



ROYAL SOUTHERN YACHT CLUB

NOTICE OF RACE

THE 34th CRUISER RACE

17th July to 24th July 2010

Cherbourg to St Malo

With stops in

Carteret, St Peter Port, St Quay

Followed by a cruise in company

1 INTRODUCTION

The Cruising Committee would like to welcome participants to the Royal Southern Cruiser Race 2010. This will start from Cherbourg on Sunday 18 July 2010. Note that the plan is dependent on weather and adverse weather may cause a revision of the main plan. The safety of participating yachts remains the responsibility of the skipper, who is also responsible for ensuring that the boat is seaworthy and has all necessary safety equipment and charts etc for the areas to be visited or that could be visited in the event of bad weather. It is essential that personal and boat's papers be carried.

2 COURSE

2.1 The race will take place over a course starting from Cherbourg and visiting Carteret, St Peter Port, St Quay and finishing in St Malo. There will be a stop of at least one night at each port of call with a separate start to the each destination. It is planned to have lay days in Carteret, St Peter Port, and St Quay. Yachts may be entered for any or all of the four legs, which will be as follows: -

Sunday 18 July	Leg 1: Cherbourg to Carteret Start at 05.30 hrs BST	Approximate Distance 40 nm
Tuesday 20 July	Leg 2: Carteret to St Peter Port Start at 13.30 hrs BST	Approximate Distance 31 nm
Thursday 22 July	Leg 3: St Peter Port to St Quay Start at 08.00 hrs BST	Approximate Distance 56 nm
Saturday 24 July	Leg 4: St Quay to St Malo Start at 11.00 hrs BST	Approximate Distance 35 nm

2.2 The race committee may change the courses or times of starting due to final planning, weather or any other circumstance.

3 RULES

- 3.1 The Current Racing Rules of Sailing Part 2 shall apply until five minutes after the start of each leg when the Flag 'Z' is lowered. Thereafter, the International Regulations for Preventing Collisions at Sea and Local Government Right of Way Rules shall apply and ensigns should be flown.
- 3.2 Competitors should be aware of the directions, Bylaws and Notices to Mariners issued by the Harbour Authorities in whose waters racing takes place.
- 3.3 Rule 31 – Touching a mark shall apply at all times.
- 3.4 Yachts may use their engine for propulsion engaged in gear driving the yacht ahead or astern without penalty for a percentage of the yacht's Elapsed Time.
- 3.5 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. No engine may be run whilst Flag 'Z' is hoisted.
- 3.6 Attention is drawn to rule 25(d) of the International Regulations for Preventing Collisions at Sea which requires a vessel when motor sailing to exhibit forward where it can best be seen, a conical shape, apex downwards.

4 DISCLAIMER

- 4.1 The Skipper is entirely responsible for the boat's safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, negates this responsibility.
- 4.2 It is for the Skipper to decide whether the boat is fit to sail in the conditions in which she will find herself. By launching or going to sea, the Skipper confirms that the boat is fit for those conditions and her crew is competent to sail and compete in them.
- 4.3 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £1,000,000.
- 4.4 Nothing done by the Organisers can reduce the responsibility of the Skipper of the boat nor will it make the Organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The Organisers encompass everyone helping to run the race and the event, and include the Organising authority, the race committee, the race officer, patrol boats and beach masters.
- 4.5 The fact that the race committee may conduct inspections of a boat does not reduce the responsibilities of the Skipper and the boat set out in this paragraph.

5 CONDITIONS OF ENTRY

All yachts shall be inboard auxiliary powered monohull sailing yachts and

- a) Have an overall length of 25ft or over;
- b) Have a minimum speed under power of 4.5 knots;
- c) Have, at all times, whilst racing, a minimum of Skipper and one crew.

Entries will be accepted solely at the discretion of the Committee who reserve the right to refuse any entry without stating their reason.

6 HANDICAPPING

Each competitor will receive a Time Multiplication Factor (TMF), which will be applied to the yacht's actual recorded Elapsed Time to give the corrected time. The TMF takes into account the speed of the yacht under both power and sail. Any boat using a spinnaker or cruising chute will be given a STMF which will be used instead of the TMF to calculate the corrected time. A yacht's motoring speed should not be such that it will unduly stress the engine, cause excessive fuel consumption, overheating and premature wear. .

7 PRIZES

The Marlow Challenge Trophy - 1st Overall (all legs count)

The Angus Primrose Trophy - 2nd Overall (all legs to count)

The York Coaster - 3rd Overall (all legs to count)

The Richard Davis Challenge Quaich – Best Sailing Performance

The Graham Maw Line Honours Challenge Bowl - Least Overall Elapsed Time (all legs to count)

The Brockman Challenge Cup - Winner Leg 1

The Maurice Hardy Challenge Trophy - Winner Leg 2

The Broken Screw Challenge Trophy - Winner Leg 3

The Jorvik Rose Challis - Winner Leg 4

Bob's Wrench - 7th Overall

31 Club Prize

Fowey Wee Wellie Prize

Fowey Block

The Martin Edgar Trophy – Best tactical sailing

The prize giving will take place at the St Malo Yacht Club on **Sunday 25 July at 12.00 hrs.**

10 INSPECTION

- 10.1 Yachts may be measured before or after any leg of the race at the discretion of the Race Committee.
- 10.2 A yacht may be inspected at any time. If she does not comply with the safety regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the Committee. Random spot checks on emergency equipment **will be made** to ensure that the proper emergency equipment is aboard and ready for use.

