



**NOTICE of RACE**  
Wet Dream  
14<sup>th</sup> & 15<sup>th</sup> February 2009

**1 INTRODUCTION**

The event is for 18 boat teams and will be sailed in Firefly's. Each boat shall be sailed by 2 people.

**2 ORGANISING AUTHORITY**

The organising authority is Reading University Sailing Club

**3 RULES**

- 3.1 The event will be governed by the *rules* as defined in the Racing Rules of Sailing including appendix D, Team Racing Rules.
- 3.2 Races will be umpired.
- 3.3 The UK Team Racing Association (UKTRA) Standard Team Racing Sailing Instructions will apply. These change some rules in the RRS; they are available on the UKTRA web site ([www.teamracing.org](http://www.teamracing.org)) and at registration.
- 3.4 In accordance with rule 70.4(a) the right of appeal will be denied.

**4 ENTRIES AND DEPOSIT**

- 4.1 Entries are invited from all University Sailing Club's and Burghfield Sailing Club
- 4.2 The closing date for receipt of entries and payment of the entry fee is 15/02/08
- 4.3 The entry fee will be £180 per team.
- 4.4 Each team will be liable for the cost of damage to boats, equipment and property up to a maximum of £200 per incident. A deposit for this amount will be required at registration and before a team may 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 £200 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. (This excludes teams who are providing their own fleet of Fireflies)

**5 EVENT FORMAT AND SCHEDULE**

- 5.1 The format of the event will be round robin followed by semi-finals and a final,
- 5.2 Registration will take place at 14/02/09, 8.30am at Burghfield Sailing Club, Berkshire
- 5.3 There will be a briefing at 14/02/09, 8.45am at Burghfield
- 5.4 The first warning signal will be at approx 9.30am on Saturday & 10am on Sunday

**6 BUOYANCY AND CLOTHING**

Adequate personal buoyancy and wet or dry suits shall be worn by all competitors at all times when afloat.



## 7 DISCLAIMER OF LIABILITY, INSURANCE

- 7.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 7.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.
- 7.3 When the boats are provided by the competitors, the boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £3,000,000 pounds (national average).
- 7.4 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. 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.
- 7.5 The provision of patrol boats does not relieve the boat of her responsibilities.

## 8 PRIZES

These will be awarded at the discretion of the organising authority.

## Appendix

### Section 1: Additional Rules

1.1 Races will be umpired. Rule D2.2 applies	YES / NO
1.2 Rule D2.3(a), Single-Flag Protest Procedure, applies	YES / NO
1.3 Rule D2.3(b), Races with Limited Umpiring, applies	YES / NO
1.4 Rule D2.4(b) will apply to all protests <i>If 'Yes' UKTRA recommend that an NJ or IJ chair the protest committee</i>	YES / NO
1.5 Right of appeal is denied in accordance with rule 70.4(a) <i>If 'Yes' UKTRA recommend that an NJ or IJ chair the protest committee</i>	YES / NO
1.6 A boat that capsizes after her starting signal such that her masthead touches the water will be scored NSF	YES / NO
1.7 A boat that capsizes after her starting signal and inverts such that both her gunwales are touching the water or gets her mast stuck in the bottom of the lake or sea will be scored NSF	YES / NO
1.8 Provided the flag remains on the buoy there shall be no penalty when a boat touches any part of a flag which does not surround the staff of a mark. This amends rule 31.2.	YES / NO
1.9 An adequate buoyancy aid or lifejacket shall be worn at all times whilst afloat	YES / NO
1.10 Wet or dry suits shall be worn at all times when afloat	YES / NO



**Section 2: Alterations to Standard Team Racing Sailing Instructions**

- 2.1 The official notice board is located ..... (if not in the club house)
- 2.2 The shore signal position is ..... (if not the club flagpole)
- 2.3 The committee boat will identify the next race to be started by  
..... (if not as specified in SI 6.4)
- 2.4 The start line will be ..... (if not as specified in SI 7.1.1)
- 2.5 The finish line will be ..... (if not as specified in SI 7.1.2)
- 2.6 The time limit for each race is .....minutes.
- 2.7 The time limit for boats to finish after the first boat is .....minutes (if not as specified in SI 7.5)
- 2.8 The intended interval between the starts of successive races is: ..... minutes (normally 3, 4 or 5)
- 2.9 The starting system visual signals will be: (see SI 8.1)
  - Warning signal ..... (class flag, cone shape, 3 battens)
  - Preparatory signal ..... (flag P, ball shape, 2 battens)If not shown above, the visual signals will be described on the official notice board.
- 2.10 Unless specified in the notice of race the damage deposit / limit of loss for one incident is £.....

**Section 3: Local and Other Rules**

- 3.1 The following other local rules apply:  
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