



## Summer Cruiser Race 2018

The Cruising Committee welcomes participants to the Summer Cruiser Race for 2018

### **Lymington to Falmouth with stops in Portland, Dartmouth, Fowey and Falmouth**

The race will take place over a course starting from Lymington on Saturday 21<sup>st</sup> July visiting Portland, Dartmouth, Fowey and ending in Falmouth on Thursday 26<sup>th</sup> July. A briefing will take place at 1830 hrs on Friday 20<sup>th</sup> July at the Royal Lymington Yacht Club.

A social programme will be arranged including a pre-race dinner at 1930 hrs on 20<sup>th</sup> July at the Royal Lymington Yacht Club. There will be a prize giving at 1200 hrs on Friday 27<sup>th</sup> July.

### **1 ORGANISATION**

- 1.1 The event is organised by the Royal Southern Yacht Club.

### **2 RULES**

- 2.1 The event is governed by the current Racing Rules of Sailing (RRS) except that from 5 minutes after the start of each leg when flag 'E' is lowered RRS part 2 is replaced by the International Regulations for Preventing Collisions at Sea and Local Government Right of Way Rules shall apply and ensigns shall be worn.
- 2.2 The Cruiser Racing Rules (Appendix A) shall apply.
- 2.3 Competitors must be aware of and comply with the directions Bylaws and Notices to Mariners issued by the Harbour Authorities in whose waters racing takes place.
- 2.4 This Notice of Race (NoR) may be changed by a subsequent amendment or by the Sailing Instructions (SIs).
- 2.5 RRS 63.7 is changed in that in the event of conflict between the NoR and the SIs, the SIs shall prevail.

### **3 ELIGIBILITY AND ENTRY**

- 3.1 The Summer Cruiser Race

- 3.1.1 The race is open to inboard auxiliary powered monohull sailing yachts which shall have an overall length of 20ft or more and have a minimum speed under power of 4 knots.

- 3.1.2 The entry fee shall be £65 per boat (£75 for non-members) Entries must be made on the online official entry form and submitted to the club by 14<sup>th</sup> July 2018 accompanied by the appropriate fee.
- 3.1.3 In the event of an entry being withdrawn before 21<sup>st</sup> July the entry fee will be refunded less a £10 charge for administration.
- 3.2 Whilst underway and racing all yachts shall have a minimum of Skipper plus one crew.
- 3.3 Late entries may be accepted at the discretion of the Committee at a 25% increase in the entry fee.

**4 SAFETY**

- 4.1 Boats shall be suitably equipped and configured for the conditions they expect to meet.
- 4.2 Guidance on suitability can be found in the ISAF Offshore Special Regulations as follows:
  - 4.2.1 For the Summer **Cruiser Race** ISAF OSR Special Regulations for Category 3 Races plus Category 2 life raft.

[http://www.sailing.org/tools/documents/mo3life180104-\[23485\].pdf](http://www.sailing.org/tools/documents/mo3life180104-[23485].pdf)

- 4.3 Boats shall have on board the items on the Cruiser Safety Check List (Appendix B) as follows:
- 4.4 A completed copy of the Cruiser Safety Check List shall be kept on board. Boats that do not have all the items on the list may apply to the committee for a dispensation.
- 4.5 A yacht may be inspected at any time. If she does not comply with the safety rules her entry may be rejected or she will be liable to disqualification or such other penalty as may be prescribed by the Committee.
- 4.6 All boats shall carry a functioning VHF Radio capable of receiving all the usual marine channels including M1 (37) and M2.
- 4.7 When flag “Y” is displayed by the Committee Boat the appropriate personal flotation device shall be worn so as to be visible to other boats.
- 4.8 Yachts may be measured before or after any leg of the race at the discretion of the Race Committee.

