

Cardiff University Sailing Club
NOTICE of RACE
Western Warmer
17th-18th October 2026

1. INTRODUCTION

The event is for three boat teams and will be sailed in Fireflies supplied by the organising authority and some competitors. Each boat shall be sailed by 2 people.

2. ORGANISING AUTHORITY

The organising authority is Cardiff University 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. 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.
- 3.4. In accordance with RRS 70.5(a) the right of appeal is denied.

4. ENTRIES & DEPOSIT

- 4.1. Entries are invited from Sailing teams across the UK.
- 4.2. The entry fee is £260 per team.
- 4.3. The closing date for receipt of entries and payment of the entry fee is 12.00pm Wednesday 7th October 2026.
- 4.4. The entry form shall be sent to each team captain and should be returned to the Events Secretary.
- 4.5. 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 £500 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. The team will provide a valid bank card to the Events Secretary as a damage deposit.

5. EVENT FORMAT AND SCHEDULE

- 5.1. The intended format of the event will be round robin.
- 5.2. Registration will take place at 8:45AM at the Cardiff Bay Yacht Club (CBYC) on Saturday 17th October 2026.
- 5.3. There will be a competitors briefing at 09:15am at Cardiff Bay Yacht Club (CBYC) on Saturday 17th October 2026.
- 5.4. The first warning signal will be at 09:57.

6. BUOYANCY AND CLOTHING

Competitors shall wear an adequate personal flotation device at all times when afloat. Depending on weather conditions, they may also be required to wear a wet-suit or dry-suit.

7. RISK STATEMENT AND INSURANCE

- 7.1. 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;
- (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.

7.2. Boats provided by competitors are required to hold adequate insurance including insurance against third party claims of at least £5,000,000.

8. PRIZES

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

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 £500 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

Each team must provide a valid bank card to the Events secretary as a form of damage deposit. This will be returned at the end of the event.

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.