



# **British Universities and College Sport Match Racing Championships 2025-26 13th, 14th and 15th March 2026 Weymouth and Portland National Sailing Academy**

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

- PC: Protest Committee or International Jury  
Notice of Race
- OA: Organising Authority
- RRS: Racing Rules of Sailing
- SI: Sailing Instruction
- RC: Race Committee
- TD: Technical Delegate
- [NP:] A boat may not protest as per NoR 1.6

## **Notice of Race**

### **1. The Organising Authority and Rules**

- 1.1. The Organising Authority will be the British Universities Sailing Association (BUSA) on behalf of British Universities and College Sport (BUCS). BUCS and BUSA would like to thank Weymouth and Portland National Sailing Academy (WPNSA) and the RYA for their support in hosting the event.
- 1.2. The event is governed by the rules as defined in *The Racing Rules of Sailing 2025- 2028*, including RRS Appendix C (Match Racing).
- 1.3. The prescriptions of the RYA and RYA Racing Charter shall apply.
- 1.4. The [BUCS General Rules and Regulations](#) and [BUCS Sailing Rules and Regulations](#) shall apply.
- 1.5. The bye-laws and regulations of WPNSA shall apply.
- 1.6. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.7. The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply.
- 1.8. RRS 40.1 shall apply at all times when afloat and on pontoons.
- 1.9. The event will apply for World Sailing Grade 4. The grading is subject to review by World Sailing.

### **2. Sailing Instructions**

- 2.1. The SI's will be available on the official online notice board by 6<sup>th</sup> March 2026.

### **3. Communication**

- 3.1. Notices to competitors will be posted on the [online official noticeboard](#).
- 3.2. Signals made ashore will be displayed from the Committee Boat.
- 3.3. All competitors are invited to join the event [WhatsApp Chat](#).

#### 4. Eligibility and Entry

4.1. Entries for the Championship will be accepted from BUSA member clubs which are registered as developmental or competitive member clubs, and which have paid the relevant annual subscription fee.

4.2. It is intended that 12 skippers will be invited to the event. The OA reserves the right to increase the maximum number of invites.

4.3. Entries will open on BUCS Play on Tuesday 18 November 2025.

**Team Entry Deadline - 23:59 on Thursday 19 February 2026**

(Deadline for teams to have been entered on BUCS Play by an Institution Administrator)

**Individual Deadline - 23:59 on Tuesday 24 February 2026**

(Deadline for competitors and reserves to have entered the event on BUCS Play)

**Institution Administrator Approval Deadline - 23:59 on Thursday 26 February 2026**

(Deadline for all competitors and reserves to have been approved and assigned to a team by their IA on BUCS Play)

All prospective sailors must also enter the event on BUCS Play. All reserve sailors must also enter the event on BUCS Play to be considered as an eligible reserve.

If there are any issues using the entry system please discuss with your Athletic Union's Institutional Admin (IA) in the first instance. If this doesn't resolve the issue, please ask your IA to contact [tanyel.mustafa@bucs.org.uk](mailto:tanyel.mustafa@bucs.org.uk), copying in [match-racing@busa.co.uk](mailto:match-racing@busa.co.uk).

4.4. The BUCS entry fee is £260 and will be charged to you AU after the event. A charter fee of no more than £480.00 will be invoiced to teams upon their entry being accepted, for a total event fee of £740.00.

4.5. To be considered entered into the event, a team must complete the requirements of 4.3 by the 27th of February 2026, and have paid the charter fee within 12 days of receipt from BUSA.

4.6. The OA intends to invite entries in the following order:

4.6.1. In the first instance, entries will be allocated based on the skippers' World Sailing Open Match Racing Ranking as published on 1<sup>st</sup> February 2026.

4.6.2. If multiple skippers are unranked, entries will be allocated to skippers representing different member clubs to those already entered based on 4.6.1.

4.6.3. If all skippers are of different member clubs to those already entered on 4.6.1 or being considered for entry, then entry will be allocated on a first come first served basis.

4.6.4. The OA reserves the right to amend the entry criteria and the number of selected teams at any point up to 6 days in advance of the first scheduled day of racing. Such amendments will be posted on the official online noticeboard and/or the event whatsapp group. Such amendments shall not be grounds for redress. This changes RRS 61.

