



Classic Channel Regatta

Dartmouth - Paimpol



Saturday 9th July - 16th July 2021

NOTICE OF RACE 2022

The Classic Channel Regatta

Comprising

The Dartmouth Classics

The Classic Channel Race - Dartmouth to Paimpol

The Classic Tour de Île de Bréhat Race

Organising authority

Classic Channel Regatta Limited

In association with

The Royal Dart Yacht Club & The Loguivy Canot Club



WELCOME TO THE CLASSIC CHANNEL REGATTA 2022

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 five races: three inshore races at Dartmouth Classics, The Classic Channel Race from Dartmouth to Paimpol, The Classic Round Île de Bréhat Race

The regatta is run by Classic Channel Regatta Ltd, a company limited by guarantee, on a not-for-profit basis by classic sailors for classic sailors on behalf of the members of C.R.A.B. The Owners and Skippers of competing yachts become full members and their crews become associate members. All full 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 2022 regatta will be the ninth edition of this biennial event started in 2005. Normally the CCR took place in odd numbered years but as we could not schedule the regatta to France in 2021 it was decided to run the event in 2022 to avoid another



two year wait for the next one. So the 2022 Classic Channel Regatta will form the first week of the two week La Grande Régate Classique Manche-Atlantique which we are running in cooperation with the Yacht Club Classique in France who will be organising the races from Paimpol to Camaret and on to La Rochelle in the second week. This combined regatta will be an exciting one-off event to make up for the disappointments we have all felt because of the COVID 19 restrictions.

As always we are very grateful for the support of all our sponsors, supporting yacht clubs and port authorities and look forward to providing another Classic Channel 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 2022.

Bruce Thorogood
Chairman

THE EVENTS

The Dartmouth Classics, The Classic Channel Race - Dartmouth to Paimpol, The Classic Tour de Île de Bréhat Race are elements of the Classic Channel Regatta.

ORGANISING AUTHORITY

The Organising Authority for the The Dartmouth Classics, The Classic Channel Race - Dartmouth to Paimpol, The Classic Tour de Île de Bréhat Race is the Classic Channel Regatta Ltd.

DATES

The Dates of the Regatta are the 9th to the 16th July 2022

LOCATION & COUNTRY

The Regatta is run on courses around Dartmouth and its near coastal region in the UK. Thence across the English Channel to Paimpol and courses from Paimpol and around the Île de Bréhat, France.

COVID GUIDANCE

The Regatta is being hosted in accordance with the British & French Government, RYA guidance and regulations relating to the Covid-19 pandemic. Skippers are required to be familiar with and observe the guidelines and keep records of the names and contacts of all their Crew for Track and Trace purposes. It is the responsibility of the Skipper of each yacht to ensure that any social mixing onboard complies with these regulations and guidance. (See Risk Statements). Protocols relating to COVID 19 may be published at any time and will have the status of rules.

All skippers and crews must abide by any Covid-19 travel requirements of the British and French governments that may be in place at the time of the regatta when entering and leaving both countries.

PREAMBLE

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. The notation ‘[NP]’ in a rule in these or the Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1.

