



**COWES
CLASSICS
WEEK 2024**



Classic Cowes-Dartmouth Passage Race

14th-16th July 2024

Organising Authority:

Classic Channel Regatta Ltd in conjunction with the Royal London Yacht Club

The Classic Channel Regatta Organising Team and the Royal London Yacht Club would like to extend a warm welcome to all Classic yacht owners and invite you to take part in this new initiative, a feeder race from Cowes to Dartmouth to provide a link between Cowes Classic Week (6 - 12 July) and the Classic Channel Regatta (17 - 25 July).



The course over some 90 miles will form part of the new 'Five Lights Points Series' ('La Coupe Des Cinq Phares'). Which will include Cowes Classic Week, The Classic Channel Regatta and then the Coupe d'Amorique (run by the Yacht Club Classique of France) starting from Paimpol on the 26th of July and finishing in Brest on the 28th July.

We very much hope that this unique and unequalled combination of two leading classic yacht regattas and three significant passage races over approximately three weeks, will appeal to Classic yacht owners, skippers and their crews.



Bruce Thorogood

Chairman Classic Channel Regatta

David Gower

Chairman Cowes Classic Week

NOTICE OF RACE

ABBREVIATIONS

[NP] - A breach of this rule will not be grounds for protest by a boat.

[DP] - Rules for which the penalties are at the discretion of the protest committee.

1. RULES

- 1.1. The race will be governed by the rules as defined in The Racing Rules of Sailing 2021-2024.
- 1.2. The following racing rules will be changed:
 - 1.2.1. RRS63 is amended to allow RYA arbitration.
 - 1.2.2. In accordance with RRS 20.4(b), as an alternative to hailing for room to tack or responding, a boat may communicate on VHF channel 72.
 - 1.2.3. RRS 37 will not apply.
 - 1.2.4. Autopilots may be used for this race. This changes RRS 52.
 - 1.2.5. Sailing instructions will take precedence over the Notice of Race. This changes RRS 63.7.
- 1.3. Under World Sailing Test Rule DR 21-01, the definition Start is changed as follows:

Start. A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with RRS 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either:

 - (a) At or after her starting signal, or
 - (b) During the last minute before her starting signal.
- 1.4. When a boat starts in accordance with item (b) of the definition Start above, she shall not return to the pre-start side of the starting line and the starting penalty shall be:
 - (a) Where the race committee decides that no significant advantage has been gained, 5% of the boat's elapsed time, rounded to the nearest second, shall be added to her elapsed time.
 - (b) Where the race committee decides that a significant advantage has been gained, the boat shall be scored OCS. This changes RRS A5.1.
- 1.5. Under World Sailing Offshore Special Regulations 2024-2025, the applicable category for this race will be Category 3 (Monohulls) with liferaft.
- 1.6. Except where otherwise stated in the Sailing Instructions, between sunset and sunrise and in restricted visibility, the rules of RRS Appendix RV shall apply.
- 1.7. The prescriptions of the UK national authority will apply (except the provisions of Appendix G).

2. SAILING INSTRUCTIONS

Sailing instructions will be available to download from the official noticeboard after Thursday 27th June. Additional copies will be available at registration at the Royal London YC. Competitors who have previously pre-registered will be advised by email that the sailing instructions are available.

3. COMMUNICATION

- 3.1. The online official noticeboard is located at www.classic-channel-regatta.eu.
- 3.2. Skippers when entering shall advise their mobile phone number to be used during the event. This number may be used by the race committee to alert competitors that notices have been posted and to make other courtesy communications.
- 3.3. All boats shall carry a VHF radio capable of communication on international channels, including channels 6, 11, 16, 37 and 72.
- 3.4. The VHF channel for race communications shall be VHF 72.
- 3.5. Each boat must have a working mobile phone capable of receiving text messages (SMS), kept charged and able to roam in the UK. It should be switched on for the duration of the race. The number should be advised on entry and confirmed at registration.
- 3.6. Automatic Identification System (AIS).
 - 3.6.1. For all boats, AIS equipment shall be in use and working when racing. Competitors shall ensure the name of the boat as well as the MMSI number is transmitted. The correct details for the overall dimensions of the yacht shall be correctly programmed into the unit.
 - 3.6.2. A display unit capable of displaying received transmissions shall also be fitted. The transmitter shall be in use and working when racing and programmed to transmit at least once every 5 minutes.
 - 3.6.3. 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.
 - 3.6.4. Competitors shall ensure that within 48 hours prior to registration before the race the unit shall be switched on for a time sufficient for the yacht to appear on the Marine Traffic website. Any non-functioning of the equipment is to be advised immediately to the Race Committee.
 - 3.6.5. [DP] While racing, except in an emergency, boats shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1. Eligibility.
 - 4.1.1. The race is open to all Classic yachts in 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.

