Leeds University Sailing Club

**NOTICE of RACE**

The Howler

29th – 30th November 2025

1. **INTRODUCTION**

The event is for three boat teams and will be sailed in Firefly boats supplied by the Organising Authority. Each boat shall be sailed by two people. The racing will be run with three flights of Fireflies.

1. **ORGANISING AUTHORITY**

The organising authority is Leeds University Sailing Club alongside Ripon Sailing Club.

1. **RULES**
   1. The event will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.
   2. Races will be umpired.
   3. The current UK Team Racing Association (UKTRA) Team Racing Sailing Instructions will apply. These are available on the UKTRA web site (www.teamracing.org) and at registration.
   4. In accordance with RRS 70.5(a) the right of appeal is denied.
   5. In case of an on the water protest a single flag protest procedure will be used. When a boat wishes to protest she must hail ‘Protest’ and conspicuously wave a red flag at the soonest possible opportunity. The boat involved in the alleged incident may then choose to take the appropriate penalty spin (1 tack and 1 gybe) or to carry on racing and not take the penalty. If the penalty spin is not taken then the umpire shall decide whether to penalise any boat.
2. **ENTRIES & DEPOSIT**
   1. Entries are invited from University, School, University Alumni and youth teams.
   2. The entry fee is £325 per team.
   3. The closing date for receipt of entries is November 1st 2025 with all payments to be made by the 8th November.
   4. The entry form shall be completed online with the results automatically sent to [leedssailors@gmail.com](mailto:leedssailors@gmail.com).
   5. If the event is oversubscribed, the entries will be determined at the discretion of the organising committee.
   6. Each team will be liable to the cost of damage to the boats, equipment and property up to a maximum of £300. A signed declaration form will be required before the team can sail. If the organising authority estimates that the total damage attributable to the team exceeds the deposit, the team will be required to deposit a further £300 in order to continue sailing. 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.
3. **EVENT FORMAT AND SCHEDULE**
   1. The intended format of the event will be round robin followed by Finals with Semi-Finals being run at the discretion of the organising authority.
   2. Registration will take place at Ripon Sailing Club 29th November at 8:00
   3. There will be a competitor briefing at Ripon Sailing Club 29th November at 8:20
   4. The first warning signal will be no earlier than 8:57.
4. **BUOYANCY AND CLOTHING**

Competitors shall wear an adequate personal flotation device at all times when afloat, they must also be wearing a wet-suit or dry-suit.

1. **RISK STATEMENT AND INSURANCE**
   1. RRS Rule 3 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. 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) Their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) 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. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, umpires, patrol boats and beach masters.

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances. The provision of patrol boats does not relieve the boat of her responsibilities.

**PRIZES**

Prizes will be awarded at the discretion of the Organising Authority dependent on the event sponsor's wishes.

**Attachment 1 – DAMAGE AGREEMENT**

Competitors shall show due care and attention to the venue, boats and equipment provided for their use during the event.

Damage to boats causes delay and impacts everyone involved at the event. This attachment provides guidance to competitors and officials on how the cost of any damage that does occur will be assessed and allocated to teams as equitably as possible.

1. **DAMAGE AGREEMENT**
   1. By entering the event, the team expressly agrees to comply with this process without delay or dispute. A failure to comply with an instruction or invoice issued may result in disqualification of the team from completed or future races without a hearing. This changes RRS 63.1.
   2. Each team shall be liable for up to £500 of damage-related costs per incident (this includes boats, equipment and property).
   3. Any decision on the amount and allocation of any damage-related costs is solely for the Organising Authority to determine. However, a team or the Organising Authority may ask the Protest Committee for its opinion on allocation when there is substantial disagreement between the team and the Organising Authority.
   4. Damage attributed to competitors generally or to an unidentified team will be attributed equally between all teams.
   5. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.
2. **DAMAGE DEPOSIT**

Each team will be liable to the cost of damage to the boats, equipment and property up to a maximum of £300. A signed declaration form will be required before the team can sail. If the organising authority estimates that the total damage attributable to the team exceeds the deposit, the team will be required to deposit a further £300 in order to continue sailing. 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.

1. **DAMAGE ASSESSMENT**
   1. An initial assessment of damage will be made as soon as possible following an incident.
   2. Further inspection and assessment of the damage shall have no effect on any penalty given by umpires or the protest committee, but may affect the amount of damage-related costs.
2. **PAYMENT OF DAMAGE-RELATED COSTS**
   1. The Organising Authority may require a team to make an intermediate payment, up to the amount defined in paragraph A2 above, against allocated damage costs before the team may sail again.
   2. If allocated damage-related costs are not paid at the event, the Organising Authority will issue an invoice to the team. Invoices shall be paid (without set-off or deduction) within 14 days unless an extension is agreed with the Organising Authority.
   3. Failure to pay a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authority may as a result:
      1. reject future entries from the team’s organisation;
      2. report the matter to BUSA and request that they take action against the team’s sailors or organisation they represent.