

**Notice of Race**

***PCC Racing***

**2018/19 Club Racing Series**

## **1.0 THE EVENT**

**1.1** This Notice of Race covers all PCC races in 2018 and 2019, except the Holms Race.

In 2018:

- Two series of 6 top of the tide races: King of the Road and Cockburn.
- One series of 7 top of the tide races: Autumn (the final race being the Gluhwein).
- Two standalone top of the tide races: Denny & Back and Marina.
- Three down tide the races: Regatta, Plate and Autumn Cup.
- The Portishead Cup is a mini-series of 3-4 races over a single top of the tide.
- Bridges & Back is an up tide race where entrants chose their own start time.
- Offshore Race is a down tide mini-series over two days, overnighiting in Cardiff.

In 2019:

- Three series of 7 top of the tide races: King of the Road, Cockburn and Autumn.
- Three down tide races: Regatta, Plate and Autumn Cup.
- The Portishead Cup is a mini-series of 3-4 races over a single top of the tide.
- Bridges & Back is an up tide race where entrants chose their own start time.
- Offshore Race is a down tide mini-series over two days, overnighiting in Cardiff.

**1.2** Dates of each race will be published on the PCC website at [pccsail.com](http://pccsail.com)

**1.3** The organising authority is Portishead Cruising Club (PCC) of Pump Square, Pill, North Somerset, BS20 0BG. Telephone 01275 373988.

**1.4** This Notice of Race and accompanying Sailing Instructions supersede all previously published information including but not limited to the club website, club handbook and Officer Of the Day (OOD) instructions.

## **2.0 RESPONSIBILITY**

**2.1** Yacht racing can be dangerous. The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The safety of a yacht and her crew is the sole and inescapable responsibility of the owner or owner's representative who must do their best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are able to sail in bad weather. They must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They must ensure that the safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. Nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

**2.2** Nothing done by the organisers can reduce the responsibility of the skipper 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 encompasses everyone helping to run the races and events, and includes any appointed organising authority, race committee, race officers and beachmasters.

## **3.0 RULES & REGULATIONS**

**3.1** The race will be governed by the Racing Rules of Sailing (RRS) of the ISAF and the International Regulations for Preventing Collisions at Sea.

**3.2** For boats racing under IRC, the IRC rules for the given year (Parts A, B and C) will apply, except for IRC rule 14.1 (identification on sails), which does not apply.

#### **4.0 ELIGIBILITY & CONDITIONS OF ENTRY**

**4.1** These races are open to members of the PCC and their crews who have read and accepted this Notice of Race.

**4.2** All boats shall be self-righting unless multi-hulled and carry an auxiliary engine.

**4.3** Hulls should be strongly built with a cabin capable of being made essentially watertight. This may be waived for seaworthy sportboats (i.e. those eligible to compete in the ISC Round The Island race) at the racing secretary's discretion.

**4.4** All boats must comply with the safety requirements as detailed in Appendix 1.

**4.5** All boats shall, while racing, display any flags, stickers and/or sponsor's logo provided.

**4.6** The boat is required to hold and abide by the terms of adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000 sterling that includes cover for racing.

**4.7** All competitors to wear lifejackets for the duration of the race.

**4.8** All owners must be members of the Portishead Cruising Club.

#### **5.0 ENTRIES/CLOSING DATES/ETC**

**5.1** Entries will be accepted on the day, subject to prompt payment of race fees.

**5.2** All boats must present a valid IRC certificate to compete under IRC. A copy of the IRC certificate must be provided to the Sailing Secretary before the end of the King of the Roads series. The King of the Roads series will be scored using the previous year's IRC certificates (as it usually starts within the first week or two of the year).

**5.3** Amended IRC certificates must be presented to the Sailing Secretary and the new TCC will come into effect two weeks later (to prevent changes from being made to suit weather conditions).

**5.4** Boats only competing under PY / NHC should provide boat data as requested by the Sailing Secretary.

**5.5** Boat entry fee is £5 for any 5 races (excluding the Holms race) or £25 for all races (excluding the Homs race). PCC members that have paid £5 for 5 races can pay an additional £20 at any point if they wish to compete in 6 or more races.

**5.6** Failure to pay race entry fees may result in disqualification.

**5.7** In agreeing to pay the £5 or £25 entry fee an entrant is assuring PCC that they have the necessary insurance cover as per 4.5 above and agree to be bound by the terms and conditions laid down by the Portishead Cruising Club in this Notice of Race.

**5.8** The PCC race committee reserves the right to accept or refuse any entries.

## **6.0 REGISTRATION & SAILING INSTRUCTIONS**

**6.1** Entry for any race is completed by radioing the Officer Of the Day from the starting area to confirm intention to race.

**6.2** Sailing Instructions will be issued and must be read and accepted.

## **7.0 TIME KEEPING**

**7.1** Elapsed time will be recorded by PCC race officials.

**7.2** Top of the tide races scheduled to start approx. 1 hour before HW will have a time cut off at 2 hours after the start. The OOD may extend the time cut off to 2.5 hours after the start to enable competitors to complete the course, on a maximum of three occasions per season.