Class 3 “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, depending on entries received.
- 4.1.3. Modification to the Offshore Special Regulations. For all boats, the minimum length on deck (LOD) shall be 7.5 metres. However, with the approval of the race committee, boats which have an LOD of less than 7.5 metres and a length waterline (LWL) greater than 6.5 metres may be allowed to enter.
- 4.1.4. General Dispensation. It is acknowledged that many classic yachts, having been built before the introduction of the World Sailing Offshore Special Regulations, may have difficulty in complying fully with the structural requirements of these rules. Owners of such boats are required to complete and 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.
- Note. For owners’ and skippers’ convenience WS OSR Appendix L, which offers a checklist of issues to consider, is attached to this Notice of Race. This document is also available to download at [www.sailing.org/tools/documents/OSR2020AppL17122020-\[26845\]](http://www.sailing.org/tools/documents/OSR2020AppL17122020-[26845]).
- 4.1.5. 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).
- 4.1.6. Where the Owner is not the Skipper the Owner shall advise the Skipper where they believe the yacht does not comply before registration.
- 4.1.7. Special Dispensation. In the event that a boat without pulpits, stanchions or lifelines wishes to enter the race the Skipper must complete and sign a Special Dispensation which states 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”.

4.1.8. The eligibility rules are also 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 an additional late entry fee of 50%.

4.2.2. To be considered an entry in the race a boat shall complete all registration requirements and, if applicable, pay all fees in full.

4.3. Crew Numbers.

4.3.1. Boats shall have a minimum of two crew.

4.3.2. At no time shall the number of crew exceed the amount of personal safety equipment and liferaft capacity where applicable.

4.3.3. 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.

4.4. Entry fee.

No entry fee will apply to boats which race in either the Classic Channel Regatta or Cowes Classic Week. For all other boats the entry fee is £50 or 60€, as applicable.

4.5. Safety Equipment.

4.5.1. Each competitor is individually responsible for wearing a Personal Flotation Device adequate for the prevailing conditions.’ Such devices shall comply with WS OSR Sections 5.01-5.02 titled “Lifejackets”.

4.5.2. Lifejackets shall be worn at all times on deck by crews of boats permitted to race without pulpits, stanchions or lifelines. 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.

- 4.6. Handicapping. Boats will be handicapped under the Jauge Classique Handicap “JCH” system. Boats are to apply for a JCH handicap in good time, before the race. There is no fee for a JCH handicap and all necessary information is on the JCH Website <http://www.jch-online.org/>.
- 4.7. Sail numbers.
- 4.7.1. Competitors shall have either a valid national sail number or recognised class number and this number shall be displayed in accordance with RRS Appendix G.
- 4.7.2. Where class insignia and numbers or national numbers cannot be displayed on the sails in accordance with RRS Appendix G, or the owner does not wish them to be for reasons of authentic appearance, 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 RRS 77.
- 4.7.3. If a boat is using a spinnaker with a different number, the organisers shall be informed of that number before each race. This changes RRS G1.3(c)(3).
- 4.7.4. Boats without a national or class sail number must apply to their national authority for a number. UK yachts may apply to the RYA. For 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>.
- 4.7.5. Boats displaying their sail numbers on the yacht but other than on the sails must use black numbers on a white background. Boats failing to display numbers in this manner will be scored DNS without a hearing. This changes RRS A5.1.