RULES

- 1.1. The events will be governed by: The 'rules' as defined in The Racing Rules of Sailing (RRS) 2021-2024 .
- 1.2. The Racing Rules of Sailing are available at <https://www.sailing.org/documents/racingrules/index.php>
- 1.3. The following Race and Applicable Categories of the World Sailing Offshore Special Regulations 2020-2021 will apply.
 - 1.3.1. The Dartmouth Classics: The World Sailing Offshore Special Regulations for Category 4 (Monohulls) for 2020-2021.
 - 1.3.2. The Classic Channel Race: Dartmouth to Paimpol, The World Sailing Offshore Special Regulations for Category 3 (Monohulls) with liferaft for 2020-2021. and including an AIS Transponder and Receiver (see Clause 1.7).
 - 1.3.3. The Classic Tour de Île de Bréhat Race: The World Sailing Offshore Special Regulations for Category 4 (Monohulls) for 2020-2021. However the requirement for engine capacity (Inboard or Outboard) as per Category 3 rules shall apply. Open boats may only be entered with the express approval of the Organisers..
 - 1.3.4. The WS OSR are available at <https://www.sailing.org/documents/offshorespecialregs/index.php>
- 1.4. Except where otherwise stated in the Sailing Instructions, between sunset and sunrise and in restricted visibility, the rules of RRS Appendix RV shall apply (see Appendix 1).
- 1.5. The prescriptions of the UK national authority will apply (except the provisions of Appendix G)
- 1.6. When rule 20 applies, a boat may indicate her need for room to tack or indicate her response by hailing or by VHF on Ch 72.
- 1.7. Autopilots may be used for the Classic Channel Race only. This changes Rule 52.
- 1.8. Each boat must have a working mobile phone capable of receiving text messages (SMS), kept charged and able to roam on non UK networks. It should be switched on for the duration of the regatta. The number should be advised on entry and confirmed at registration.
- 1.9. Automatic Identification System (AIS)
 - 1.9.1. For the Classic Channel Race - Dartmouth to Paimpol, an AIS transponder conforming to WS OSR 3.29.13 is mandatory.
 - 1.9.2. Competitors shall ensure the name of the boat and not just the MMSI number is transmitted. A display unit capable of displaying received transmissions shall also be fitted. The Transmitter shall be switched on for the duration of the race and programmed to transmit at least once every 5 minutes. If a boat retires it shall keep its AIS switched on until it reaches a safe port or anchorage and the Race Committee have been informed of the retirement.
- 1.10. Safety and Life-Saving Equipment
 - 1.10.1. Skippers and 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.'
 - 1.10.2. 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 Clause 4.3.3 (Yachts without guardrails)

1.11. Other Governing Rules

- Sailing Instructions
- The rules of the current JCH Classic Handicap; full information on this handicap, and how to get a rating (which is free and straightforward) is on the 'Handicapping' page of the regatta website.
- Notices to Competitors

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

1.9. Where there is a conflict between English and any French versions of The Notice of Race, The Sailing Instructions and Notices to Competitors the English version shall be the definitive version.

2. SAILING INSTRUCTIONS

Sailing Instructions will be available at Registration and in provisional format prior to that date for those entering, before the 27th June 2022 on the CCR website <https://www.classic-channel-regatta.eu>. Competitors who have registered will be advised by email that these are available.

3. COMMUNICATIONS

3.1. The online Notice Board can be found at <https://www.classic-channel-regatta.eu>

3.2. The official Notice Boards can be found at the RDYC in Dartmouth and the Maison de Plaisance in Paimpol. The exact locations will be promulgated in the SI's.

3.3. All boats shall carry a working VHF Radio capable of communicating on Channels 06, 11, 16, 37, and 72. in conformity with the WS OSR for that category of race.

3.4. On the water the Race Committee may make courtesy broadcasts and may use VHF signals and/or Flag Signals. Failure to hear a VHF broadcast is not protestable

3.5. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY, ENTRY, MODIFICATIONS

4.1. Eligibility

4.1.1. The events are open to all Classic yachts of the classes defined below:

Class 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: 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: 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-1969 classic yachts may be eligible in Class 3.

All yachts potentially eligible for class 3 must be of a classic design approved by the organisers and each individual yacht is subject to acceptance by them. 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 2015 regatta, any yacht designed between these dates that has previously competed in the Classic Channel Regatta prior to 2017 may be accepted by the race committee.

Class 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 organisers.

Yachts with sails which fall into the JCH Type 3 definition may be put into Class 4.

4.1.2. Classes may be amalgamated or divided into groups according to the number of yachts entered in each.

4.1.3. 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 2020-2021 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 Classic Tour de Île de Bréhat Race is 5.4 metres.

4.1.4. The complete eligibility rules are available at the Classic Channel Regatta website (www.classic-channel-regatta.eu)

4.2. Entry

4.2.1. 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 with the fee payable as per the instructions contained in the entry form, by the 7th of June. Any entries after that date will be liable to a surcharge fee of 50%

4.2.2. To be considered an entry in the Regatta, in whole or in part, a boat shall complete all registration requirements and pay all fees.

