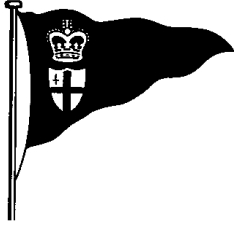


ROYAL SOUTHERN YACHT CLUB
ROYAL LONDON YACHT CLUB
JUNIOR OFFSHORE GROUP
AND
DEAUVILLE YACHT CLUB



49th

Cowes-Deauville Race

NOTICE OF RACE

Friday 27th May 2011

**WHITE SAIL ONLY and
POWER & SAIL CLASS YACHTS**

Start Cowes: 12:00 BST

Entries Close: Friday 13th May 2011

Late Entries by: Thursday 26th May 2011

Programme of Events

- Thursday 26th May:** 19:00 Vin D'Honneur at the Royal London Yacht Club, Cowes.
19:30 Supper at the Royal London Yacht Club. £20 per person.
If you wish to attend, please contact the Royal London Yacht Club
to reserve places. Tel: 01983 299727. secretary@rlyc.org.uk
- Friday 27th May:** 11h00 Pre-race briefing and Vin D'Honneur for entrants at the RLYC
12:00 Start of the White Sail Only and Sail & Power Class
18:30 Start of IRC/HN Class 5
18:45 Start of IRC/HN Class 4
19:00 Start of IRC/HN Class 3
- Sunday 29th May:** Prize giving at Deauville Yacht Club 12:00 local time.

SPECIAL NOTICE

The G8 Summit is being held in Deauville during the week prior to the Deauville Race and the harbour will be closed until midnight on Friday 27th May. In the unlikely event of a delay to the re-opening of the harbour on Saturday 28th May, a course will be included in the sailing instructions to finish at Le Havre. If used, this course will be displayed and announced on VHF before the first warning signal.

1.0 RULES

The race will be governed by the current Racing Rules of Sailing (RRS). Between the hours of sunset and sunrise the International Regulations for the Prevention of Collisions at Sea or government right of way rules shall replace the corresponding RRS Part 2 rules and navigation lights shall be displayed. The Racing Rules of Sailing shall apply until five minutes after the start when the 'Z' flag will be removed. Yachts when taking part in the sail and power section may use their engines for 50% of their elapsed time.

Attention is drawn to Rule 21(e) of the International Regulations for Preventing Collisions at Sea which requires a vessel when motor sailing to exhibit forward where it can best be seen, a conical shape.

2.0 COURSE

The race will take place over a course from a START LINE off Cowes to a FINISHING LINE off Deauville (approx 100 nm).

3.0 DISCLAIMER

- (A) A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the notice of race or Sailing Instructions or anywhere else, reduces this responsibility.
- (B) It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.
- (C) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000.
- (D) Nothing done by the Organisers can reduce the responsibility of the boat nor will it make the Organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The Organisers encompass everyone helping to run the race and the event, and include the Organising authority, the race committee, the race officer, patrol boats and beach masters.
- (E) The fact that the race committee conducts inspections of a boat does not reduce the responsibilities of the boat set out in this paragraph.

4.0 CONDITIONS OF ENTRY

Open to mono-hull inboard auxiliary powered sailing or motor sailing yachts with a LOA of 25ft or over, a minimum speed under power of approximately 4.5 knots, and having at least two crew. Entries will be accepted solely at the discretion of the Committee who reserve the right to refuse any entry without stating their reason.

5.0 HANDICAPPING

Non Spinnaker entries

Those vessels taking part in the non – spinnaker race will be handicapped on the basis of their TCF or in the absence of such a club handicap will be provided.

Power and Sail entries

Those boats taking part in the Power and Sail race will receive a Time Multiple Factor (TMF) which will be applied to the recorded Elapsed Time. The TMF takes into account the speed of the boat under both power and sail, thus:

Corrected Time = Elapsed Time plus any Penalty that may be incurred x the TMF.

5.1 Penalties

Penalties will be incurred for any of the following reasons:

- (A) Use of engine power for more than the permitted 50% of the Elapsed Time.
- (B) Any other relevant factor, at the discretion of the Race Committee.

Competitors entering the Non Spinnaker Class are allowed to change the entry to the Sail and Power class during the race and will then be judged on the their Sail and Power handicap.

5.2 Please note that Sail and Power entrants cannot change to the Non-Spinnaker Class having crossed the starting line. However, Non-Spinnaker entrants may change to the Sail and Power Class during the race if there is lack of wind.

6.0 MEASUREMENTS

Owners must ensure that entry forms are correct, that measurements have been checked with a tape by the owner and that all sections of the form have been completed. Boats may be re-measured and handicaps adjusted before or during the race at the discretion of the Committee.

All entrants whether taking part in the Non Spinnaker Class or the Power and Sail Class must complete the entry form in full. Failure to do so may lead to a time penalty.

7.0 INSPECTION

Boats may be inspected at any time. If a boat does not comply with these special regulations her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the Race Committee. Random spot checks on emergency equipment may be made to ensure that the proper emergency equipment is aboard and ready for use.

