

THE CLASSIC CHANNEL REGATTA

DARTMOUTH – PAIMPOL – ST PETER PORT

Saturday July 11th – Saturday July 18nd 2015

NOTICE OF RACE



C.R.A.B. (Classic Regatta Anglo-Breton)

Comprising the

The Dartmouth Classics

The Classic Channel Race

The Classic Round Bréhat Race

Paimpol - St Peter Port Passage Race

The Classic Round Sark Race

Organising authority

Classic Channel Regatta Limited

supported by

Royal Dart Yacht Club, Cercle Nautique de Paimpol & the Guernsey Yacht Club



WELCOME TO THE CLASSIC CHANNEL REGATTA 2015

The Classic Channel Regatta is the biennial event of the C.R.A.B. (Classic Regatta Anglo-Breton) association. It is a week-long regatta comprising six races: two inshore races at Dartmouth Classics, The Classic Channel Race from Dartmouth to Paimpol, The Classic Round Bréhat Race, The Paimpol – St Peter Port Passage Race and The Classic Round Sark Race.

The regatta is run by classic sailors for classic sailors on behalf of the members of C.R.A.B. who are the owners and skippers (crews can be associate members) of the competing yachts. All members have a vote to ensure the regatta continues to fulfil these objectives of the association:

“To encourage the ownership and sailing of classic yachts by organising and running the biennial Classic Channel Regatta and any associated regattas and events for classic yachts, their owners and crews in accordance with the ethos of ‘Gentleman’s Racing and Passage Making combined with social events.’”



The 2015 regatta will be the sixth edition of this biennial event started in 2005 - and will be the fourth that has included the port of Paimpol as the host port in Brittany. The emphasis is on providing high quality racing and informal social events to offer an enjoyable mix of ‘gentlemanly’ competition afloat and an informal, convivial, atmosphere ashore for all to enjoy the challenge of racing these beautiful yachts against one another, the spectacle of them at sea and in port, and to meet and talk with others who share the common bond that comes from a love of classic yachts.

With the support of all our sponsors, supporting Yacht Clubs and Port Authorities we look forward to providing another regatta which will not only further the objectives of C.R.A.B. but we hope will once again be the highlight of the sailing season for all those who take part.

On behalf of C.R.A.B.

I look forward to welcoming you in July 2015.

Bruce Thorogood
Chairman



INTERPRETATION

Throughout the documentation relating to this event the words “yacht” and “boat” are interchangeable. The words “shall” and “must” are mandatory and the words “should” and “may” are permissive.

1. THE EVENTS

1.1. The Dartmouth Classics, The Classic Channel Race, the Classic Round Bréhat Race, the Paimpol - St Peter Port Passage Race and the Classic Round Sark Race are elements of the Classic Channel Regatta. The regatta is part of the Challenge Classique Manche Atlantique organized by the Yacht Club Classique of France.

2. ORGANISATION

2.1. The organising authority for The Dartmouth Classics and the Classic Channel Race is the Classic Channel Regatta Limited supported by the Royal Dart Yacht Club and Le Cercle Nautique de Paimpol (CNPL) for the finish line The organising authority for The Classic Round Bréhat Race and the Paimpol – St Peter Port Passage Race is the Classic Channel Regatta Limited supported by Le Cercle Nautique de Paimpol The organising authority for the Classic Round Sark Race is the Classic Channel Regatta Limited supported by The Guernsey Yacht Club.

3. RULES

3.1. The events will be governed by: The ‘rules’ as defined in The Racing Rules of Sailing (RRS) for 2013 - 2016. (Important Note: The ISAF Offshore Special Regulations may change following the 2014 ISAF Conference in November 2014. Any changes which modify the existing rules as applied to this Regatta will be notified as an amendment to this NOR).

3.2. The prescriptions of national authorities will not apply.

3.3. Race Categories

3.3.1. The Dartmouth Classics: The ISAF Offshore Special Regulations for Category 4 (Monohulls) for 2013 - 2016.

3.3.2. The Classic Channel Race: The ISAF Offshore Special Regulations for Category 3 (Monohulls) with liferaft for 2013 - 2016.

