

Notice of Race

PCC Racing

2025/26 Club Racing Series

1.0 THE EVENT

1.1 This Notice of Race covers all PCC races in 2025 and 2026, except the Holms Race and Shanghai Cup, as published in the schedule of races on the PCC website. This includes duntide, uptide and top of the tide races, some of which form series.

1.2 The organising authority is Portishead Cruising Club (PCC) of Pump Square, Pill, North Somerset, BS20 0BG.

1.3 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 DISCLAIMER OF LIABILITY

2.1 Competitors participate entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race.

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 (unless changed as stated below, or in the Sailing Instructions), 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 carry an auxiliary engine and be self-righting unless multi-hulled.

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 All boats are 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 Owners must be members of the Portishead Cruising Club.

4.8 IRC Rule 22.4 is deleted and is replaced by "The maximum number of crew that may sail aboard a boat shall be equal to the crew number shown on her certificate plus one. There is no weight limit.

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 racing under IRC 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 Road series). Some or all of the King of the Road series will be scored using the previous year's IRC certificates (as it starts in early January).

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

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

5.5 Boat entry fee is £1 for up to 4 races (excluding the Holms race and Shanghai Cup). For 5 or more races the entry fee is £60, reduced to £45 for those competing under NHC only.

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

5.7 In agreeing to pay the entry fee an entrant is assuring PCC that they have the necessary insurance cover as above and is agreeing to be governed by the Racing Rules of Sailing and bound by the terms and conditions laid down by the Portishead Cruising Club in this Notice of Race and accompanying Sailing Instructions.

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, or by submitting your finish time if requested (using GPS clock).

7.2 Top of the tide races scheduled to start approx. 1 hour before HW will have a time cut off at 3 hours after the start. This is to enable deep drafted vessels to make the penultimate lock in to the marina. The OOD will aim to set a course that should take less than 2 hours to complete.

8.0 HANDICAPS

8.1 All races will be dual scored with National Handicap for Cruisers (NHC) and International Rating Certificate (IRC).

9.0 SCORING

9.1 Scoring will be based on the low points system in accordance with RRS A4

9.2 Races to count in a series will be equal to half the number of races completed (rounded up) plus one.

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 obstructing or interfering with shipping will be summarily disqualified from that race. No protest will be allowed for a disqualification under this rule, unless requested by a race officer to instigate disqualification from an entire series.

9.5 All boats that completed three or more races in the previous year may be required to perform at least one Officer Of the Day (OOD) duty in the following year. 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 top of the tide series will be awarded for the top three places scored under IRC. A further prize will be given to the series winner as scored with NHC (if not within the top three places scored under IRC).

10.2 Prizes for the with tide and Gluhwein races will be awarded to the winner under IRC, unless the winner under NHC does not hold an IRC certificate, in which case the prize will be awarded to the winner under NHC.

10.3 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

12.0 THE COURSE

12.1 Courses will be set on the day. The OOD will aim to announce a course at least 15 minutes before the preparatory signal.

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

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), it's unlikely that any members will compete. In this event the OOD can request via WhatsApp 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 and heaving line 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 equipped with channels:

- 12 (Bristol VTS)
- 16 (Emergency)
- 37/M1 (Race Control)

A1.5 Boats shall carry suitable anchor and sufficient cable to hold the boat in the likely depth of water and weather conditions.

A1.6 Boats shall also carry a fire extinguisher, first aid kit, foghorn, compass and navigation lights.

A1.7 Each boat must carry a knife suitable for the cutting of any rope on the boat

A1.8 Dan buoy flags shall be rolled up so as not to be visible unless purposely deployed.

A1.9 In addition the following safety equipment is recommended but not mandatory:

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