



CHICHESTER CRUISER RACING CLUB - NOTICE of RACE 2019

The organising authority is Chichester Cruiser Racing Club. www.ccrc.co.uk
The CCRC Race Committee shall comprise the Commodore, the Sailing Secretary, Handicapping/Results Officer, 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 and the Rules of CCRC

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(37), 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 ENTRIES

- 3.1 Racing classes
 - a) ALPHA class - monohull boats between 6.0 and 15.0 metres LOA with a valid VPRS certificate.
 - b) BETA class - monohull boats between 6.0 and 15.0 metres LOA with a current NHC handicap.
- 3.2 All yachts wishing to race must have completed the CCRC Member Application and Yacht Registration Form or a Yacht Entry form available from the [CCRC website](http://www.ccrc.co.uk).
- 3.3 For most races, CCRC has ALPHA and BETA fleets. The Alpha fleet uses measurement-based ratings calculated by the [Velocity Prediction Rating System](http://www.ccrc.co.uk) (VPRS). VPRS certificates are renewed annually and shall apply from the date issued. The Sailing Secretary must be notified in writing and without delay of any VPRS rating subsequently allocated or adjusted together with the date from which such allocation or adjustment comes into effect. The Beta fleet uses the [RYA National Handicap for Cruisers](http://www.ccrc.co.uk) (NHC) progressive handicap. In some races the handicapping systems may change for example when racing against other clubs.
 - a) Before the start of the first race of the season, yachts must inform the Sailing Secretary as to which fleet they will be competing. A boat failing to inform will be assigned to the Beta fleet
 - b) Members may, by written notification to the Sailing Secretary at least 72 hours prior to the first race of the relevant event
 - i) Once per season, opt to change fleets for the main season series
 - ii) For non-season races, including both mini-series, crews' and ladies' races, opt to change fleets
- 3.4 Yachts must fly from the stern, the appropriate class flag the length of which must not be less than 600mm. An ensign must NOT be worn when racing. Class flags will be: Alpha fleet - NP 3; Beta fleet - NP 4
- 3.5 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.
- 3.6 For all races yachts, other than guest yachts, must be owned or chartered by a CCRC member and have on board a paid up member of CCRC or the partner, son or daughter of a paid up member. RRS 46 person in charge applies.

4. SCHEDULE OF RACES

- 4.1 The race programme is available on the CCRC website.
- 4.2 The scheduled time of the warning signal for the first race of each day is published in the Race Instructions issued for each race

5. SAILING INSTRUCTIONS

The Sailing Instructions are available on the [CCRC website](http://www.ccrc.co.uk)

6. RACING AREA AND COURSES

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

7. SCORING

- 7.1 For all Series the Low Point scoring system 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 62 and 64.2, (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.
- 7.2 Discards for the Season, Bay and Passage Series are calculated as number of races sailed divided by 2 and rounded up. Discards for both the Spring and Summer Mini Series will be 1 or 2 races sailed 0 discards, 3 races sailed 1 discard
- 7.3 All race and series ties will be resolved in accordance with RRS A7/A8.

8. RADIO COMMUNICATION

Except in an emergency a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones

9. PRIZES

Prizes will be given for each class for all races, except no second prize will be awarded unless at least four registered boats start and no third prize will be awarded unless at least six registered boats start. Prizes will be awarded at the CCRC Annual Prize giving event.

10. RISK STATEMENT

RRS 4 states; 'The responsibility for a boat's decision to participate in a race or to continue to 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) 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) 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;
- g) Their boat is adequately insured, with a cover of at least £3 million against third party claims