**5 RACE SCHEDULE**

- 5.1 Start times will be given in the SIs.
- 5.2 The intended race schedule for the **Summer Cruiser Race** is:-

Date	Start from	Finish at
Saturday 2st July	Lymington	Portland
Sunday 22 <sup>nd</sup> July	Portland	Dartmouth

Tuesday 24 <sup>th</sup> July	Dartmouth	Fowey
Thursday 26 <sup>th</sup> July	Fowey	Falmouth

## **6 RACE AREA AND COURSES**

6.1 Details of the courses will be given in the Sailing Instructions for each event.

## **7 SAILING INSTRUCTIONS**

7.1 The SIs will be made available on the Royal Southern Yacht Club Website [www.royalsouthern.co.uk](http://www.royalsouthern.co.uk) on the Cruiser Page by 7 days before the date of the race and copies may be collected from the Club Sailing Office.

## **8 PENALTIES**

8.1 Penalties will be at the discretion of the Race Committee.

## **9 SCORING**

9.1 Each yacht will receive a Handicap to take into account the speed of the yacht under both power and sail and if the boat is using a spinnaker or cruising chute.

9.2 The Corrected Time for each yacht is calculated according to the Cruiser Racing Rules (Appendix A).

9.3 A yacht that has an Engine Excess Time (EET) on a leg of the course shall not be eligible for any prize awarded on that leg.

9.4 Any yacht having an EET on completion of the Race shall not be eligible for an overall prize.

9.5 The winning yacht of a leg is the yacht with the lowest Corrected Time on that Leg.

9.6 Each yacht shall score on each leg of the course as follows:

1<sup>st</sup> Place 1 point

2<sup>nd</sup> Place 2 points

3<sup>rd</sup> Place 3 points etc.

9.7 A yacht that starts and does not finish a leg of the course shall score points for that leg equal to the number of starters on that leg + 1.

9.8 A yacht that does not start on a Leg of the Course shall score points for that leg equal to the number of entries for the race + 2.

9.9 A yacht that is disqualified shall score points for that leg equal to the number of entries for the race + 3.

9.10 The overall score for the race is the sum of the scores over all legs.

9.11 The overall winner is the yacht with the lowest overall score. In the event of a tie the yacht that beats the other yacht the most times shall be the winner. If there is still a tie the yacht that beat the other yacht on the last leg shall be the winner.

## **10 PRIZES**

10.1 There will be a prize for the first yacht in each leg, a Sailing Prize, a Double-Handed trophy and other prizes

## **11 RISK STATEMENT**

- 11.1 Rule 4 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."
- 11.2 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, patrol boats if any and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
  - f) The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;
  - g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to 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; and
  - h) Their boat is adequately insured, with cover of at least £2 million against third party claims. Any inspection of a boat by the race committee does not reduce the responsibilities set out in this Notice of Race

## **12 FURTHER INFORMATION**

Sailing Secretary, Royal Southern Yacht Club, Rope Walk, Hamble, Hampshire, SO31 4HB Tel: 023 80 450302 - Fax: 02380 450310  
Email: [sailing.Secretary@royal-southern.co.uk](mailto:sailing.Secretary@royal-southern.co.uk)- Website: [www.royal-southern.co.uk](http://www.royal-southern.co.uk)