5. ADVERTISING

- 5.1. Competitors may be required to display advertising banners and flags of the event’s sponsors chosen 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 above must comply with World Sailing Regulation 20 – Advertising Code.
- 5.4. Advertising of any other kind shall only be allowed be with the express approval of the Organising Authority.

6. SCHEDULE

- 6.1. Registration at Royal London Yacht Club shall be completed by 1200 Sunday 14th July 2024. The registration desk will be open from 0930 on that day.
- 6.2. A skipper’s briefing is planned for 1300 Sunday 14th July in the Royal London Yacht Club and this may be available on-line.
- 6.3. The first warning signal for the race will be at 1555 Sunday 14th July.

7. EQUIPMENT INSPECTION

No boats will be inspected except as a result of a rating or class rules protest, or if the race committee considers, for any reason, that an inspection is necessary.

8. VENUE AND COURSES

A course will be set starting on a Royal London Yacht Club start line in Cowes Roads and finishing at or near Dartmouth. The racing area will be the Solent and English Channel between Cowes and Start Point.

9. PENALTY SYSTEM

For all classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

10. SCORING

Each group or class will be scored separately, except where groups have been amalgamated.

11. PRIZES

To be advised.

12. DATA PROTECTION

12.1. The personal information provided to the organising authority will be used to facilitate your participation in the event. 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.

12.2. Competitors and/or their Guardians automatically grant to the organising authority and any party to which they may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, still pictures, live, taped or filmed television or any other form of media, of or relating to the event provided that they do not infringe the privacy rights of participants

13. RISK STATEMENT

13.1. Rule 3 of the Racing Rules of Sailing states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

13.2. 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:

- 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;
- They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- Their boat is in good order, equipped to sail in the event and they are fit to participate;
- The provision of a race management team, mark laying boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

- The provision of safety boat cover by committee vessels is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;
- 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 a 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.

14. INSURANCE

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.

15. COVID

Should conditions change then competitors will be required to comply with any Covid restrictions which may be in force at the time of the race.

APPENDIX L

KEEL AND RUDDER INSPECTIONS

The WS OSR Category 3 rules require inspections to be done in the period 24 months before a race of the integrity of a Keel and Rudder, by the Owner or their representative. It is recognised that many Classic Yachts cannot be inspected in the same way that modern yachts can be (encapsulated keels etc). The following should therefore be considered as a guide. It is the responsibility of the Owner to undertake any repairs.

Model Keel and Rudder Inspection Procedure (WS)

Consult the Owners' Manual for the specific boat, steering system and type of keel (e.g. fin, lifting, swinging, full length).

Inspect in detail any high-load areas: keel attachment, keel floor, steering systems, rudder(s).

Pay special attention to prior repairs, especially following groundings.

Internal Inspection

Check backing plates, bolting arrangements, sump area and keel floors for any signs of cracking, weakening, or de-laminated tabbing. Lead or lead alloy keels may require tightening of bolts to ISO standards due to lead creeping. Inspect keel bolt nuts for corrosion. Check bolt holes for "ovaling." Visually inspect for possible de-bonding of the supporting structure.

External Inspection

Check there are no signs of stress cracks (not gelcoat cracks) around the keel attachments to hull, or movement or opening around the keel/hull interface which may allow water ingress and consequent keel bolt crevice corrosion. If in doubt, sand back bottom paint/gel coat to identify depth of crack. Check keel tip deflection to insure immediate return and no internal concomitant movement in the keel floor. Visually check high stress regions, particularly around the forward and aft hull attachment areas of the keel, for signs of paint or gelcoat cracking or large, deep blisters, which can indicate separation and structural weakness.

Rudder/Steering system

Check bearing area for any damage/stress cracks; check rudder shaft and blade integrity, especially at any shaft joins and at upper connections to hull/deck. Undertake a tip deflection test to identify any excessive movement. If applicable, check rudder straps and gudgeons for corrosion or cracking.

Lifting and swing keels

In addition to the above, check there are no significant stress cracks in structure around pins supporting the keel. Check for extensive corrosion on pins, cylinders and supporting metal structure.