



University Sailing League R2 2023
Royal Corinthian Yacht Club
The Quay Burnham on Crouch
Essex

Notice of Race

December 2nd and 3rd 2023

1. Introduction

- 1.1. The University Sailing League is a nationwide competition between University Sailing Clubs.
- 1.2. The event is sailed in equalized 707 keelboats supplied by the Royal Corinthian Yacht Club.
- 1.3. The event consists of many scheduled short WWL fleet races between a selection of entered Crews, with Crews sailing against every Crew in every boat as often as possible during an event.

2. Organising Authorities

- 2.1. The Organising Authority (OA) is the Royal Corinthian Yacht Club.

3. Rules

- 3.1. The event will be governed by the Rules as defined in *The Racing Rules of Sailing (RRS)* and local byelaws.
- 3.2. Races will be umpired. Rule changes can be found in Attachment U.
- 3.3. RRS 40.1 applies at all times while sailing or transferring between boats.

4. Event Details

Date		Boats	No. Crew	Entry Fee	Entry Deadline
2 nd and 3 rd December	Royal Corinthian YC	707	4/5	£395	25 th November

5. Entry and Eligibility

- 5.1. Entries are invited from any Educational sailing team
- 5.2. At least two members of each team must be a member of the educational sailing team.
- 5.3. Entries and Entry Fee payment shall be made online via www.royalcorinthian.co.uk/universitiesailingleague no later than 23:59 on the Entry Deadline listed in Event Details. Entries received after this may be accepted at the sole discretion of the Organising Authorities. Teams will forfeit their entry fee if an entry is withdrawn after this date.
- 5.4. A minimum of 6 entries and, a maximum of 8 entries will be accepted on a first-come, first-served basis for the event.
- 5.5 All Crew under 18 must produce a completed parent/guardian consent form with their entry.
- 5.6 Should an event be cancelled due to COVID-19, a refund will be issued to all entered Classes.

6. Damage

- 6.1. By entering, Teams agree to be bound by the damage requirements in Attachment X.

7. Event Format and Schedule

- 7.1. Details of Registration and Briefings will be confirmed in pre-event information.

- 7.2. The boats may be available for familiarization on Friday 1st December.
- 7.3. The first warning signal on the first day of sailing will not be before 0930.
- 7.4. No race will be started after 16:00 on the last day of racing.

8. Scoring

- 8.1. Races will be scored using a High Point System defined in the SI's. There will be no discards.

9. Sailing Instructions

- 9.1. Will be available at RCYC website.

10. Prizes and Qualification

- 10.1. Prizes and mementoes will be awarded to the three highest-ranked Crews.

11. Advertising and Sponsorship

- 11.1. In accordance with the World Sailing Regulation 20, Advertising Code, all advertising on supplied equipment will be made available to the Organizing Authorities.
- 11.2. Competitors will be required to wear bibs.

12. Media, Images and Sound

- 12.1. When required, supplied media equipment shall be carried on board while racing.
- 12.2. Any crew member may be required to wear provided devices that may record, transmit or provide two-way communication and; will make themselves available for interviews when requested by the OA.
- 12.3. Competitors shall not interfere with the normal working of the supplied media equipment.
- 12.4. Competitors automatically grant to the OA and, without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed video of or relating to the event.

13. Support Boats

- 13.1. Support boats will only be allowed at the discretion of the OA and shall be clearly marked to identify the class they are supporting. Requests to launch must be made to RCYC by the Entry Deadline for the event.

14. Risk Statement

Rule 3 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 nature, an unpredictable sport and, therefore, inherently involves an element of risk.

14.1. By taking part in the event, every 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) the provision of a race management team, patrol boats, umpires and other officials and volunteers by the HOA 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 familiarize themselves with any risks specific to the host venue or the 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.
- (g) They are responsible for ensuring 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 to ensure all supplied equipment is carried on board.
- (i) They are fit to sail and believe the Crew and the boat and Crew can compete in the anticipated conditions.

Following pages

Attachment U

Attachment X Accident Damage

UNIVERSITY SAILING LEAGUE - NOR ATTACHMENT U – UMPIRED FLEET RACING

This attachment changes RRS 17, 28.2, 31, 41, 44, 60, 61, 62, 63, 64.1, 65, 66, 70 and definition 'proper course' and is based on World Sailing Appendix UF; version September 17, 2020; with rule changes approved by the RYA under RRS 86.3.

