



NOTICE of RACE

RYA / UKTRA National Team Racing Championship 2026 for the Prince Philip Trophy West Kirby Sailing Club on 28th and 29th March 2026

1. INTRODUCTION

- 1.1. The event is for three-boat teams and will be sailed in Firefly-type dinghies supplied by the Organising Authority. Each boat shall be sailed by two people.

2. ORGANISING AUTHORITY & HOST CLUB

- 2.1. The Organising Authority is the West Kirby Sailing Club (WKSC), the Royal Yachting Association (RYA) and UK Team Racing Association (UKTRA).
- 2.2. The host club and venue is West Kirby Sailing Club, Sandy Lane, West Kirby CH48 3HZ.

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 and the RYA Prescriptions.
- 3.2. Competitors and support persons will become Temporary Members of [West Kirby Sailing Club](#) for the duration of the event and will adhere to all House Rules and Regulations. The [Bylaws of West Kirby Marine Lake](#) and the Rules of WKSC shall apply to all competitors and support persons.
- 3.3. RRS 40.1 (wearing a PFD) shall apply at all times when afloat. Competitors may also be required to wear either a drysuit, or a wet suit of a minimum of long john design, with thermal insulating material and properties up to the shoulders, at all times when afloat. The Race Officer may change this instruction during the event.
- 3.4. Races will be umpired.
- 3.5. The Sailing Instructions will be posted on the KSail website page for the event by 21st March 2026. They will be based on UKTRA Standard Team Racing Sailing Instructions (available at www.teamracing.org) which change some rules in the RRS.
- 3.6. In accordance with RRS 70.3(b) (2025) the right of appeal will be denied.

4. COMMUNICATION

- 4.1. The online Official Noticeboard will be available via the KSail website championship page.

5. EVENT SCHEDULE AND FORMAT

- 5.1. On Saturday 28 March, registration will be between 08:00 and 08:45, there will be a competitor briefing at 08:45, and the first warning signal will be not before 09:27.



- 5.2. On Sunday 29 March the first warning signal will be not before 09:00, unless this is changed before 19:00 on Saturday.
- 5.3. The event format will be specified in the Sailing Instructions and the race schedule will be available at registration. The intended course is the 'S' course.
- 5.4. The last start time for a new stage on Sunday will be posted as a Sailing Instruction on Saturday evening.

6. ENTRY AND ELIGIBILITY

- 6.1. Applications for entry are invited from RYA affiliated clubs, Class Associations and other organisations affiliated to the RYA, and from clubs affiliated to the Irish Sailing Association.
- 6.2. Applications for entry shall be via the RYA online entry system <https://www.cognitoforms.com/RYA2/RYATeamRacingChampionship2026RequestForAnInvitation>, and shall state the sailors' and team qualification points (see Addendum QS). An automated confirmation will be emailed. If not received, please email keelboatracing@RYA.org.uk
- 6.3. All three helms shall be members of the affiliated club or organisation they represent. A competitor shall not sail for more than one team at the event.
- 6.4. After an entry has been accepted, the nominated helms and crews shall not be changed without the prior written approval of the Organising Authority or Race Committee.
- 6.5. Entry is limited to 24 teams. If fewer than 24 teams have applied by 12:00 noon on 24th February 2026, the Organising Authority may accept entries other than in SI 6.1 above, but any such entries will not be eligible to race in any knock-out stage of the event or receive the Prince Philip Trophy.
- 6.6. If more than 24 teams have applied for entry by 12:00 noon on 24th February 2026, teams will be invited in the order of their UKTRA 2026 qualification points calculated as per Appendix QS to the NOR.
- 6.7. All teams will be notified by 2nd March 2026 whether their application has been accepted and an invitation offered.
- 6.8. If any invited team has failed to pay the entry fee by 13:00 9th March 2026, its place will be offered to the next highest ranked team.
- 6.9. If there is doubt about the acceptance of any entry, the UKTRA Committee shall conduct a hearing. This amends RRS 61.4 (a).
- 6.10. All competitors in a team shall complete the registration requirements before racing.
- 6.11. All competitors under 18 years of age on 29 March 2026 shall provide at registration a fully completed and signed RYA parent/guardian declaration form.

7. ENTRY FEES

- 7.1. The entry fee is £595 per team provided the entry is received through the RYA online Entry System by 12:00 noon on the 24th February 2026, or £650 per team if the entry is received later but prior to 13:00 on 2nd March 2026.

7.2. Refunds for cancellations are as follows:

- 7.2.1. between 2 March 2026 and 9 March 2026: 80%
- 7.2.2. between 10 March 2026 and 20 March 2026: 50%
- 7.2.3. 21 March 2026 or later: no refund.

