



2021 RYA Women's Team Racing National Championship

incorporating

2021 BUSA Women's Team Racing Championship

12/13 June 2021

Rutland Sailing Club, Royal Yachting Association

1) Rules

- a) Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) including appendix D, Team Racing Rules.
- b) Competitors shall follow the various restrictions and guidance relating to the COVID-19 pandemic issued by the Government and the RYA as well as instructions given by staff of Rutland Sailing Club and Race Support Persons. Information is available on the Club website:
<https://www.rutlandsailingclub.co.uk/covid-19/>
- c) Competitors shall comply with the Recreational Byelaws of Anglian Waterways.
- d) All races will be umpired. The World Sailing Call Book for Team Racing will apply.
- e) RRS 40.1 shall apply at all times when afloat or on the pontoons.
- f) The right of appeal will be denied under RRS 70.5(a)
- g) Competitors and their support persons shall be made temporary members of Rutland Sailing Club for the duration of the event and will adhere to all club rules and bylaws.
- h) Competitors should note that Rutland 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) Sailing Instructions

The Sailing Instructions will be emailed to competitors by 23:59 5 June 2021

3) Communication

The Official Noticeboard shall be on the water facing windows of the JMST building – the 1 storey building alongside the main building.

4) Eligibility and Entry

- a) The event shall be raced in Firefly type dinghies supplied by Rutland Sailing Club
- b) There are a maximum of 18 teams. Places will be allocated on a first-come-first-served basis, except that two spaces will be reserved for Rutland teams, these additional places will be released if not taken up by 31st May 2021. The organising authority may increase this maximum at its discretion
- c) Entries will be accepted from teams of six sailors who identify as female. Team names reflect the club, locale or sailing organisation which that **team** represents. The team organiser may be required to change the team name to an acceptable one; failure to do so will result in a team name being imposed by the Organising Authority. There will be no right to request redress concerning such a change, altering rule 60.1(b) (redress).
- d) Teams who fulfil the following criteria may also enter the 2021 BUSA Women's Team Racing Championship:
 - i) The Team shall consist of sailors from the same institution, representing a university or higher education establishment that is a member of, and in good standing with, the British University Sailing Association;
 - ii) Each competitor must meet the BUCS General Regulations (Regulation 6)

- iii) Each competitor shall present valid Student I.D. for inspection at registration.
- e) Eligible teams may enter by completing the [entry form](#) and paying the required fee by 23:59 on Tuesday 1st June
- f) To be considered an entry in the event, a team shall complete all registration requirements and pay all fees.
- g) Late entries may be accepted at the discretion of the OA and will incur an administration fee of £50

5) Fees

- a) The entry fee is £360
- b) All teams agree to abide by the Addendum A – Damage Assessment.
- c) If the OA decides in advance that the event cannot be safely completed in compliance with the relevant regulations, it will cancel the event. All entry fees that have been paid will be refunded in full.

6) Advertising

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

7) Schedule

- a) Registration will be done online :
- 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 which will be terminated by the Race Committee and followed, if possible, by a knockout competition.
- d) Racing will be scheduled to start, and finish as follows:
 - i) Saturday 12 June, first race 0900 and will continue all day
 - ii) Sunday 13 June, first race 0800 and will conclude by approximately 1700
- e) Prize giving shall be as soon as possible after the conclusion of racing

8) Course

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

9) Prizes

- a) Trophies will be awarded to the winners of the RYA Women’s Team Racing Championship and the BUSA Women’s Team Racing Championship
- b) Glassware prizes will be awarded to the top three teams overall.

10) 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.

11) Data Protection

The personal information you provide to the organizing 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.

12) Risk Statement

Rule 4 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 crew and the boat and crew is 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.

Appendix D2.3 and D3.1 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 team is liable for up to £250 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.
- 2.3. Unreported obvious damage will be charged to the team that last used the boat. Unreported non-attributable damage will be charged equally to all the teams who have used the boat between a known time when the boat was free from damage and before the damage was discovered unless those who caused the damage are identified.
- 2.4. The cost of damage to any property on the premises or launching area during the event will be deducted from a team's damage deposit.
- 2.5. Any unreturned bibs will be charged to the team deposit at £50 per bib

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.