## **8.0 HANDICAPS**

**8.1** Top of the tide races will be dual scored with National Handicap for Cruisers (NHC) and International Rating Certificate (IRC). Down tide races will be dual scored with the Portsmouth Yardstick System (PY) and IRC.

**8.2** Down tide 'Base' or 'Open' PY numbers will be taken from Byron 2018/19 with adjustments by the PCC sailing secretary for configuration differences. To ensure consistency across all entrants, individual certificates obtained from Byron will be considered but not necessarily used (as historically there have been few certificates presented and significant variations within classes). A further handicap correction will be applied ( $(\text{handicap} \times 0.6) + 400$ ) to reduce the bias in favour of the higher handicap number boats (due to races being 'with tide').

## **9.0 SCORING**

**9.1** Scoring will be based on the low points system in accordance with RRS 88.3

**9.2** Series will have the following discards:

- 6 race series have 2 discards
- 7 race series have 3 discards
- mini-series have 0 discards

**9.3** Any competitor using aggression and intimidation during a race will be subject to a Protest Committee and liable to a penalty.

**9.4** Any competitor interfering with shipping will be subject to a Protest Committee and liable to disqualification from the race and / or series.

**9.5** All boats that completed three or more races in 2016 will be required to perform at least one Officer Of the Day duty in 2017. Average points will be awarded to the OOD (number of competing boats divided by 2) if their usual boat does not compete.

## **10.0 PRIZES & PRIZE GIVING**

**10.1** Prizes for 7 race series will be awarded for the first three places scored with IRC. A further prize will be given to the series winner as scored with NHC (if not within first three places scored under IRC).

**10.2** Prizes for mini-series (including 6 race series) and individual races will be awarded to the winner as scored with IRC. A further prize will be given to the winner as scored with NHC (if not the winner under IRC).

**10.3** A prize will also be awarded to the winner under NHC of the final race of the Autumn series, known as the Gluhwein Race.

**10.4** Presentation of the prizes will be at the annual prize giving.

## **11.0. THE START AND FINISH**

**11.1** The date, time and location of each race will be published on the PCC website at [pccsail.com](http://pccsail.com)

## **12.0 THE COURSE**

**12.1** Courses will be set on the day.

**12.2** Courses may include navigational hazards and it's the skippers responsibility to navigate the course safely.

## **13.0 COMMUNICATIONS**

**13.1** Between Race Officers and entrants - use VHF CH37 (M1)

**13.2** CH77 is the preferred inter yacht channel.

**13.3** All entrants should monitor Bristol VTS CH12 when in their zone of control.

## **14.0 POSTPONEMENT/ABANDONMENT**

**14.1** It is the club's policy not to cancel any races due to the weather. However, in the event of a wind related severe weather warning for our area (as published by the Met Office at 06:00 on the day of the race at [http://www.metoffice.gov.uk/weather/uk/uk\\_forecast\\_warnings.html](http://www.metoffice.gov.uk/weather/uk/uk_forecast_warnings.html) ), it's unlikely that any members will compete. In this event the OOD can request via email ([pccsailing@yahoo.com](mailto:pccsailing@yahoo.com)) and Facebook that any competitors set their own course from the water, to avoid the OOD wasting time travelling to the start.

## **APPENDIX 1 – SAFETY REQUIREMENTS**

**A1.1** All safety equipment shall be of a suitable size and type for the boat, shall be accessible and serviceable, and all equipment and fittings shall be securely fastened.

**A1.2** A lifebelt/ring shall be carried, plus a lifejacket for every person on board

**A1.3** Each boat shall be equipped with a bilge pump and bucket.

**A1.4** All boats shall carry an operational marine VHF radio telephone equipped with channels:

- 12 (Bristol VTS)
- 16 (Emergency)
- 37/M1 (Race Control)
- 77 (Intership channel - preferred yacht to yacht channel)

**A1.5** The VHF set should preferably have DSC capability. Portishead Cruising Club's group MMSI number is 023 200 069 although this will not be used by Race Control.

**A1.6** Boats shall carry suitable anchor and sufficient cable to hold the boat in the likely depth of water and weather conditions.

**A1.7** Boats shall also carry a fire extinguisher, first aid kit, foghorn, compass and navigation lights.

**A1.8** Each boat must carry a knife suitable for the cutting of any rope on the boat

**A1.9** Dan buoy flags shall be rolled up so as not to be visible unless purposely deployed.

**A1.10** In addition the following safety equipment is recommended:

- safety harness for each person on board
- lifelines running from cockpit to bow
- at least three red flares (or electronic flare and GPS linked EPIRB)
- rescue quoit or throw-bag with at least 15m of floating line
- dinghy or life-raft capable of carrying all crew
- second anchor with adequate chain and warp
- radar reflector, white flares, two watertight torches
- a means of cutting standing rigging
- up to date charts
- GPS, mobile phone, 2<sup>nd</sup> VHF