

NOTICE OF RACE

2019 One Ton Cup

Wednesday 18th – Sunday 22nd September 2019
Le Havre, France

Organising Authority (OA)

La Société des Régates du Havre (SRH) and in conjunction with Fast40+ Class and Cercle de la Voile de Paris

The notation '[DP]' in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- a. The championship will be governed by the rules as defined in *The Racing Rules of Sailing 2017 - 2020* (RRS).
- b. **[DP]** The Fast 40+ Class rule will apply.
- c. The following National authority (FFV) prescriptions will apply;
 - i. FFVoile Prescription to **RRS 64.3** (*Decisions on protests concerning class rules*): The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.
 - ii. FFVoile Prescription to **RRS 67** (*Damages*): Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.
- d. If there is a conflict between languages the English text will take precedence.

2. **[DP] ADVERTISING AND BOW NUMBERS**

- a. Advertising is permitted in accordance with class rules and World Sailing Regulation 20.
- b. Boats may be required to display advertising chosen and/or supplied by the OA.
- c. Bow numbers will be supplied and affixed by the Fast 40+ class association.

3. **[DP] RATING CERTIFICATES**

All boats shall have a valid IRC Endorsed certificate issued by the RORC Rating Office 7 days prior to the event. After this date changes will only be permitted with the permission of the OA.

4. ELIGIBILITY & ENTRY

- a. The championship is open to all boats meeting the Fast 40+ class rule.
- b. The boat's owner or charterer shall be a member of the Fast 40+ class association.
- c. Entries will only be accepted via the event website:
<https://sites.google.com/view/onetoncup2019>
- d. The closing date for entries is 23:59hrs on September 2nd, 2019.

5. FEES

- a. The entry fee for the event is €1665.00 (euro)
- b. When Entries or Entry Fees are received after September 2nd, 2019 they may be accepted at the sole discretion of the OA.
- c. The entry fee is non-refundable, with the exception of the regatta being cancelled by the OA.
- d. Eight dinner tickets are included in the entry fee for the Regatta dinner on Saturday 21st September at 19:00hrs. Additional tickets are available at €45 each.

6. **[DP]REGISTRATION**

All boats shall have completed registration before racing that includes providing the following:

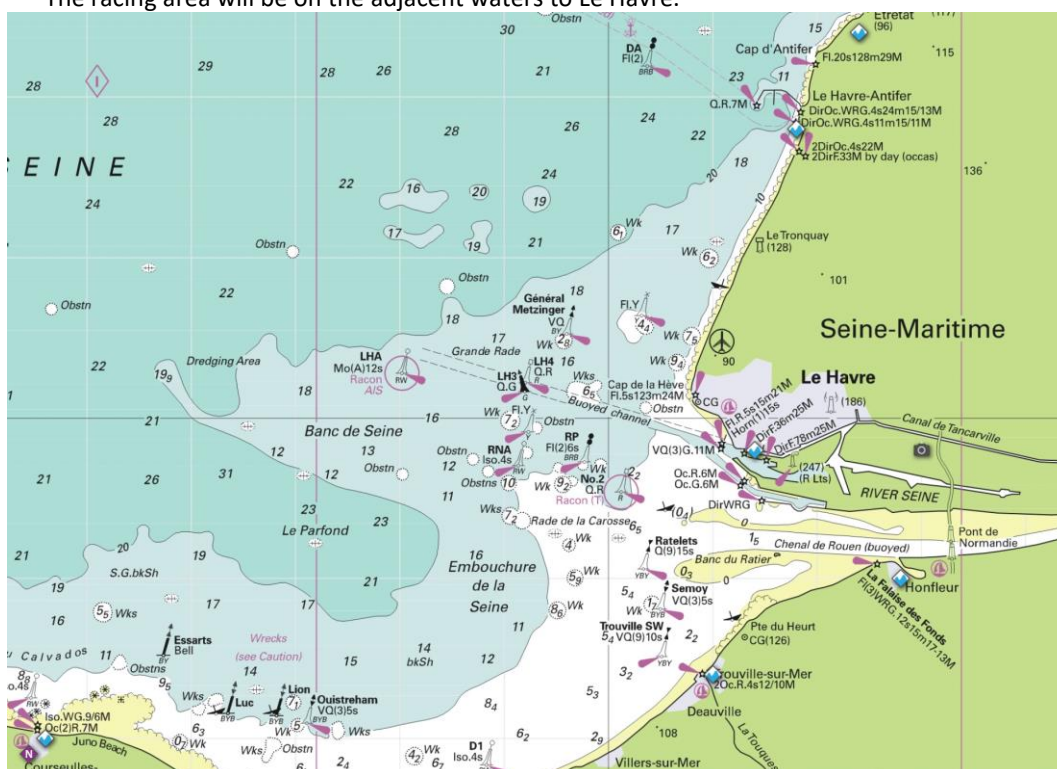
- a. a completed measurement / inspections form
- b. a completed crew declaration form
- c. a completed sail declaration form
- d. a copy of the endorsed IRC rating certificate
- e. proof of insurance (NOR 19)