4.2.3. The Event organisers may limit the number of entries consistent with berthing availability. Currently this is at 100 but the event organisers reserve the right to change this as local conditions dictate.

4.3. Modification to the Rules

4.3.1. It is acknowledged that many classic yachts, having been built before the introduction of the World Sailing Offshore Special Regulations (WS OSR), have difficulty in complying fully with the structural requirements of these rules. Skippers will be required to state that their yacht complies fully with the applicable WS OSR. If they are unable to make such a declaration they must sign the General Dispensation form on registration stating that the yacht does not comply with the applicable WS OSR and providing a waiver of responsibility to the organisers.

4.3.2. Owners of yachts which do not fully comply with the structural requirements are 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). Where the Owner is not the Skipper the Owner shall advise the Skipper where they believe the yacht does not comply before registration.

4.3.3. In the event of a boat without pulpits, stanchions or lifelines wishing to enter the Regatta the Skipper must apply for a Special Dispensation and they 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".

4.3.4. WS OSR 2020-2021 requires certain actions in respect of Keels and their attachments (3.02.2/3/4) for Cat 3 races and above (in force Jan 1 2022). It is acknowledged that these requirements may be impossible to apply to many Classic Yachts. Therefore an Owner may request a dispensation from this requirement for the Classic Channel Regatta. The granting of such a dispensation does not absolve the Owner from inspecting the keel and attachments on a regular basis and particularly after a grounding.

4.3.5. Sail Numbers.

4.3.6. 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 spinnaker.

4.3.7. Where class insignia and numbers or national numbers cannot, or the owner does not wish them to be for reasons of authentic appearance, 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. This changes Rule 77.

4.3.8. 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 changes 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.

4.3.9. 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.

4.3.10. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with Clause 4.4 will result in the boat being declared DNS - 'Did Not Start'. This changes rule A5.1

5. FEES

5.1. The Whole Regatta : To be advised by the 15th April 2022

5.2. Individual Races

- The Dartmouth Classics : To be advised by the 15th April 2022
- The Classic Channel Race : To be advised by the 15th April 2022
- The Classic Round Île de Bréhat Race To be advised by the 15th April 2022

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

6. CREW LIMITATIONS

6.1. Crew Numbers.

6.1.1. This should be minimum of 2.

6.1.2. At no time shall the number of crew exceed the amount of personal safety equipment and liferaft capacity where applicable. Each Skipper is responsible for ensuring that the number of crew carried does not exceed the design capacity of the yacht. Where that capacity is not known then the Skipper is responsible for ensuring that the yacht is capable of safely carrying the number of crew carried with their equipment.

7. ADVERTISING

The following are permitted:

- 7.1. Competitors may be required to display advertising banners and flags of the event's sponsors chosen by the organisers in accordance WS Regulation 20.
- 7.2. 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.
- 7.3. All such advertising must comply with World Sailing Regulation 20 – Advertising Code. Advertising must comply with World Sailing Regulation 20 – Advertising Code
- 7.4. Advertising of any other kind shall only be allowed be with the express approval of the Organisers.

8. SCHEDULE OF ENTRY AND RACING

8.1. Schedule : All hours are BST (UT+1) unless explicitly noted in FST (UT+2)

Saturday 9th July 2022

- 1200 to 1900: Registration at the Royal Dart Yacht Club (RDYC)
- 1900: Briefing for the Dartmouth Classic's RDYC

Sunday 10th July

- 1200: First Start Dartmouth Classics

Monday 11th July 2022

- 1000: First Start Dartmouth Classics Race 3.

Tuesday 12th July 2022

- 0900-0930 Late Registration for Classic Channel Race - RDYC
- 1000: Classic Channel Race Briefing - RDYC
- 1300 First Start Classic Channel Race

Thursday 14th July 2022 (FST)

- 1600 Briefing for the Tour de Île de Bréhat

Friday 15th July 2022 (FST)

- 1030 First Start Classic Tour de Île de Bréhat Race

Saturday 16th July 2022 (FST)

- 1800 Prizegiving

Warning Signals

- The First Warning Signal on each day is 5 minutes before the start of the first scheduled race of that day.

