

The Royal Saint George Yacht Club



Cannonball Trophy

Saturday 18th & Sunday 19th May 2024

Notice of Race

1. Introduction

1.1 The event is for three boat teams and will be sailed in six yachts supplied by the Organising Authority. Each boat shall be sailed by 3 people over the two days noted above.

2. The Organising Authority

2.1 The Organising Authority is the Royal St George Yacht Club.

3. Rules

3.1 The event will be governed by the rules as defined in the current Racing Rules of Sailing (RRS), Appendix D, Team Racing Rules and the Cannonball Trophy Rules. Any rule changes will be noted in The Sailing Instructions e.g. Penalties.

3.2 Races will be umpired.

3.3 Sailing Instructions. The event Sailing Instructions will be made available by email and on the event webpage here: when published and no later than Friday May 17th at 1200.

4. Entries

4.1 Teams have been invited from the Royal Netherlands Yacht Club, Muiden, the Royal St George Yacht Club, Dun Laoghaire and the Royal London Yacht Club, Cowes.

4.2 The closing date for receipt of confirmation of entry and payment of the entry fees is Friday 10th May 2024

4.3 The entry fee will be €500 per team.

5. Damage Deposit & Assessment Policy

5.1 Competitors should show due care and attention to the boats that are provided for their use during the event. Damage to boats causes conflict, delay, and impacts everyone

involved. This intends to help minimise damage while ensuring that penalties are consistent, providing more racing at less cost for everyone.

5.2 RRS D2.3 and D3.1 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. 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.

5.3 Each team will be liable for the cost of damage to boats, equipment, and property up to a maximum of 1000 euros per incident.

5.4 A deposit for this amount will be required at the time of entry (via the [Event Virtual Race office here:](#)) and before the team may sail.

5.6 When a team is assessed as liable for damage, it shall restore the deposit to the original value to continue sailing.

5.7 Damage attributed to competitors generally, or to an unidentified team, will be attributed equally between all teams.

5.8 A team may apply to the protest committee to determine their responsibility for any damage.

5.9 The deposit, or any remaining balance of the deposit, will be returned after the event.

5.10 An initial assessment of the damage level will be made on the water as soon as possible following a racing incident.

5.11 The initial assessment is for the purpose of penalties only and is not linked to any damage associated costs which may subsequently be allocated to a Team. Onward assessment of the damage level after further inspection, whether it turns out to be higher or lower, will have no effect on the penalty given by the protest committee but may affect any damage associated costs.

6. Damage Costs

6.1 The Organising Authority may require a team to make an intermediate payment, to the amount defined in this addendum; against allocated damage costs before the team may sail another event boat.

6.2 If a team is required to pay damage costs, and these are not paid at the event, the Organising Authority will issue an invoice to Team Representative. Invoices must be paid (without setoff or deduction) within 14 days unless an extension is agreed with the Organising Authority.

6.3 Failure to pay a damage invoice within 14 days (or any extension period) is a breach of this addendum and the Organising Authority may:

- i. add an administrative fee of €50 per invoice to cover the costs of chasing payment.
- ii. disqualify the team in question without a hearing, this changes RRS 63.1.
- iii. report the team members to the protest Committee for investigation under RRS 69.
- iv. reject any future entries from the Team or Team's Club.
- v. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.

7. Event Format & Schedule

7.1 The format of the event will be round robin with either; at least 6 races required to form a series. The winner may be decided after 6, 12, or 18 races over the two days, according to the number of races sailed in the available wind conditions (teams would need to change after each race). or; at least 12 races required to form a series. The winner may be decided after 12 or 24 races over the two days, according to the number of races sailed in the available wind conditions (teams would need to change after two races). The decision as to format and schedule will be made by the race officer in consultation with the team captains, considering the weather conditions.

7.2 Registration will take place at the Royal St George Yacht Club from 1830 on Friday 17th May 2024, followed by a Race Officer and Captains meeting where the boat draw will take place. This will be followed by a Welcome Reception. Supper will be available from approximately 20.00.

7.3 There will be a pre-afloat briefing at 0900 on Saturday 18th May at the Club when the Schedule of Racing will be issued.

7.4 The first warning signal will be at approximately 1030 on Saturday 18th May. No warning signal will be made after 1400 on Sunday 19th May.

8. Buoyancy and Communications

8.1 Properly fitted Personal Floatation Devices (lifejackets) *are always required by law to be worn* when afloat. Lifejackets for each crew member are provided in each boat.

8.2 Marine VHF Communication (including Channel 77) may be used during this event. Each boat may therefore carry a portable VHF handset which may not be used by competitors during racing other than in an emergency .

9. Risk Statement

9.1 Rule 4 of the RRS 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:

- i. 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;
- ii. They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- iii. They accept responsibility for any injury, damage or loss to the extent caused by their own actions and omissions;
- iv. Their boat is in good order, equipped to sail in the event and they are fit to participate;
- v. The provision of a race management team, patrol boats and other officials and volunteers does not relieve them of their own responsibilities;
- vi. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

10. Trophy

10.1 The Cannonball Trophy will be awarded to the winning Team on Sunday 19th April at the prizegiving as soon as possible after racing.

11. Entry

11.1 The entry form and fees payable are to be completed and submitted using the online Entry Form available [here](#):