



NSSA Single Handed Team Racing Championship
Aztec Adventure Upton Warren, Worcestershire, B61 7ER
Saturday 4th and Sunday 5th October 2025



NOTICE OF RACE

The Organising Authority is National School Sailing Association (NSSA) in conjunction with Worcestershire Youth Sailing Association (WYSA).

1. Rules

- 1.1. The event will be governed by the Rules as defined in *The Racing Rules of Sailing (RRS)* including *Appendix D*, and local byelaws.
- 1.2. The standard UKTRA Sailing Instructions will apply. These change some Rules in the RRS and will be available before registration. Any changes to the Sailing Instructions, along with the details of registration, will also be posted on the event webpage (NSSA / KSail website before Wednesday 1st October 2025).
- 1.3. Races will be umpired.
- 1.4. In accordance with RRS 70.5(a) the right of appeal will be denied.
- 1.5. The notation '[DP]' in a rule in this NOR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.6. By entering and attending this event, all persons agree to abide by the rules of Aztec Adventure Upton Warren and WYSA.

2. Entries and Deposit

- 2.1. The event is for three boat teams and will be sailed in Toppers supplied by the organising authority. Each boat shall be sailed by one person. Team members must be under the age of 18 on the 1st September on the year of the event.
- 2.2. In order for an entry to be valid, the following criteria must be met:
 - a) The organisation that a team is representing must have NSSA Group Membership for the current membership year (1st April 2025 to 31st March 2026).
 - b) All sailors participating in that team must have NSSA Youth membership for the current membership year (1st April 2025 to 31st March 2026).
- 2.3. Teams may enter by completing the event entry form and making payment via bank transfer (see details below).
- 2.4. Team entries will be accepted at the time of booking, with sailor names to be confirmed, with their NSSA Youth membership numbers two weeks before the event.
- 2.5. Valid entries will be confirmed by email upon receipt of payment for the correct entry fee by BACS to:

Sort Code	49-31-09
Account Number	11373293
Account Name	WYSA
Please use Reference	"[Team] SHTR 2025" eg "Worcester SHTR 2025"

2.6. The entry deadline for this event:

- a) Up to 14th September 2025 NSSA affiliated organisations may enter a maximum of four teams and will be confirmed at the time of the booking. Any additional teams to be entered by an NSSA-affiliated organisation must have the agreement from the organising authority. Places will be allocated to valid entries on a first-come first-served basis, until the entry limit is reached.
- b) From 15th September 2025, additional entries may be accepted with agreement from the organising authority, with an additional late booking charge of £30 per team. Places will be allocated to valid entries on a first-come first-served basis, until the entry limit is reached.
- c) No entries will be accepted after 28th September 2025.

- 2.7. If the entry limit is reached before either entry deadline has passed, valid entries will be placed on a waiting list in the order received.
- 2.8. Each organisation must be accompanied by a responsible adult who will manage their teams.
- 2.9. Additionally, each organisation represented should provide at least one volunteer to assist the event team and who should be prepared and equipped to spend the day afloat.
- 2.10. Teams will forfeit their entry fee if an entry is withdrawn after 21st September 2025.
- 2.11. The entry fee will be £160 per team if entered before 15th September and £190 if entered between 16th September and 28th September 2025.
- 2.12. By entering, teams agree to be bound by the damage requirements as found in **Attachment X**.

3. Event Schedule

- 3.1. Registration will open at 08:00 on Saturday 4th October 2025 and will close at 09:10.
- 3.2. There will be a Competitors Briefing at 09:15 on Saturday 4th October 2025, when competitors should be changed and ready to go afloat.
- 3.3. The first warning signal on Saturday 4th October 2025 will not be before 09:57.
- 3.4. The first warning signal on Sunday 5th October 2025 will not be before 08:57.
- 3.5. There will be no warning signal after 16:00 on Sunday 5th October 2025.

4. Buoyancy and Clothing

- 4.1. RRS 40.1 applies at all times whilst afloat or on the pontoons. This changes RRS 40.1.
- 4.2. All competitors will be required to wear wet suits or dry suits unless advised otherwise by the Race Committee through an official notice [DP].

5. Prizes

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

- HMY Britannia Gig's Yoke will be awarded to the winners of the Championship.
- The Lancashire Plate will be awarded to the highest placed team at the end of the Championship competing in the silver fleet.
- The Angus Westerly Trophy will be awarded to the highest placed team at the end of the Championship whose members are all under 16 years old at the start of the event.
- The Highest Placed Under 12 Trophy will be awarded to the highest placed team at the end of the Championship whose members are all under 12 years old at the start of the event.

6. Rights to use Name and Likeness

By participating in this event competitors automatically grant to the Organising Authority the right in perpetuity to make, use and show at their discretion any photography, audio and video recordings and other reproductions of them made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation. Any concerns may be made in confidence and in writing to nathanssa.org.uk

7. 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 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) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the OA 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 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) 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) They are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

8. Cancellation

The organising authority reserves the right to cancel the event. The entry fee and any deposits will be refunded less any unavoidable costs.

Please contact Vivien Brookes - nathan@nssa.org.uk with any queries.

Attachment X – Damage

It is required of all competitors to show due care and attention to the boats that are provided for their use during the Championship. Damage to boats causes conflict, delay and impacts everyone involved at the event. This attachment intends to help minimise damage; ultimately providing more racing at less cost for everyone.

In the unfortunate case of damage occurring, this attachment provides guidance to competitors and officials on how damage may be assessed, penalised and costs allocated as equitably as possible.

X1. DAMAGE AGREEMENT

X1.1 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 event without a hearing. This changes RRS 63.1.

X1.2 Each team is liable for up to £150 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 Authority to determine. Subject to rule 62, the decision of the Organising Authority is final and teams agree to accept it without dispute.

X2. DAMAGE ASSESSMENT

X2.1 An initial assessment of damage will be made as soon as possible following an incident.

X2.2 Onward assessment of the damage after further inspection will have no effect on a penalty given in accordance with RRS 14 but may affect any damage associated costs.

X3. DAMAGE ASSOCIATED COSTS

X3.1 The Organising Authority may require a team to make an intermediate payment against allocated damage costs before the team may sail another event boat.

X3.2 If a team is allocated damage associated costs, and these are not paid at the event, the Organising Authority 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 Authority.

X3.3 Failure to comply with a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authority may:

- (a) disqualify the team in question without a hearing, this changes RRS 63.1;
- (b) reject any future entries from the team's organisation.
- (c) Suspend the NSSA membership rights of the team's organisation.

X3.4 The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.