3.3.3. The Classic Round Bréhat Race: The ISAF Offshore Special Regulations for Category 4 (Monohulls) for 2013 - 2016.

3.3.4. The Paimpol – St Peter Port Passage Race: The ISAF Offshore Special Regulations for Category 4 (Monohulls) for 2013 - 2016 with liferaft.

3.3.5. The Classic Round Sark Race: The ISAF Offshore Special Regulations for Category 4 (Monohulls) for 2013 - 2016.

3.4. Except where otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between sunset and sunrise and shall be replaced with the corresponding rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).

3.5. Safety and Life-Saving Equipment

3.5.1. Crew members’ attention is drawn to RRS 1.2 Life-Saving Equipment: ‘Each competitor is individually responsible for wearing personal buoyancy adequate for the prevailing conditions.’

3.5.2. Specifically A lifejacket and harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed

- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile
- Attention is also drawn to NOR 4 (Yachts without guardrails)

3.6. Crew Numbers. At no time shall the number of crew exceed either of the number of crew the yacht was designed for, the amount of per person safety equipment and liferaft capacity where applicable.

3.7. Other Governing Rules

- The Notice of Race and any amendments thereto.
- The Sailing Instructions
- The rules of the in force JCH Classic Handicap; full information on this handicap, and how to get a rating (which is free and straightforward) is on the 'Handicap, Classes and Eligibility' page of the regatta website.
- Notices to Competitors

3.8. When there is a conflict, succeeding items in the above list shall take precedence.

3.9. Where there is a conflict between English and French versions of The Notice of Race, The Sailing Instructions and Notices to Competitors the English version shall be the definitive version except for the Ile de Bréhat Races where the French version will be definitive.

4. MODIFICATION TO RULES

4.1. It is acknowledged that many classic yachts, having been built before the introduction of the ISAF Special Regulations, have difficulty in complying fully with the structural requirements of these rules. Owners of yachts which do not fully comply with the structural requirements are therefore required to make their best efforts to comply as fully as possible to the relevant requirements, with particular reference to cockpits (reg : 3.09), companionways and hatches (reg : 3.08), and pulpits stanchions and guardrails (reg : 3.14). Any boat wishing to enter which has no guardrails must apply to the Organising Authority for a Special Dispensation as outlined in 4.2 below.

4.2. In the event of a boat without pulpits, stanchions or lifelines wishing to enter it must apply for a Special Dispensation and the skipper must sign a declaration stating that: "All crew will be fully briefed before each race on MOB drill and the importance and correct use of safety harnesses and lifejackets, that they will be required to wear and use them and be clipped on to clipping points or jackstays at all times while on deck when the vessel is underway before, during and after the race and special attention has been given to the correct use and placing of jackstays and static clipping points".

4.3. Sail Numbers.

4.3.1. Competitors must have either a valid national sail number or recognised class number. (ISAF and JCH rules). Further they must comply with Rule 77 and Appendix G of the Racing rules in respect of displaying these numbers on the mainsail and spinnakers. Where class insignia and numbers or national numbers cannot, or for reasons of authentic appearance the owner does not wish them to, be displayed on the sails as per Appendix G the entrant may apply for an exemption provided that the relevant identification laid out in Appendix G is displayed elsewhere on the yacht so as to be visible on both sides of the yacht in characters at least as high as those required on the sails. Such exemptions must be approved before the start of racing.

4.3.2. Appendix G requires the height of letters to be no less than: 300mm for boats less than 8.5 m; 375mm for boats from 8.5 - 11 m; 450mm for boats over 11 metres. Sail numbers on an overlapping genoa greater than 130% are optional (not a requirement, this modifies RRS Appendix G1.3(e)). If a boat is using a spinnaker with a different number, the organisers must be informed of that number before each race.