8.0 SAFETY

(A) Basic Standard:

- (1) All required equipment shall:- function properly; be readily accessible; be of a type, size and capacity suitable and adequate for the intended use and size of yacht; meet the standards accepted in the country of registry.
 - (2) Yachts shall be self righting. They shall be strongly built, watertight and, particularly with regards to hulls, decks and cabin trunks capable of withstanding solid water and knockdowns, they must be properly rigged and ballasted and be fully seaworthy.
'Properly rigged' means (inter alia) that shrouds shall never be disconnected.
 - (3) Inboard engine installation shall be such that the engine when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected from the effects of heavy weather.
 - (4) Yacht equipment and fittings shall be securely fastened.
- (B) Equipment. Each yacht shall carry the following MINIMUM safety equipment throughout the Race. ATTENTION IS DRAWN TO PARAGRAPH (A) (1) ABOVE
- (1) Fire Extinguishers - Two readily accessible
 - (2) Bilge Pump - manually operable with all cockpit seats, hatches and companionways closed

- (3) Two buckets of stout constructions with lanyards
- (4) Anchors - Two with cables
- (5) Flashlights - one of which is suitable for signalling, water resistant, with spare batteries and bulbs
- (6) First Aid Kit and Manual
- (7) Foghorn
- (8) Radar Reflector
- (9) Shut-off valves on all fuel tanks
- (10) Compass, marine type, properly installed and adjusted and spare compass
- (11) Charts; light list and piloting equipment amended to date.
- (12) Lead line or echo sounder
- (13) Speedometer or distance measuring equipment
- (14) Navigation lights, to be shown as required by the International Regulations for Preventing Collision at Sea, mounted so that they will not be masked by sails or the heeling of the yacht.
- (15) Heavy weather jib and reefing equipment to mainsail
- (16) Emergency steering equipment
- (17) Tools and Spares, including adequate means to disconnect or sever the standing rigging from the hull
- (18) Yacht's name on miscellaneous buoyant equipment
- (19) Radio receiver capable of receiving weather bulletins
- (20) Life jackets, with whistles attached, for each crew member
- (21) Safety belt (harness type) one for each member of the crew.
- (22) Life raft(s) capable of carrying the entire crew, which shall have been inspected by an approved authority within the inspection timescale laid down by the manufacturer and be carried on deck or in a compartment opening directly on to the deck.
- (23) Dinghy, capable of being used for kedging or carrying persons ashore
- (24) Life ring, horseshoe type, equipped with a self igniting waterproof light and drogue within reach of the helmsman and ready for instant use
- (25) Distress signals stowed in a waterproof container and meeting the following requirements:
4 red parachute flares. 4 red hand flares. 4 white hand flares. 2 orange smoke day flares
- (26) Heaving line (50ft/16m) minimum length, floating type line, readily accessible to cockpit
- (27) Life line (guardrails) around the area of the working deck
- (28) VHF radio fitted with channels 16, 37 (or M), 06, 08, 72, 77 and 80.
- (29) Distinguishing code flag I on the backstay
- (30) Conical shape for use when motor sailing
- (31) Ball shape for use when at anchor.
- (32) A timepiece set to BST and accurately displaying this time in hours, minutes and seconds.

9.00 FINISH

The finishing line will be between a committee boat and the La Semoy buoy 49°24'.1358 N 000°02'. 3827 E. If the committee Boat is not on station the finishing line will be when the La Semoy buoy bears 270 degrees true. Competitors are to take their own finishing times whether the boat is on station or not.

10.0 BERTHING

On arrival in Deauville, yachts are encouraged to berth together in the Inner Deauville Basin rather than the Outer Marina, where space allows.

11.0 HIGH WATER AND LOCK OPENING TIMES

Tide Times are BST - Portsmouth: Friday 27th May: LW 13:30 (1.8m) HW 20:30 (4.0m)

Deauville Lock Opening Times: (**Local Time: BST + 1**)

The locks will be open at the following local French times (one hour ahead of race time - BST):

	Open	Close	Open	Close	Open
Friday 27 th May:	HARBOUR CLOSED DUE TO G8 SUMMIT				
Saturday 28 th May:	06h05	10h57	18h23	23h38	
Sunday 29 th May:	06h50	11h58	19h05	----	
Monday 30 th May:	-----	00h31	07h30	12h49	19h44

12.0 SAILING INSTRUCTIONS

The Sailing Instructions together with the list of entries, will be sent to all entrants or may be collected from the Club by arrangement.

13.0 PRIZES & PRIZEGIVING

The Prize giving will take place at 1200 (local time) on Sunday 30th May 2010 at the Deauville Yacht Club. All competitors and crew are invited to attend.

The **Patell Trophy** will be awarded to the first boat in the White Sail only class overall or the first boat in the Power and Sail Class overall if there is no White Sail only result.

