



2022 RYA National Team Racing Championship

For the Prince Philip Trophy

26/27th March 2022

West Kirby Sailing Club, Royal Yachting Association Notice of Race

1) Rules

- a) The Organising Authority is West Kirby Sailing Club and the Royal Yachting Association.
- b) Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.
- c) The UK Team Racing Association (UKTRA) Team Racing Sailing Instructions will apply. These change some rules in the RRS; they are available on the UKTRA web site www.teamracing.org and at registration.
- d) All races will be umpired. The World Sailing Call Book for Team Racing will apply.
- e) The right of appeal will be denied under RRS 70.5(a)
- f) RRS 40.1 shall apply at all times when afloat or on the pontoons.
- g) Competitors and their support persons will be made temporary members of West Kirby Sailing Club for the duration of the event and shall adhere to all club rules and bylaws.
- h) Each team and competitor agrees to abide by Addendum A to this document, Damage Assessment.
- i) Competitors should note that West Kirby Sailing Club implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing 2021-2024 (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrules

2) Covid-19 Regulations

- a) It is the intention of the organising authority to run the championship as described herein, subject to compliance with the Covid-19 regulations of the government and the RYA. The club's risk assessment will be circulated separately. Any non-standard rules or arrangements will be notified as early as possible.
- b) If the organising authority decides that the event cannot be safely sailed in compliance with the relevant Covid regulations, it will cancel the event. All entry fees that have been paid will be refunded in full.
- c) No refunds to an individual team will be given except
 - i) If a team is unable to participate due to local travel restrictions preventing them from getting to the event.
 - ii) If a team is no longer able to compete as a team member has been instructed to self-isolate AND the team has not been able to find a replacement member. Evidence may be required.

3) Sailing Instructions

The Sailing Instructions will be published on the Official Noticeboard by Thursday 24th March 2022.

4) Communication

The Official Noticeboard will be at <https://www.wksc.org.uk/uktra-2022>

5) Eligibility and Entry

- a) The event shall be raced by teams of six sailors in Firefly type dinghies supplied by West Kirby SC.
- b) Entry is limited to a maximum of 24 teams.
- c) Teams will apply for entry via the online entry at <https://www.wksc.org.uk/uktra-2022> or the form on the Official Noticeboard <https://www.wksc.org.uk/uktra-2022> and paying the entry fee no later than 23.59 BST on 27th February 2022
 - i) All three helms shall be members of the affiliated club or association they represent.
 - ii) No competitor may sail for more than one team. After an entry has been accepted, the nominated helms or crews shall not be changed without the prior written approval of the Race Committee.
- d) Entries will close at 23.59 BST on 27th February 2022
 - i) The Race Committee will review all entries received within the time limit stated in paragraph 5(c) above. If there are more than 24 teams entered a selection will then take place by the Race Committee.
 - ii) Teams will be selected as follows:
 - (1) The top 12 teams from the 2021 UKTRA Finals get automatic selection if they enter.
 - (2) Subsequent allocation of entries will be based on the Race Committee's assessment of the information provided in the team's application and will be informed of the decision within 48 hours.
 - iii) If fewer than 24 teams have entered by 23.59 on 27th February 2022, additional teams may apply and will be accepted, up to the maximum of 24 teams, in order of payment of entry fee and completed entry.
 - iv) Decisions of the Race Committee about entry or eligibility shall not be cause for redress. This amends RRS 62.1.
- e) To be considered an entry in the event, a team shall complete all registration requirements and pay all fees.
- f) All competitors under 18 years of age on 26th March 2022 shall provide at registration a fully completed and signed RYA parent/guardian declaration form.