4.3.3. Boats without a national or class sail number must apply to their national authority for a number. In the case of French yachts a unique number for classic yachts may be obtained from the Yacht Club Classique online at <http://yachtclubclassique.com/wp-content/uploads/2014/02/Num%C3%A9ros-de-voile.pdf>. (For UK yachts application may be made to the RYA)

4.3.4. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with the above will result in the boat being declared DNS - 'Did Not Start'.

5.

ADVERTISING

- 5.1. Banners and flags of the event's sponsors approved by the organisers.
 5.2. One sailmaker's mark per sail and one builder's mark on the hull may be displayed on both sides of the sail or hull and shall fit within a 150mm x 150mm square.
 5.3. All such advertising must comply with ISAF Rule 20 – Advertising Code

6.

ELIGIBILITY

- 6.1. The events are open to Classic yachts of the classes defined below:

Class 1 (pennant 1): Yachts designed before December 31st 1968 which are maintained to their original design without any significant changes. (Yachts built in a limited series are eligible, but those built in an industrial scale series are excluded from Class 1, but are eligible in Class 3.)

Class 2 (pennant 2): Class 2: Yachts as per Class 1, but which have had significant changes made to their original design and/or materials. Replicas built to an original design created before December 31st 1968 are also eligible in Class 2.

Note: In both Classes 1 and 2, changes in the material of spars, hull, ballast and major changes in the sail plan are considered as significant changes.

Class 3 (pennant 3): Yachts designed between December 31st, 1968 and December 31st, 1974 built as a one-off or in series production and yachts designed before December 31st 1974 built in an industrial series.

Yachts designed after December 31st 1974 whose design and build, including hull, spars, rig, sails, etc., are considered equivalent to pre-1968 classic yachts may be eligible in Class 3.

All yachts potentially eligible for class 3 must be of an approved classic design and are subject to acceptance by the regatta organisers. The number of series production yachts first launched after December 31st 1974 may be limited by the regatta organisers.

“Grandfather Rule” As the design date cut-off for Class 3 has been changed from the end of 1976 to 1974 since the last regatta, any yacht designed between these dates that has previously competed in the Classic Channel Regatta may be accepted by the race committee.

Class 4 (pennant 4): Any yacht eligible in classes 1-3 with high tech sails (that is any material other than woven cloth with traditionally sewn panels and homogeneous colours) or any material other than wood, aluminium or steel for spars (apart from topmasts) will sail in class 4 regardless of year of design. Also 'spirit of tradition' yachts with classic appearance above the waterline, but modern hull profile below the waterline with fin keel and separate rudder will sail in Class 4, subject to acceptance by the organiser.

- 6.2. Classes may be amalgamated or divided into divisions according to the number of yachts entered in each.
 6.3. The minimum length on deck acceptable for the Channel Race, and races at Paimpol and Guernsey is 7.5 metres. The minimum length on deck for the inshore races at Dartmouth is 5.4 metres.
 6.4. The complete eligibility rules are available at the Classic Channel Regatta website (www.classic-channel-regatta.eu)

7.

ADVISORY

- 7.1. AIS (Automatic Identification System). The Classic Channel Race is run over some of the busiest shipping lanes in the world. It is highly recommended therefore that competitors consider carrying AIS systems. Standalone receive only systems are not expensive and do not use a lot of power. They are also built into many chart plotters and VHF receivers. The fitting of a transponder (transmit as well as receive) should also be considered. Most systems can utilise splitters that can use the yachts existing VHF aerial.