4.7. All crews shall be from the same institution in accordance with the [BUCS Rules and Regulations](#). University registration cards will be required when the crew weigh-in. Digital registration cards or registration letters will be accepted as well as physical ones.

4.7.1. All competitors shall meet the eligibility requirements of RRS 6 and [BUCS Regulation 4](#).

4.7.2. All skippers shall obtain a World Sailing Sailor ID. Skippers shall enter using their World Sailing ID through BUCS Play.

#### 5. Damage

5.1. Each supplied boat is insured. Each skipper is responsible for the damage or loss to their boat



unless responsibility is otherwise assigned by the umpires or TD. The limit of liability of each skipper for each incident is £1000.

- 5.2. Damage that has been attributed to a skipper must be paid within 14 days of receipt of invoice.
- 5.3. See Addendum A for more information.

## **6. Crew (including skipper)**

- 6.1. The number of crew (including the skipper but excluding persons placed on board by the OA shall be) 3 or 4. All registered crew shall sail all races.
- 6.2. Crews must be made up as per [BUCS Regulation SAI 2.2](#), which specifies the required composition of competitors.
  - 6.2.1. As per the BUCS Regulations, each team must contain at least one woman and one man. It is advised that teams of 4 are made up of at least two women and two men to ensure the weight limit is not exceeded.
- 6.3. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.4. When a registered skipper is unable to continue in the event, the RC may authorise an original crew member to substitute.
- 6.5. When a registered crew member is unable to continue in the event, the RC or OA may authorise a substitute, a temporary substitute, or other adjustment. Any substitutes must be eligible under NoR 4.3.
- 6.6. The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 280kg, determined at the time of registration or such time as required by the RC. If crews fail to weigh-in below the accepted weight limit, a substitution will be permitted as per NoR 6.5.
- 6.7. The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

## **7. Event Format**

- 7.1. The OA intends to provide 6 Elliot 6M type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, and Spinnaker.
- 7.2. Boats will be allocated as decided by the RC. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 7.3. While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 61.
- 7.4. The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 7.5. The course will be windward/leeward with starboard rounding, finishing downwind.
- 7.6. The intended racing area will be Portland Harbour.
- 7.7. Skippers will be seeded based on the World Sailing ranking list as published on 1<sup>st</sup> February 2026.
- 7.8. It is intended the event will consist of a mixture of the following stages:
  - 7.8.1. Stage 1: Single Round Robin or Group Stages
  - 7.8.2. Stage 2: Repechage if required.
  - 7.8.3. Stage 3: Quarter-Finals if required.
  - 7.8.4. Stage 4: Semi-Finals and Finals
- 7.9. The RC may change the format, terminate, or eliminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or the remaining time scheduled. Early stages may be terminated in favour of later stages.

## **8. Provisional Programme**

## 8.1. Schedule

- 8.1.1. Race office opens from 0800 each day of the event.
- 8.1.2. Registration from 1900 to 2030 on Thursday the 12<sup>th</sup> of March 2026 at WPNSA or from 0800 to 0830 on Friday the 13<sup>th</sup> of March 2026.
- 8.1.3. Crew weighing from 1900 to 2030 on Thursday the 12<sup>th</sup> of March 2026, or 0800 to 0830 on Friday the 13<sup>th</sup> of March 2026.
- 8.1.4. First briefing at 0830 on Friday the 13<sup>th</sup> of March 2026.
- 8.1.5. First meeting with umpires following the first briefing.
- 8.1.6. Time of the first race each day will be no earlier than 0930.
- 8.1.7. There will be a daily briefing on Saturday the 14<sup>th</sup> 2026 and Sunday the 15<sup>th</sup> of March 2026 with the time advised via the Competitor Group Chat.
- 8.1.8. The latest time for an attention signal on the last day of racing will be 1500 on Sunday the 15<sup>th</sup> of March 2026.
- 8.1.9. Prize giving will be after the completion of racing at WPNSA.
- 8.2. Changes to this schedule will be advised on the ONB and via the competitors group chat, NoR 3.3.
- 8.3. Unless excused by the OA, attendance at the following is mandatory:
  - 8.3.1. Registration and weigh in for all skippers and crews.
  - 8.3.2. Initial briefing for skippers.
  - 8.3.3. Daily briefing for skippers.
  - 8.3.4. Prize giving for the final skippers and crews.