9. COURSES

9.1. 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.

9.2. For The Classic Channel Race: a course will be set starting off Dartmouth and finishing at or near Paimpol.

9.3. For The Classic Tour de Île de Bréhat Race a course will be set starting off Paimpol and finishing on the south side of Île de Bréhat. A variety of marks may be included to adjust the length of this course.

10. PENALTY SYSTEM

10.1. RRS 44.1 is changed so that the Two Turns Penalty is replaced by the One Turn Penalty

10.2. The scoring penalty, RRS 44.3, will apply and will be 20%

11. SCORING

11.1. The JCH handicap system will apply to all races.

11.2. Separate scoring will be done for each group except where groups have been amalgamated.

11.3. Scoring will be done for each race: The Dartmouth Classics, The Classic Channel Race, Classic Round Île de Bréhat Race

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

12. DATA PROTECTION

12.1. The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

13. RISK STATEMENT

13.1. RRS Rule 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

By participating in this event each competitor agrees and acknowledges that; sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

14. RESPONSIBILITY STATEMENT

14.1. RRS Rule 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

By participating in this 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) It is their responsibility to familiarise themselves with any risks specific to any of these venues or this event drawn to their attention in any rules and information produced for any of these venue or event and to attend any safety briefing held for the event;
- (h) 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.
- (i) 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 4.3.3 above.
- (j) The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who must 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. They must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. They 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. They shall also nominate a person to take over the responsibilities of the Person in Charge in the event of their incapacitation.

15.

INSURANCE

15.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 (Three Million UK Pounds Sterling) per incident or at least the equivalent in another currency.

16.

COVID

16.1. The Classic Channel Regatta Ltd (CCR) will not be liable to registrants (Skippers and Crews) for any liability, claim, loss, costs, damage, death, personal injury or additional expenditure which they may incur in relation to this event due to the COVID-19 pandemic. It is for each Skipper entering and each member of their crew to decide whether or not to travel to participate in the event and to obtain information on, and to comply with, all national and local regulations and restrictions imposed by reason of the pandemic relating to such travel and participation.

16.2. During a CCR event the Skipper is entirely responsible for their own COVID safety and for the COVID safety of anyone else having anything to do with the vessel onboard and/or whilst they are participating in any activity ashore organised by the CC. Nothing in any Entry Form, Notice of Race, Sailing or General Instructions reduces this responsibility. It is for each Skipper and each Crew Member to decide whether to take part in the event. By entering, the Skipper confirms that they and their Crew understand their responsibility to keep themselves Covid secure and to comply with the prevailing regulations and recommendations (particularly from the RYA) which the CCR may promulgate before or during the Regatta

Appendix 1

Rules to Apply When Racing between Sunset and Sunrise and in Restricted Visibility.

“Appendix RV RRS”

RV1 - Changes to the Definitions

RV1.1 The definition **Keep Clear** is changed to:

Keep Clear: A boat keeps clear of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

RV1.2 The definition Mark-Room is changed to:

Mark-Room: Room for a boat to leave a mark on the required side with no less than 40 metres between the boats. Also,

- (a) room to sail to the mark when her proper course is to sail to it, and
- (b) room to round the mark as necessary to sail the course.

RV1.3 Add new definition **Overtaking**:

Overtaking: A boat is overtaking when she is approaching a boat from clear astern. She remains the overtaking boat until she is clear ahead. The other boat is the boat being overtaken.

RV1.4 The definition **Room** is changed to:

Room: The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

RV1.5 The definition **Zone** is changed to:

Zone: The area around a mark within a distance of 200 metres of it. A boat is in the zone when any part of her hull is in the zone.

RV2 - Changes to the Rules of Part 2

RV2.1 Rule 17 of the RRS is changed to:

17 On The Same Tack; Proper Course

17.1 A leeward boat shall not sail above her proper course while she is within 80 metres of the windward boat.

17.2 When boats on the same tack are within 80 metres of each other, a boat being overtaken shall sail her proper course until the overtaking boat becomes overlapped with her.

17.3 If there is reasonable doubt that a boat is overtaking another boat, it shall be presumed that she is.