6) Fees

- a) The entry fee is £320.
- b) Late entries may be accepted at the discretion of the Organising Authority and will incur an administration fee of £30.
- c) The entry fee shall be paid in full by 23.59 on 27th February 2022.
- d) Teams not selected will have their entry fees returned either on request or after completion of the competition.
- e) Refunds for late cancellations, other than those relating to compliance with Covid-19 regulations (see paragraph 2 above), are as follows:
 - Less than one week before the event – no refund.
 - Less than 2 weeks before the event – 50%.

7) Advertising

The organising authority may provide bibs that competitors are required to wear as permitted by the World Sailing Advertising Code.

8) Schedule

- a) Registration will be available in the main room of the clubhouse on Saturday 26th March, from 08.00 to 08.50.
- b) Details of the briefing will be published in the Sailing Instructions and it may not be in person.
- c) Racing will be a series of round robin races and followed, if possible, by a knockout stage.
- d) Racing will be scheduled to start, and finish as follows:
 - i) On Saturday 26th March racing will start at 09.30
 - ii) On Sunday 27th March no new stage (see RRS D4.1) will be started after 15.30.

e) Prize giving will be as soon as possible after the conclusion of racing.

9) Course

- a) The course to be sailed will be a “starboard digital N” course.
- b) The marks used will be described in the briefing.

10) Prizes

The winning team will receive the Prince Philip Trophy which it will hold for one year. Other prizes will be awarded at the discretion of the Organising Authority.

11) Media and images

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

12) Data Protection

The personal information 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 information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority’s privacy policy. When required by the rules, personal information 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 appeal may be published.

13) Risk Statement

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 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 accepts responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
- b) They are responsible for the safety of themselves, their crew and any property they may bring, 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 and other officials and volunteers by the event organiser 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 this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this 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) That they are fit to sail and that they believe the boat and crew are capable of competing in the anticipated conditions

Addendum A – Damage Assessment

Competitors should show due care and attention to the boats that are provided for their use during the event. Damage to boats causes conflict, delay and impacts everyone involved. This Addendum intends to help minimise damage while ensuring that penalties are consistent; ultimately providing more racing at less cost for everyone.

RRS D2.3 and D3.1 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

1. DAMAGE AGREEMENT

- 1.1. 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 series without a hearing. This changes RRS 63.1.
- 1.2. Each team is liable for up to £300 of damage associated costs per incident (this includes boats, equipment and property).
- 1.3. Any decision on the allocation and quantum of any damage associated costs is solely for the Organising Authorities to determine. Subject to rule 62, the decision of the Organising Authorities is final, and teams agree to accept it without dispute.

2. DAMAGE ASSESSMENT

- 2.1. An initial assessment of the damage level will be made on the water as soon as possible following a racing incident.
- 2.2. The initial assessment is for the purpose of Penalties only and is not linked to any damage associated costs which may subsequently be allocated to a Team. Onward assessment of the damage level after further inspection, whether it turns out to be higher or lower, will have no effect on the penalty given by the protest committee but may affect any damage associated costs.

3. PENALTIES

- 3.1. The protest committee may impose a Penalty to the team of boats that break rule 14. Penalties of half a race win or more may be applied to a team's race score in the race in which damage occurred or the race sailed nearest in time to that of the incident.

4. DAMAGE COSTS

- 4.1. The Race Committee may require a team to make an intermediate payment, to the amount defined in this addendum; against allocated damage costs before the team may sail another event boat.
- 4.2. If a team is required to pay damage costs, and these are not paid at the event, the Organising Authorities will issue an invoice to the skipper. Invoices must be paid (without set off or deduction) within 14 days unless an extension is agreed with the Organising Authorities.
- 4.3. Failure to pay a damage invoice within 14 days (or any extension period) is a breach of this addendum and the Organising Authorities may:
 - 4.4. add an administrative fee of £30 per invoice to cover the costs of chasing payment.
 - 4.5. disqualify the team in question without a hearing, this changes RRS 63.1;
 - 4.6. report the team members to the Protest Committee for investigation under RRS 69
 - 4.7. reject any future entries from the; Team; or Team's club.

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