7. SCHEDULE

The intended schedule is as follows:

Date:	Event:
Wednesday 18 th September	Equipment inspections: 08:30 – 16:30hrs pre-arranged with class measurer. Registration and crew weigh in (as required): 14:00 – 16:00hrs at SRH Race Office.
Thursday 19 th September Le Havre 14:27 7.4m	Late registration and crew weigh in (as required): 08:30 - 08:45hrs. Competitors Briefing: 09:15hrs in SRH clubhouse. Racing: First warning signal 11:55hrs Après sailing social - drinks, snacks at SRH clubhouse.
Friday 20 th September Le Havre 15:01 7.2m	Racing: First warning signal 11:00hrs
Saturday 21 st September Le Havre 15:31 6.9m	Racing: First warning signal 11:00hrs Regatta dinner at SRH clubhouse 1900hrs.
Sunday 22 nd September Le Havre 16:34 6.6m	Racing: First warning signal 10:00hrs Prize Giving approximately 15:00 at SHR clubhouse. <i>(For information 1700hrs Ferry to Portsmouth)</i>

- a. Up to ten (10) races are scheduled.
 - b. It is intended that there will be no more than three races a day, however, additional races may be sailed on any day to complete the programme if weather or other reasons dictate. Further details of the schedule will be provided in the Sailing Instructions (SIs).
 - c. No warning signal will be displayed after 13:30hrs on Sunday 22nd September.
- 8. [DP] MEASUREMENT AND INSPECTIONS**
- a. Measurement and inspection checks will be conducted. Owners representatives shall arrange with the Fast 40+ class measurer to be available at assigned times and berth to complete the checks.
 - b. The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.
- 9. SAILING INSTRUCTIONS**
- The SI's will be published on the SHR event page and Fast 40+ class websites by Thursday 12th September 2019.
- 10. RACE AREA**
- The racing area will be on the adjacent waters to Le Havre.



11. THE COURSES

Courses will be windward/leeward and/or Round the Buoys.

12. PROTESTS AND PENALTIES

- Judges may be afloat and be available to indicate infringements, when boats protest on the water.
- Rule 44.1 will be changed by the SIs so that the penalty for a boat breaking a rule in Part 2 shall be a One-Turn Penalty (1 tack and 1 gybe).
- In addition to RRS 44.2 the SIs shall state: A boat may delay taking a penalty whilst a spinnaker is hoisted. No part of a penalty may be taken inside the zone of a rounding mark that begins, bounds or ends the leg that the boat is on when the infringement occurred.
- Add after the first sentence of RRS 64.1: "When the **protest committee** after finding the facts, decides that a boat that is a party to a protest hearing has broken the measurement rules, class or equipment rules, that boat will either be disqualified, will be given a discretionary penalty or will be warned that each subsequent infringement will lead to a penalty." This changes RRS 64.1.

13. SCORING

The Low Point System of Appendix A will apply with the following changes:

- The corrected time will be the elapsed time * IRC Time Correction Factor
- Three races shall be completed to constitute a series.
- Up to ten (10) races are scheduled.
- When six (6) to ten (10) races have been completed, a boat's series score will be the total of her race scores excluding her worst.

14. [DP] BERTHING AND HAULING OUT

- Boats should be berthed afloat at the Le Havre Marina during the championship from 16:00 on Wednesday 18th September until the completion of the final race. Competitors are requested to liaise directly with the Le Havre Marina to arrange berthing and any payments. Boats shall not be hauled out during this time, except with and per the terms of prior written permission of the race committee.

15. [DP] RADIO COMMUNICATION

- Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats.

16. PRIZES

- The event main prize giving will be held at the SHR clubhouse on Sunday 22nd September after racing.
- The One Ton Cup presented by Cercle de la Voile de Paris (Paris Yacht Club) will be awarded to the overall winner of the championship. Other prizes will be awarded to the top three ranked boats in the championships.
- Other prizes may be awarded at the discretion of the Organising Authority.

17. SUPPORT BOATS

- All support boats shall be registered with the OA.
- All support boat shall carry a clear identification of the boat they are supporting.

18. RIGHTS TO USE EMAIL ADDRESS, PHONE NUMERBS, NAMES & LIKENESSES

Competitors automatically grant to the OA and Fast 40+ class, without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of or relating to the event. By providing your email as part of the entry procedure, you may receive targeted mail from the OA or OA affiliated companies for the purpose of race tracking applications and detailed entry requirements.

19. INSURANCE

Each entrant shall ensure that their boat is adequately insured against all third-party claims with a minimum of €3 million cover.

20. RISK STATEMENT

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."

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;

- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 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 if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;
- g. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules or information produced for the 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 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.
- i. The OA and its organisation partners, the sponsors, the committees, the insurers and any other party and/or persons involved in the organisation will accept no liability whatsoever for any personal or material damage (including but not limited to death, injury, consequential damages, etc.) sustained prior to, during or after the regatta.

FURTHER INFORMATION

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