8. AUTHORITY FOR ELIGIBILITY AND HANDICAP

8.1. The Organising Authority shall determine the eligibility of any yacht for the Regatta as a whole or for a particular class. Its decision is final

8.2. The JCH Classic Handicap committee decision on JCH handicap numbers shall be final.

9. ENTRY

9.1. Eligible yachts may enter by pre-registering on the Classic Channel Regatta website at www.classic-channel-regatta.eu. Entry forms will be emailed to all pre-registered owners and these must be completed and returned, together with the required entry fee, via email or by post to the addresses below, by the 15th of June. Any entries after that date will be subject to a surcharge fee of 50%

UK

Diana Hayles Entry Secretary
Classic Channel Regatta
Hatch Green Lodge
Hatch Green Lane, Hatch Beauchamp
Somerset TA3 6TN (UK)

France & Mainland Europe

Yves Denizeau Entry Secretary
Channel Classic Regatta
10 rue Cité Fleurie
22620 PLOUBAZLANEC
FRANCE

10. SCHEDULE OF ENTRY AND RACING

10.1. Schedule (All hours are BST (British Summer Time) unless explicitly noted in FST (French Summer Time))

- 10th July 2015
 - 1200 to 2000: Registration at RDYC Sailing Office from.
 - 1900: Briefing for Dartmouth Classic (RDYC)
- 11th July 2015
 - 0800 to 1000: Late Registration at RDYC Sailing Office
 - 1200: First Start Dartmouth Classics Race 1
- 12th July 2015
 - 1000: First Start Dartmouth Classics Race 2.
- 13th July 2015
 - 1000: Classic Channel Race Briefing
 - 1530 Classic Channel Race First Start.
- 15th July 2015:
 - 1630 (FST) Briefings for the Classic Round Bréhat Race and the Paimpol – St Peter Port Classic Race.
- 16th July 2015:
 - 0900 (FST) Classic Round Bréhat Race. First Start.
- 17th July 2015:
 - 0930 (FST) Paimpol–St Peter Port Classic Race. First Start.
- 18th July 2015:
 - 0800 Classic Round Sark Race. VHF Briefing
 - 0930 Classic Round Sark Race. First Start

(Sailing Instructions will be issued at Registration and in provisional format prior to that date for those entering before the 15th June 2014)

11. FEES

11.1. The Whole Regatta : *To be advised by the 2nd April 2015*

11.2. Individual Races

- The Dartmouth Classics : *To be advised by the 2nd April 2015*
- The Classic Channel Race : *To be advised by the 2nd April 2015*
- The Classic Round Bréhat Race : *To be advised by the 2nd April 2015*
- The Paimpol – St Peter Port Passage Race: *To be advised by the 2nd April 2015*
- The Classic Round Sark Race: *To be advised by the 2nd April 2015*

11.3. Food at the Social events is normally charged in addition to the race entry fee.

12. COURSES

12.1. For The Dartmouth Classics courses will be set around both fixed and specially laid marks in Start Bay and / or Torbay between Start Point and Babbacombe Bay.

12.2. For The Classic Channel Race a course will be set starting off Dartmouth and finishing near the French port of Paimpol. A variety of marks may be included to adjust the length of this course.

12.3. For The Classic Round Bréhat Race a course will be set starting off Paimpol Port circumnavigating Bréhat and finishing off Paimpol. A variety of marks may be included to adjust the length of this course.

12.4. For The Paimpol – St Peter Port Passage Race a course will be set starting off Paimpol and finishing off St Peter Port. A variety of marks may be included to adjust the length of this course.

12.5. For The Classic Round Sark Race a course will be set starting off St Peter Port circumnavigating Sark and finishing off St Peter Port. A variety of marks may be included to adjust the length of this course.

13. SCORING

13.1. Separate scoring will be done for each class, except where classes have been amalgamated.

13.2. Scoring will be done for each race: The Dartmouth Classics, The Classic Channel Race, The Classic Round Bréhat Race, The Paimpol to St Peter Port Race and the Classic Round Sark Race.

13.3. An overall scoring system will be put in place for the complete regatta. This may be modified for the purposes of allocating overall prizes .

14. RESPONSIBILITY & RISK STATEMENT

1. RRS 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.”

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 omission;
- (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 and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically 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 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.
- (h) They are aware that on a boat without guardrails or which does not fully meet the ISAF relevant safety regulation there is additional risk which should be considered in connection with RRS 4 above.
- (i) The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.
- (j) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims.