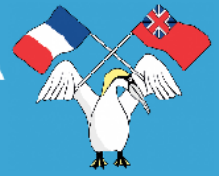


# THE CLASSIC CHANNEL REGATTA

DARTMOUTH - ST PETER PORT - PAIMPOL



*Saturday 8th July - Friday 14th July 2017*

## NOTICE OF RACE 2017

### Classic Channel Regatta

Comprising

#### The Dartmouth Classics

The Classic Channel Race Leg 1 Dartmouth to St Peter Port

The Classic Channel Race Leg 2 St Peter Port to Paimpol

#### The Classic Round Brehat Race

Organising authority

Classic Channel Regatta Limited

supported by

The Royal Dart Yacht Club, the Loguivy Canot Club & the Guernsey Yacht Club



## WELCOME TO THE CLASSIC CHANNEL REGATTA 2017

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 St Peter Port, The St Peter Port - Paimpol Passage Race and The Classic Round Bréhat 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 2017 regatta will be the seventh edition of this biennial event started in 2005 - and will be the fifth 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. Again we are pleased that we have been able to programme the events in Paimpol as part of the Fête Nationale (Bastille Day) celebrations. We have also included in Paimpol on the Saturday some social events to allow people to see more of this lovely Breton town.

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 the Classic Channel Regatta.  
I look forward to welcoming you in July 2017.

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. Other words and terms are used in the sense ordinarily understood in nautical or general use. Other words and phrases should be construed as their meaning in every day use. Where there is a conflict between the French and English language versions, the English version shall apply.

## 1. THE EVENTS

1.1. The Dartmouth Classics, The Classic Channel Race (Leg 1 from St Peter Port to Paimpol, Leg 2 from St Peter Port to Paimpol) and the Classic Round Bréhat 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, the Guernsey Yacht Club for the finish line of St Peter Port and the Loguivy Cannot Club for the finish of Paimpol. The organising authority for The Classic Round Bréhat Race is the Classic Channel Regatta Limited supported by Loguivy Cannot Club.

## 3. RULES

3.1. The events will be governed by: The ‘rules’ as defined in The Racing Rules of Sailing (RRS) for 2017 - 2000.

3.2. The prescriptions of national authorities will not apply.

3.3. Race Categories

3.3.1. The Dartmouth Classics: The World Sailing Offshore Special Regulations for Category 4 (Monohulls) for 2017-2020.

3.3.2. The Classic Channel Race: Legs 1&2 The World Sailing Offshore Special Regulations for Category 3 (Monohulls) with liferaft for 2017-2020.

3.3.3. The Classic Round Bréhat Race: The World Sailing Special Regulations for Category 4 (Monohulls) for 2017-2020. However the requirement for engine capacity (Inboard or Outboard) as per Category 3 rules shall apply.

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 rule 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. Sail Material. Competitors must declare the composition of the sails they intend to use at the time of registration.

3.8. 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

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

3.10. 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 World Sailing 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. (World Sailing 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 World Sailing Rule 20 – Advertising Code, one maker'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 advertising must comply with World Sailing 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 31<sup>st</sup> 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 31<sup>st</sup> 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 31<sup>st</sup>, 1968 and December 31<sup>st</sup>, 1974 built as a one-off or in series production and yachts designed before December 31<sup>st</sup> 1974 built in an industrial series.

Yachts designed after December 31<sup>st</sup> 1974 whose design and build, including hull, spars, rig, sails, etc., are considered equivalent to pre-1969 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 31<sup>st</sup> 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 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 is 7.5 metres. Notwithstanding this LOD restriction some yachts which have an LOD of less than 7.5 metres but an LWL of greater than 6.5 metres may be eligible subject to the sole approval of the Race Organisers who may take into account such things as sail plan and engine capacity. All yachts regardless of size must comply with 2017 World Sailing offshore special regulations for the category of any race entered regardless of size. The minimum length on deck for the inshore races at Dartmouth and the Round Brehat Race is 5.4 metres.
- 6.4. The complete eligibility rules are available at the Classic Channel Regatta website ([www.classic-channel-regatta.eu](http://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) is also considered advisable. 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](http://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 12th of June. Any entries after that date will be subject to a surcharge fee of 50%

### UK

David Newman  
Beach Walk, 9 Beadon Rd  
Salcombe  
TQ8 8LX  
Devon UK  
[david@classic-channel-regatta.eu](mailto:david@classic-channel-regatta.eu)  
+44 7811 464748

### France & Mainland Europe

Yves Denizeau,  
Classic Channel Regatta  
10 route de Beg Nod  
22620 PLOUBAZLANEC  
FRANCE  
+33 786171745

## 10. SCHEDULE OF ENTRY AND RACING

10.1. Schedule (All hours are BST (British Summer Time) unless explicitly noted in FST (TU +2))

- 7th July 2015
  - 1200 to 2000: Registration at RDYC Sailing Office.
  - 1900: Briefing for Dartmouth Classic (RDYC)
- 8th July 2015
  - 0800 to 1000: Late Registration at RDYC Sailing Office
  - 1200: First Start Dartmouth Classics Race 1
- 9th July 2015
  - 1000: First Start Dartmouth Classics Race 3.
- 10th July 2015
  - 1000: Classic Channel Race Leg 1 Briefing
  - 1400 Classic Channel Race Leg 1 First Start.
- 11th July 2015:
  - 1700 (BST) VHF Briefing Classic Channel Race Stage 2 Briefing

- 12th July 2015:
  - 0900 First Start Classic Channel Race Stage
- 13th July 2015:
  - 0830 (FST): Classic Round Brehat Briefing
  - 1100 (FST) First Start. Classic Round Bréhat Race.

(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 : Stage 1 *To be advised by the 2nd April 2015*
- The Classic Channel Race : Stage 2 *To be advised by the 2nd April 2015*
- The Classic Round Bréhat 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 Leg 1 a course will be set starting off Dartmouth and finishing near St Peter Port Guernsey. A variety of marks may be included to adjust the length of this course.

12.3. For The Classic Channel Race Leg 2 a course will be set starting off St Peter Port and finishing near Paimpol. A variety of marks may be included to adjust the length of this course.

12.4. For The Classic Round Bréhat Race a course will be set starting off Paimpol Port circumnavigating Bréhat and finishing on the south side of Brehat. 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 Leg 1 and 2 and the Classic Round Brehat 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 World Sailing 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.