## 9. Advertising

- 9.1. [NP] As boats and equipment will be supplied by the OA, World Sailing Regulation 6.1. applies. Each boat will be required to display advertising as supplied by the Charter Company.
- 9.2. [NP] Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation and permission from the OA.
- 9.3. [NP] Competitors may be requested to wear bibs. These must be worn at all times when on the water. Any team which does not return bibs at the end of the event where bibs are provided will be charged by damage notice £30.00 for their replacement per bib not returned.

## 10. [NP] Code of Conduct

- 10.1. Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall behave so as to not bring the event into disrepute.
- 10.2. Competitors and support persons shall handle any equipment provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## 11. [NP] Support Persons and Vessels

- 11.1. Support persons shall stay approximately 50 metres from the racing area while boats are racing, from the warning signal to the completion of the race, and comply with reasonable requests from the officials.
- 11.2. Any interference by a coach boat or support boat with the racing or event organisation may result in a penalty applied at the discretion of the Protest Committee to the appropriate skipper or team.

## 12. Media, Images, and Sound

- 12.1. In participating in this BUCS Championship any computer automatically grants the Organising Authority permission to make, use, and show, any still, motion pictures, and live, taped, or film television and other reproductions of them during the period of the event without compensation, in perpetuity.
- 12.2. Competitors shall not interfere with the normal working of the OA supplied media



equipment.

### 13. Data Protection

- 13.1. 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 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 organising 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 result of the event and the outcome of any hearing or appeal may be published.

### 14. Risk Statement

- 14.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.
- 14.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
- 14.2.1. 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.
  - 14.2.2. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
  - 14.2.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
  - 14.2.4. Their boat is in good order, equipped to sail in the event and they are fit to participate.
  - 14.2.5. 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.
  - 14.2.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
  - 14.2.7. It is their responsibility to familiarise themselves with any risks specific to this venue or this 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.

### 15. Prizes and BUCS Points

- 15.1. BUCS Medals will be awarded to the top three eligible teams.
- 15.2. BUCS Points will be awarded to institutions as outlined in [BUCS Appendix 1](#).
- 15.3. Additional prizes may be awarded at the discretion of the OA.

### 16. Further Information

For further information regarding entry/BUCS Play, please contact:  Tanyel Mustafa	For OA queries, please contact:  Thomas Edwards
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[tanyel.mustafa@bucs.org.uk](mailto:tanyel.mustafa@bucs.org.uk)

BUSA Match Racing Officer  
[match-racing@busa.co.uk](mailto:match-racing@busa.co.uk)

**Date of Issue: 24/09/2025**

## **ADDENDUM A – Damage**

Competitors should show due care and attention to the boats that are provided for their use during the Series. Damage to boats causes conflict, delay and impacts everyone involved at the event. This Addendum intends to help minimise damage while ensuring that penalties are consistent; ultimately providing more racing at less cost for everyone. Appendix C6.6 and C8.6 permits 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 skipper and crew is liable for up to £1000 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 using the table shown in Damage Levels.
- 2.2. The initial assessment is for the purpose of Points 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 the level turns out to be higher or lower, will have no effect on the points penalty given on the water but may affect any damage associated costs.

### **3. Points Penalty**

- 3.1. The umpires may impose an appropriate Points Penalty to boats that break rule 14. Points Penalties may be applied to a boat's race score in the race in which damage occurred or the race sailed nearest in time to that of the incident.
- 3.2. The umpires may penalise breaches of RRS rule 14 without a hearing. This changes RRS 63.1. The team shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing.
- 3.3. The Protest Committee may impose additional penalties if it has good reason to do so.

### **4. Damage Levels**

Level	Extent	Effect	Points Penalty
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.	Half point



Level B Significant Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	Three quarters point
Level C Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.	One point

## 5. Damage Costs

- 5.1. 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.
- 5.2. If a skipper 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.
- 5.3. Failure to pay a damage invoice within 14 days (or any extension period) is a breach of this addendum and the Organising Authorities may:
  - 5.3.1. add an administrative fee of £30 per invoice to cover the costs of chasing payment;
  - 5.3.2. disqualify the team in question without a hearing, this changes RRS 63.1; 5.3.3. report the team members to the Protest Committee for investigation under RRS 69
  - 5.3.3. reject any future entries from the skipper, crew, or skipper's club.
6. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.