11 SAFETY

11.1 Basic Standard

- 11.1.1 All required equipment shall function properly; be readily accessible; be of a type, size and capacity suitable and adequate for the intended use and size of yacht; meet the standards accepted in the country of registry.
- 11.1.2 Yachts shall be self-righting. They shall be strongly built, watertight and, particularly with regards to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns, they must be properly rigged and ballasted and be fully seaworthy. 'Properly rigged' means (inter alia) that shrouds shall never be disconnected.
- 11.1.3 Inboard engine installation shall be such that the engine when running can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected from the effects of heavy weather.
- 11.1.4 Yacht equipment and fittings shall be securely fastened.

11.2 Equipment

Each yacht shall carry the following **MINIMUM** safety equipment throughout the race;

- 11.2.1 Fire Extinguishers - Two readily accessible
- 11.2.2 Bilge Pump - manually operable with all cockpit seats, hatches and companionways closed
- 11.2.3 Two buckets of stout constructions with lanyards
- 11.2.4 Anchors - Two with cables
- 11.2.5 Flashlights - one of which is suitable for signalling, water resistant, with spare batteries and bulbs
- 11.2.6 First Aid Kit and Manual
- 11.2.7 Foghorn
- 11.2.8 Reflector
- 11.2.9 Shut-off valves on all fuel tanks
- 11.2.10 Compass, marine type, properly installed and adjusted and spare compass
- 11.2.11 Charts; light list and piloting equipment amended to date.
- 11.2.12 Lead line or echo sounder
- 11.2.13 Speedometer or distance measuring equipment
- 11.2.14 Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht.
- 11.2.15 Heavy weather jib and reefing equipment to mainsail
- 11.2.16 Emergency steering equipment
- 11.2.17 Tools and Spares, including adequate means to disconnect or sever the standing rigging from the hull
- 11.2.18 Yacht's name on miscellaneous buoyancy equipment
- 11.2.19 Radio receiver capable of receiving weather bulletins
- 11.2.20 Life jackets, with whistles attached, for each crewmember
- 11.2.21 Safety belt (harness type) one for each member of the crew.

- 11.2.22 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.
- 11.2.23 Dinghy, capable of being used for kedging or carrying persons ashore
- 11.2.24 Life ring, horseshoe type, equipped with a self igniting waterproof light and drogue within reach of the helmsman and ready for instant use
- 11.2.25 Distress signals stowed in a waterproof container and meeting the following requirements:
 - Four red parachute flares
 - Four red hand flares
 - Four white hand flares
 - Two orange smoke day flares
- 11.2.26 Heaving line (50ft/16m) minimum length, floating type line, readily accessible to cockpit
- 11.2.27 Life line (guardrails) around the area of the working deck
- 11.2.28 VHF radio fitted with channels 16, 37, 06, 08, 72, 77 and 80.
- 11.2.29 Distinguishing code flag 'G' on the backstay
- 11.2.30 Conical shape for use when motor sailing
- 11.2.31 Ball shape for use when at anchor.
- 11.2.32 A timepiece set to BST and accurately displaying this time in hours, minutes and seconds. (This can be a GPS).

12 NAVIGATION

It is a condition of entry that all yachts carry large scale Admiralty Charts (or their equivalent) for the areas to be visited together with those for any contingency caused by weather.

13 ENTRIES

- 13.1 The entry fee for this race is £110.00 per vessel including Skipper and one crew. Any additional crew will incur an additional fee of £25.00 per head. Children up to and including the age of 15 are free. Entries should be made on the official entry form and sent to the club by **Friday 11 June 2010**.
- 13.2 In the event any entry being withdrawn prior to the date of the 10th July the cheque for the entry fee will be returned. Late entries may be accepted at the discretion of the Committee at a 25% increase in the entry fee.

14 SAILING INSTRUCTIONS

The Sailing Instructions will be on the web site and will be sent to all entrants. An entry list with the TMFs will be available at the briefing.

15 RACE MANAGEMENT

The Race Officer will be **Cliff Sturt** and the Committee Boat will be '**Spirit of Epsilon**'.

16 SOCIAL

A full social programme will be arranged including a pre race dinner at the Cherbourg Yacht Club in Cherbourg on Saturday 17 July.

17 BRIEFING

A briefing will take place at 18.30 hrs BST at the Cherbourg Yacht Club on Saturday 17 July 2010.