d) If more than one boat breaks a rule, an umpire shall decide whether to penalise any boat that did not take a penalty

3.10 RENUMBER D2.2(e) as D2.2(d)

4 ENTRIES AND DEPOSIT

4.1 Entries are open to invited teams only and entries must be in by the 29th of November 2024

4.2 In the event of adverse weather a reserve date of 7/12/24 has been agreed.

4.3 Each school shall be allocated one entry before additional entries are accepted. All teams must be accompanied by a designated adult chaperone.

4.4 All teams are required to make at least one person available who can assist the OA with conducting the regatta, either on or off the water.

4.5 N/A

4.6 The entry fee will be £110 per team.

4.7 Each team will be liable for the cost of damage to boats, equipment and property up to a maximum of £500 per incident. Damage attributed to competitors generally or to an unidentified team will be attributed equally between all teams. A team may apply to the protest committee to determine their responsibility for any damage.

4.8 All damage will at first resort be assessed to determine the feasibility of repair by the Organising Authority before teams are made liable.

5 EVENT FORMAT AND SCHEDULE

5.1 The format of the event will be a HSL(Highest Score Loses) based multi-round robin and use a win-points scoring system if more than 15 races are sailed. It is not intended to have any finals.

5.2 The course will be described in the Sailing Instructions and is anticipated to be a 'S' configuration.

5.2 Registration will take place at the Centre building between 0930 and 0945.

5.3 There will be a briefing outside the Centre as near to 0945 as the teams are all ready.

5.4 N/A

5.5 The first warning signal will be no later than 1015 It is anticipated that racing will conclude around 1600.

6 RIGHTS TO USE NAMES AND LIKENESS No automatic rights to use names and likenesses are granted to the Organising Authority by taking part. Media produced will make all attempt to avoid recognisable likenesses being shown. Where otherwise specific permission to use the media will be sought.

7 RISK STATEMENT, INSURANCE

7.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.

7.2 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) the provision of a race management team, patrol boats, umpires and other officials and volunteers by the OA does not relieve them of their own responsibilities; e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances f) It is their responsibility to familiarise themselves with any risks specific to the host venue or the event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event. g) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation. h) It is their responsibility for ensuring all supplied equipment is carried on board. i) They are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions

8 PRIZES These will be awarded at the discretion of the organising authority.

9 It is expected that all competitors show due care and attention to the venue, boats and equipment that is provided for their use during the Event. Damage to boats causes conflict, delay and impacts everyone involved at the event. This attachment intends to help minimise

damage; ultimately providing more racing at less cost for everyone. In the unfortunate case of damage occurring, this attachment provides guidance to competitors and officials on how damage may be assessed, penalised and costs allocated as equitably as possible.

X1. DAMAGE AGREEMENT

X1.1 By entering the event, the team expressly agrees to follow and comply with this system without delay or dispute. A failure to comply with an instruction or invoice issued may result in disqualification from the event without a hearing. This changes RRS 63.1.

X1.2 Each team is liable for up to £500 of damage associated costs per incident (this includes boats, equipment and property).

X1.3 Any decision on the allocation and quantum of any damage associated costs is solely for the Organising Authority to determine. Subject to rule 62, the decision of the Organising Authority is final and teams agree to accept it without dispute.

X2. DAMAGE ASSESSMENT

X2.1 An initial assessment of damage will be made as soon as possible following an incident.

X2.2 Onward assessment of the damage after further inspection will have no effect on a penalty given in accordance with RRS 14 but may affect any damage associated costs.

X3. DAMAGE ASSOCIATED COSTS

X3.1 The Race Committee may require a team to make an intermediate payment, to the amount defined in this attachment; against allocated damage costs before the team may sail another event boat.

X3.2 If a team is allocated damage associated costs, and these are not paid at the event, the Organising Authority will issue an invoice to the team. Invoices must be paid (without set off or deduction) within 14 days unless an extension is agreed with the Organising Authority.

X3.3 Failure to comply with a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authority may: (a) disqualify the team in question without a hearing, this changes RRS 63.1; (b) reject any future entries from the teams' organisation. (c) Suspend the BSDRA membership rights of the teams' organisation.

X3.4 The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.