



CHICHESTER CRUISER RACING CLUB - NOTICE of RACE 2026

The organising authority is Chichester Cruiser Racing Club. www.ccrcc.co.uk

The Race Committee shall comprise the Sailing Secretary, the relevant Principal Race Officer and the relevant Race Officer.

1. RULES

All racing will be governed by the rules as defined in The Racing Rules of Sailing (RRS), the prescriptions of the RYA, this Notice of Race (NoR), the Programme of Races, the Sailing Instructions (SIs), the Race Instructions (RIs), and the CCRC Rules.

2. SAFETY REGULATIONS

2.1 All boats are recommended to adhere to the Offshore Racing Council Category 4, unless specific requirements are given in a race instruction.

2.2 All boats must carry a VHF radio with channels 16, M1(37A), 67 & 72.

2.3 SAFETY AT THE START - The Race Committee is concerned about anchors on bows. Owners of these yachts are asked to be aware of the dangers involved when manoeuvring at close quarters.

3. ELIGIBILITY AND CONDITIONS OF ENTRY

3.1 Entry is open to monohull yachts between 6.0 and 15.0 meters LOA.

3.2 Yachts, other than guest yachts, must be owned or chartered by a CCRC member, and must be skippered by a CCRC member. They must be registered using the CCRC [Membership Application Form](#).

3.3 Yachts who wish to compete as guest yachts must enter using the CCRC [Guest Entry Form](#).

3.4 Any yacht competing in the Alpha fleet must hold a valid [Velocity Prediction Rating System](#) (VPRS) certificate.

3.5 For all yachts, including guest yachts, the skipper shall ensure that any crewpersons who are under 18 years of age are under the immediate close supervision of their parent(s), or of a responsible adult duly authorised to act in loco parentis for them.

3.6 By entering the event, competitors automatically grant to the organising authority without payment the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of or relating to the event.

4. FLEETS AND HANDICAPPING

4.1 ALPHA: numeral pennant 3. Alpha fleet results are calculated using VPRS time correction coefficients.

4.2 BETA: numeral pennant 4. Beta fleet results are calculated using the [National Handicap For Cruisers](#) progressive handicapping system.

4.3 Yachts flying numeral pennant 3 are assigned to the Beta fleet as well as the Alpha fleet.

4.4 Numeral pennants shall be flown from the stern and must not be less than 600mm in length. An ensign must NOT be worn when racing.

4.5 Yachts must notify the Sailing Secretary in writing and without delay if their VPRS rating is adjusted or if a new VPRS rating is allocated to them, together with the date from which such allocation or adjustment comes into effect.

4.6 RRS 77, sail identification, applies. Under exceptional circumstances the Race Committee may permit a yacht to use sails that do not comply with RRS Appendix G.

5. PROGRAMME OF RACES

5.1 The [Programme of Races](#) is published on the CCRC website.

5.2 The scheduled time of the start for the first race of each day is published in the RIs issued for each race.

6. SIs AND RIs

The SIs and RIs are available on the CCRC website.

7. RACING AREA AND COURSES

The racing area will usually be Hayling Bay and the Solent. The starting mark will be defined in the RIs.

8. SCORING

8.1 For all Series the Low Point scoring system in RRS Appendix A will apply.

A boat violating RRS Fundamental Rule 2 (fair sailing) or RRS 42 (propulsion) will be disqualified from that race.

Should the Race Committee decide that a boat is entitled to the relief granted by RRS 61, (redress), an equitable arrangement may be deemed to be awarded to the boat whose finishing position has been materially prejudiced for that race; i.e. points equal to the average points, to the nearest tenth of a point, of the best 5 of her previous 6 races or in the event of this rule applying in one of her first 7 races, of her best 5 races of the 7.

8.2 Discards for all Series are calculated as the number of races sailed divided by 2, rounded up and minus 1.

eg 2 races sailed 0 discards 9 or 10 sailed 4 discards
3 or 4 sailed 1 discard 11 or 12 sailed 5 discards
5 or 6 sailed 2 discards 13 or 14 sailed 6 discards
7 or 8 sailed 3 discards 15 or 16 sailed 7 discards

8.3 Race and series ties will be resolved in accordance with RRS A7 and A8.

8.4 RRS A5.3 applies to determine the score for DNS, RET and DSQ.

9. RADIO COMMUNICATION

Competitors are reminded that RRS 41 (outside help) applies to the use of radios, mobile phones or any other forms of communication whilst racing.

10. PRIZES / TROPHIES

A trophy or prize will be awarded for each fleet for all races, and for the various season series overall results. Prizes and trophies will be awarded at the Annual CCRC Prizegiving.

11. RISK STATEMENT

RRS 3 states; 'The responsibility for a boat's decision to participate in a race or to continue to race 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) Their boat is in good order, equipped to sail in the event and they are fit to participate.
- e) The provision of a race management team, other officials and volunteers does not relieve them of their own responsibilities.
- f) It is their responsibility to familiarise themselves with any risks specific to this venue or this 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 their boat is equipped and seaworthy so as to be able face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- h) Their boat is adequately insured, with a cover of at least £3 million against third party claims.