University of Bath Sailing Club

NOTICE of RACE

Bath Robe

27th-28th February 2027

1. INTRODUCTION

The event is for three boat teams and will be sailed in Fireflies supplied by the Organising Authority. Each boat shall be sailed by two people. The event will be held at Chew Valley Lake Sailing Club, Walley Court Road, Chew Stoke, BS40 8XN.

2. ORGANISING AUTHORITY

The Organising Authority is the University of Bath Sailing Club.

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. Sailing Instructions will be based on the current UK Team Racing Association (UKTRA) Team Racing Sailing Instructions. These are available on the UKTRA web site (www.teamracing.org) and at registration.

3.4. In accordance with RRS 70.3(b) the right of appeal is denied.

4. ENTRIES & DEPOSIT

4.1. Entry bids are invited from all teams. The number of competing teams will be limited to 18, selected at the discretion of the Organising Authority.

4.2. The entry fee is £340 per team for entries purchased through the SU Bath Products page before the 1st of February 2027. For entries purchased on or after the 1st of February 2027, the fee shall be £360 per team. Purchase instructions are included on the entry form.

4.3. The closing date for receipt of entries and payment of the entry fee is the 19th of February 2027, or when all spaces are filled.

4.4. If the team withdraws their entry two weeks or less before the event, their entry fee will be retained.

4.5. If the event is cancelled by the Organising Authority due to adverse weather, entry fees will be reimbursed, less the fixed costs of organising the event.

4.6. Each team will be liable for the cost of damage, but not 'fair wear and tear', to boats, equipment and property, up to a maximum of £300 per incident. By entering, the team and the organisation it represents agree to the damage process detailed in Attachment 1 to this Notice of Race.

4.7. Each team is required to maintain a £300 damage deposit with the Organising Authority at all times. The deposit shall be paid at registration. Where a team is deemed responsible for damage to boats or equipment, the Organising Authority may deduct an appropriate amount to cover the associated costs. The team must restore the deposit to £300 before being permitted to continue in the competition.

5. EVENT FORMAT AND SCHEDULE

5.1. The intended format of the event will be a round robin followed by semi-finals and a final at the discretion of the Organising Authority. The race schedule will be displayed on the official notice board and will also be available from the event's dedicated kSail platform.

5.2. Registration will take place in the Training Room at Chew Valley Lake Sailing Club on Saturday 27th of February at 0830 hrs.

5.3. There will be a competitor briefing in the Main Galley at Chew Valley Lake Sailing Club on Saturday 27th of February at 0900 hrs.

5.4. The first warning signal will be at no earlier than 1010 hrs.

6. BUOYANCY AND CLOTHING

Competitors shall wear an adequate personal flotation device at all times when afloat. Depending on weather conditions, a wetsuit or a drysuit may be required to be worn.

7. RISK STATEMENT AND INSURANCE

7.1. A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race, Sailing Instructions, or anywhere else, reduces this responsibility.

7.2. 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;

(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.

8. PRIZES

Prizes will be awarded at the discretion of the Organising Authority.

9. PRIVACY STATEMENT

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 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 results of the event and the outcome of any hearing or appeal may be published.

10. CONTACT

Please contact Gruff Green at su-sailing@bath.ac.uk with any queries.

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.

A. DAMAGE AGREEMENT

A1 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.

A2 Each team shall be liable for up to £300 of damage-related costs per incident (this includes boats, equipment and property).

A3 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.

A4 Damage attributed to competitors generally or to an unidentified team will be attributed equally between all teams.

A5 The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.

B. DAMAGE DEPOSIT

£300 shall be paid as a deposit at registration before a team may sail.

C. DAMAGE ASSESSMENT

C1 An initial assessment of damage will be made as soon as possible following an incident.

C2 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.

D. PAYMENT OF DAMAGE-RELATED COSTS

D1 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.

D2 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.

D3 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:

a) reject future entries from the team's organisation;

b) report the matter to organisations such as BSDRA, BUSA, RYA and request that they take action against the team's sailors or organisation they represent.