U1. Changes to the definitions, the rules of part 1 and 2, and rule 70

U1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

U1.2 Add new rule 8 to Part 1:

8. LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

U1.3 Rule 17 is deleted.

U1.4 When Rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

U2. Changes to other rules

U2.1 Rule 31 is replaced with 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'

U2.2 Add to RRS 41: '(e) help to recover from the water and return on board a crew member, provided that the return onboard is at the approximate location of the recovery.'

U2.3 Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this attachment.

U3. On water protests and penalties

U3.1 The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'

U3.2 On Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule U3.2(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

U4. Penalties and Protests Initiated by an Umpire

U4.1 When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42
- (c) breaks a rule identified within the Sailing Instructions as subject to an Umpire Initiated Penalty.
- (d) commits a breach of sportsmanship, including but not limited to deliberately breaking a rule, or gains an advantage despite taking a penalty,
- (e) fails to comply with rule U5.2 or to take a penalty when required to do so by an umpire, or

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signaled in accordance with rule U5.1(b), or disqualify her under rule U5.1(c), or report the incident to the protest committee for further action. If a boat is penalized under rule U4.1(e) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

U4.2 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule U5.2 or rule 28 or a rule listed in rule U3.2(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

U4.3 The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.' A boat that does not correct any such error shall be disqualified under rule U5.1(c).

U4.4 An umpire may penalise a boat for a breach of Rule 14 in accordance with Attachment X.

U5. Umpire Signals

U5.1 An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

U5.2 Imposed Penalties

- (a) A boat penalized under rule U5.1(b) shall take a Two-Turn Penalty in accordance with rule 44.2.
- (b) A boat disqualified under rule U5.1(c) shall promptly leave the course area.

U6. Protests; requests for redress or reopening; appeals; other proceedings

U6.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

U6.2 Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she has complied with rule U3.2(a) and U6.3

U6.3 A boat intending to

- (a) protest another boat under a rule other than rule U5.2 or rule 28, or a rule listed in rule U3.2(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall hail and inform the race committee as soon as possible after finishing.

U6.4 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule U6.3.

U6.5 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

U6.6

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

U6.7 The race committee will not protest a boat.

U6.8 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule U3.2(a), or rule 14 unless there is damage or injury.

U6.9 In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'

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UNIVERSITY SAILING LEAGUE - ATTACHMENT X –DAMAGE

It is expected that all competitors 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 attachment intends to help minimise damage whilst ensuring penalties are consistent; ultimately providing more racing at less cost for everyone.

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.

X1. Damage agreement

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.

X1.2 Each skipper and crew are liable for up to £1000 of damage associated costs per incident (this includes boats, equipment and property).

X1.3 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.

X2. Damage assessment

X2.1 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.

X2.2 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. An 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.

X3. Points penalty

X3.1 The umpires may impose an appropriate Points Penalty to boats that break rule 14. Points Penalties may be applied to a boats' race score in the race in which damage occurred or the race sailed nearest in time to that of the incident.

X3.2 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.

X3.3 The Protest Committee may impose additional penalties if it has good reason to do so.

X4. Damage levels

Level	Extent	Effect	Points Penalty
Level A <i>Minor Damage</i>	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 <i>Significant Damage</i>	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 <i>Major Damage</i>	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

DAMAGE ASSOCIATED COSTS

X4.1 The Race Committee may require a team to make an intermediate payment to the amount defined in this attachment; against allocated damage costs before the team may sail another event boat.

X4.2 If a team is allocated damage associated costs, and these are not paid at the event, the Organising Authorities will issue an invoice to the team. Invoices must be paid (without set off or deduction) within 14 days unless an extension is agreed with the Organising Authorities.

X4.3 Failure to comply with a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authorities may:

- (a) add an administrative fee of £30 per invoice for the increased workload of chasing payment;
- (b) disqualify the team in question without a hearing, this changes RRS 63.1.
- (c) report the team members to the PC for investigation under RRS 69
- (d) reject any future entries from the Club; Skipper; or crew.

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