8. DAMAGE AGREEMENT

- 8.1. Each team shall be liable for the cost of damage (but not 'fair wear and tear') to boats, equipment and property up to a maximum of £600 per incident.
- 8.2. Damage attributed to competitors generally or to an unidentified team will be attributed equally between all teams.
- 8.3. By entering, a team agrees to the terms of the Damage Agreement Addendum below, and shall refund to the Organising Authority the cost of any damage attributable to the team as assessed by the Organising Authority.

9. PRIZES

- 9.1. The winning team will receive the Prince Philip Trophy which it will hold for one year.
- 9.2. Other prizes will be awarded at the discretion of the Organising Authority.

10. RISK STATEMENT

- 10.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 10.2. 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 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.

11. DATA PROTECTION

11.1. The personal information you provide to the Organising 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 Organising 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.

DAMAGE PROCESS ADDENDUM

A team and its competitors shall comply with the damage process described below without delay or dispute. A failure to comply with an instruction or notice issued under this addendum may result in disqualification of the team from the Championship without a hearing. This changes RRS 60.5(a) (2025).

- (a) Each team is liable for up to £600 of damage costs per incident.
- (b) 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 a substantial disagreement between the team and the Organising Authority.
- (c) The Organising Authority may determine that damage which cannot be attributable to specific teams be payable by all participants. In this case the costs of non-attributable damage may be split between all participating teams.
- (d) If a team is assessed to be liable for damage costs, a damage notice will be issued by the Organising Authority and sent to the team. At the same time an invoice will be raised against the liable team or their parent organisation for the costs. At the absolute discretion of the Organising Authority this invoice shall be paid in full without offset or deduction:
 - i. within 14 days of issue, unless an extension is agreed with the Organising Authority; or
 - ii. before the team competes in any further races within the event for which the damage notice was issued.

The decision of the Organising Authority on when the invoice shall be paid is final and cannot be appealed, and will not be considered grounds for redress.

- (e) Failure to comply with a damage notice within the payment terms determined by the Organising Authority is a breach of this agreement which may be considered as misconduct. The Organising Authority may submit a report with the relevant information to the protest committee.
- (f) The Organising Authority may amend or cancel a damage notice at any time and request the protest committee to reinstate a team disqualified.

UKTRA 2026 Notice of Race, Addendum QS

QUALIFICATION SYSTEM: CALCULATION OF SAILOR AND TEAM QUALIFICATION POINTS

Calculating a Team's UKTRA 2026 Qualification Points (no technical changes from 2025)

1. All helms and crews in a team shall score the applicable event ranking points in the table below.
At events where boats have three or more aboard, all 'non-helms' shall score these crew points.
2. A helm's UKTRA qualification points shall be the sum of his or her highest **three** event ranking points when in the role of helm. A crew's UKTRA qualification points shall be the sum of the highest **three** event ranking points when in the role of crew.
3. A team's UKTRA qualification points shall be the sum of its **two** highest scoring helms and **two** highest scoring crews.

Applicable Events

1. The event's final day of racing shall be in period 17 February 2025 to 16 February 2026.
Where an event appears twice in this period, a sailor may only claim points from one of the two.
2. The event shall be a team racing event (including 2v2 and 4v4, keelboat, invitation only, and random pairs) taking place in the UK with a minimum of **eight** GBR or IRL teams, plus the Royal St George International event in IRL.
3. However, school and age-restricted events are excluded with the exception of:
 - i. BSDRA & NSSA National Championships;
 - ii. Youth Event (i.e. 3v3 competition) within the RYA ET Youth and Junior Team Racing Championships.
4. When one event is sailed simultaneously within another, only the larger event shall be scored.
Also BUSA Qualifiers and Finals may be scored, but not BUSA Play-offs.

Event Points

1. Events are graded Large, Medium or Small based on the number of competing teams and flights of boats. *Teams that enter but do not compete shall not be counted.*
2. Providing 16 or more teams compete, the eight events listed below are categorised as 'High Quality' (HQ), leading to an increase in the number of teams receiving points.
 - UKTRA Champs, Wilson Trophy, Carmela Cup, BUSA Finals, Wessex Winter Warmer, Cam Cup, Oxford Magnum, Royal St George International.*At its sole discretion, the OA may, when the number and quality of teams that competed clearly merits it, categorise an event HQ retrospectively.*
3. Helms and crews shall receive points in accordance with the table below

Event Grade	Min # teams	Min # flights	Helm and Crew Points for Event Ranking									
			1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
Large HQ	16	3	90	85	80	70	60	50	40	30	20	15
Large	16	3	80	70	60	50	40	30	20	15	10	5
Medium	12	2	60	50	40	30	20	10	10	5		
Small	8	2	50	40	30	20	10	5				

4. When teams are tied, points for the tied places shall be divided equally between tied teams. E.g. when there is no petit-final, each losing semi-finalist sailor scores the average (rounded up) of 3rd & 4th points.
5. Non GBR and IRL teams shall be removed from the overall event ranking before allocating points. A non-GBR and IRL team is one representing an organisation outside those countries. There is no nationality requirement for individual sailors within a GBR or IRL team.