The **Kendall Trophy** will be awarded to the first RLYC boat in the White Sail class or the first boat in the Power and Sail Class if there is no White Sail only result.

14.0 ENTRIES

Entries shall be made on the official entry form and sent together with the entry fee of £40 no later than **Friday 13th May 2011** but entries should be submitted **as soon as possible** to ensure that all the necessary information for the calculation of TMFs is available at an early date. In the event of any entry being withdrawn prior to Friday 27th May 2011 the entry fee will be returned less a £10 admin charge. Late entries may be accepted at the discretion of the Committee up to NOON on Thursday 26th May with an entry surcharge of £10.00.

Send entries to:

Cheques payable to: 'R Srn YC'

The Sailing Secretary
Royal Southern Yacht Club
Hamble
Southampton S031 4HB

Tel: 02380 450302

Fax: 02380 450310

E-mail: sailing@royal-southern.co.uk

Royal Southern and Royal London Yacht Clubs

Enter by Friday 13th May 2011

THE DEAUVILLE CRUISER RACES: Friday 27th May 2011 ENTRY FORM

- Please write clearly using BLOCK CAPITALS ● All measurements in metres and kilograms. ^{See note 1}

Owners Name.....No of Crew Adults.....Children
(ages).....
Address.....
.....Postcode.....
...
Telephone Home.....Telephone
Work.....

I wish to enter the Deauville Cruisers Race on Fri 27th May 2011 – Non-Spinnaker Class* £40.00

I wish to enter the Deauville Cruisers Race on Fri 27th May 2011 – Sail and Power Class £40.00

* You may enter the Non-Spinnaker Class (No engine) and convert to the Sail and Power Class during the race if there is no wind.

Entries close on Friday 13th May 2011. Late entries will be accepted with a £10.00 surcharge per boat. Late entries close on Thursday 26th May 2011.

Boat Name.....Sail Number.....Yacht Club:.....

Class/ Type.....Designer.....Builder.....Year Built.....
Hull Colours.....Deck Colours.....Sail Colour.....

If the boat has had an IRC rating in recent years, state the year and TCC
Detail any changes made since issued. ^{See note 2}

HULL DETAILS

Source of Information ^{See note 3}

.....
Length Overall (LOA)Metres
Length of Waterline (LWP)Metres
Max Beam BeamMetres
Max Draft DraftMetres
Displacement DispKilograms
OR Empty Weight Weight Kilograms

RIG DETAILS

Bermudan Wishbone Gaff Sloop Ketch Cutter Cat Other

.....
Masthead Fractional Bowsprit

SAILS

Source of Information ^{See note 3}

.....
Mainsail Hoist (P) ^{See note 4}Metres
Mainsail Foot (E) ^{See note 5}Metres
Mizzen Hoist (PY) ^{See note 4}Metres
Mizzen Foot (EY) ^{See note 5}Metres
Headsail Luff Length (LL) ^{See note 6}Metres
Jib perpendicular (LP) ^{See note 7}Metres
Foretriangle Base (J) ^{See note 8}Metres

Will a spinnaker/cruising chute (delete as appropriate) be on board? If so what is the area?Metres²

ENGINE

ManufacturerModelMax ratingkw or bhp.....
Estimated max speed in calm waterkts. Turbo or Supercharger fitted?

Propeller: Folding Feathering Fixed Variable Pitch Sail Drive No of Blades.....

Disclaimer of Liability

I agree to be bound by the rules and sailing instructions issued for the race and certify that the particulars of my boat are as stated. My boat will be equipped to the standards in the Notice of Race. The Clubs are providing this race on the understanding that the Clubs and their representatives accept no responsibility for any loss, damage, injury or inconvenience to any boat or person however arising directly or indirectly from their rules, rulings or policy during the race or related activities. I accept these conditions and agree to attend the prizegiving on the Sunday or send a representative.

Name (Owner/Representative)SignedDate

There will bepersons on board. SHORE BASED CONTACT DURING THE RACE:

..... **Telephone:**

(This representative will have full particulars of all crew members on board during the race)

Important Notes

Note 1 Use conversion factors: feet x 0.3048 = m., (2 Decimal places) lb x 0.4536 = kg

Note 2 Furling gear, new sails etc

Note 3 State if Information obtained from IRC Certificate, Manufactures Brochure, Self Measurement, Designer etc.

Note 4 Mainsail hoist (P) The maximum luff length measured on the mast between the black bands or if none from the lowest point the sail can be set to the halyard shackle pin when fully hoisted.

Note 5 Mainsail foot (E) Measured from the aft face of the mast along the boom to the measurement band or if none the end of the boom.

Note 6 Headsail Luff Length (LL) The longest luff length, when lightly stretched of largest headsail carried.

Note 7 Jib perpendicular (LP) The shortest distance between the clew point and the luff on the largest headsail carried.

Note 8 Foretriangle Base (J) Measured horizontally from the forward face of the mast at deck level to the point where the forestay meets the deck projected if necessary or if on a bowsprit the tack attachment point.