## APPENDIX A

### 1 Cruiser Racing Rules

- 1.1 A Permitted Engine Percentage (**PE%**) is given. This shall be 50% unless varied by the SIs or an amendment to the SIs to make it 0%.
- 1.2 Each yacht has an Engine Allowance Time (**EAT**) equal to the **PE%** of the yacht's Elapsed Time. Thus the **EAT** is half the Elapsed Time if the **PE%** is 50% and 0 if the **PE%** is 0%.
- 1.3 In a multi-leg race each leg is handicapped and calculated separately except that when there is an Engine Excess Time (**EET**) on the previous leg the **EAT** on this leg is reduced by the **EET** from the previous leg. If the **EET** from the previous leg is greater than the **EAT** on this leg the **EAT** on this leg shall be zero.
- 1.4 Boats may suspend racing and proceed under power as follows:-
  - 1.4.1 Yachts may use their engine for propulsion engaged in gear driving the yacht ahead or astern without penalty for the **EAT**.
  - 1.4.2 Yachts may start run or stop their engines not clutched into the propeller before or after the 'engine for propulsion' time. This will allow engines to be warmed up and cooled when not under full load in a seamanlike manner.
  - 1.4.3 No engine may be run whilst Flag 'E' is displayed.
  - 1.4.4 Yachts under power shall either lower all sails or comply with rule 25(d) of the International Regulations for Preventing Collisions at Sea. This requires a vessel when motor sailing to exhibit forward where it can best be seen a conical shape apex downwards.
  - 1.4.5 A yacht's motoring speed should not be such that it will unduly stress the engine cause excessive fuel consumption overheating or premature wear.
- 1.5 If the yacht uses her engine for propulsion for more than her **EAT** then her Engine Excess Time (**EET**) is equal to (Engine Time - **EAT**) and
  - 1.5.1 If the **PE%** is 0% the yacht is disqualified for this leg.
  - 1.5.2 If the **PE%** is 50% the Engine Excess Adjustment (**EEA**) is (2 x **EET**).
- 1.6 If the yacht does not use her engine for propulsion for more than her **EAT** then her **EET** is 0 and her **EEA** is 0.
- 1.7 The Corrected Time (**CT**) for the yacht is (Elapsed Time + **EEA**) x Handicap.

## APPENDIX B

### Safety Equipment Check List

Completion of this list does not remove the competitor's duty to ensure that his yacht is safe for the conditions in which it is sailed. The competitor is solely responsible for the safety of his boat at all times.

#### PART 1

There are no items in Part 1.

#### PART 2

	Yes	No
Life raft(s) capable of carrying the entire crew, which shall have been inspected by an approved authority within the inspection timescale laid down by the manufacturer and be carried on deck or in a compartment opening directly on to the deck.		

#### PART 3

	Yes	No
2 <sup>nd</sup> anchor together with a suitable combination of chain and rope		
Radar reflector		
Safety Equipment Location Chart		
Heavy weather jib and reefing equipment to mainsail		

#### PART 4

	Yes	No
Sail letters and numbers that are visible at the race start		
Fire Extinguishers - at least two of 2kgs each of dry powder readily accessible		
A fire blanket adjacent to every cooking device with an open flame		
Main Anchor together with a suitable combination of chain and rope		
Flashlight(s) - one of which is suitable for signalling, water resistant, with spare batteries and bulbs		
Foghorn		
Life ring, horseshoe type, equipped with a self-igniting waterproof light and drogue within reach of the helmsman and ready for instant use marked with the yacht's name		

Flares - 4 red parachute flares, 4 red hand flares LSA, 2 orange smoke or equivalent		
Jackstays		
Clipping points		
Lifjacket for each crew member (In accordance with ISO 12402 – 3 (Level 150) or equivalent) with either a crotch strap(s) / thigh straps or a full safety harness		
Echo Sounder or Lead Line		
Speedometer or Distance Measuring Instrument (log)		
Emergency Steering		
Tools and Spare Parts including adequate means to disconnect or sever the standing rigging from the hull		
Bilge Pump - manually operable with all cockpit seats, hatches and companionways closed		
Navigational charts (not solely electronic), light list and piloting equipment amended to date for all areas which are to be or may be sailed in		
Compass, marine type, properly installed and adjusted and spare compass		
Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea.		
Shut-off valves on all fuel tanks		
Radio receiver capable of receiving weather bulletins		
Heaving line (50ft/16m) minimum length, floating type line, readily accessible to cockpit		
Life line (guardrails) around the area of the working deck		
Sailing shapes for motor sailing and at anchor.		
First Aid Kit And First Aid Manual		
Cockpit knife		
Two buckets of stout constructions with lanyards		
A timepiece set to BST and accurately displaying this time in hours, minutes and seconds. (This can be a GPS).		