



ROYAL CORK YACHT CLUB

(Incorporating Royal Munster Yacht Club)

Notice of Race

The Annual Naval Race will take place at the Royal Cork Yacht Club on Saturday the 8th of September 2012.

1. The Organising Authority

- a. The Organising Authority (OA) will be the Royal Cork Yacht Club (RCYC) and the Naval Service.

2. Rules

- a. The Races will be sailed under the RRS (2009-2012), the ISA prescriptions thereto, the IRC Rules, part 1, 2 and 3, the ECHO Handicapping System, and relevant class rules where applicable. This series will also be governed by the General Conditions and Sailing Instructions of the Royal Cork Yacht Club (RCYC) except as amended by this program. Amendments to this program and RCYC Sailing Instructions will be posted on the RCYC notice board.
- b. Crew limits will not apply.

3. Entries

- a. By participating in the Naval Race the skipper/helm declares that he/she holds a valid and current Certificate of Insurance which covers him/her while racing with adequate cover for any eventuality, and has made their crew fully aware of these undertakings.
- b. Current valid ECHO and/or IRC certificates must be submitted to the race office before racing in order for a boat to be eligible for a result in Class 1, Class 2, Class 3, and Whitesail ECHO and IRC.

4. Race Signals

- a. The warning signal for the first start on Saturday the 8th September will be at 13:55hrs
- b. It is intended to start Class 1 first and each subsequent class after that in the following sequence:
 - i. Class 2 and Class 3 as soon as possible after Class 1.
 - ii. White Sail as soon as possible after Class 2 and Class 3.

5. Start/Finish Line

- a. The start line will be as specified in the General Sailing Instructions of the Royal Cork Yacht Club 2012. The start line may be between a committee vessel and an

adjacent mark. The approximate position of the start line will be announced on VHF Channel 71.

- b. The finish line may be between the flagstaff at the Signal Station on Haulbowline and Navigation Buoy Number 15.

6. Course

- a. The course type may be indicated on a blackboard prior to the start and may also be announced on VHF Channel 71.
- b. The course may be selected from the current HEINEKEN CORK HARBOUR COURSE CARD. Each boat should have a copy of the current HEINEKEN CORK HARBOUR COURSE CARD.
- c. If the course is selected from the current HEINEKEN CORK HARBOUR COURSE CARD, sail the course as stated on the course card to the last designated mark and then proceed to No 18 (P) and then to the Finish.

7. Classes

- a.

Class	Rule type Parameters	Class Flag
1	TCF 0.980 and above	Numeral Pennant 1
2	TCC 0.920 to 0.979.	Numeral Pennant 2
3	TCC 0.919 and below.	Numeral Pennant 3
White Sail	No Spinnakers, Gennakers, Spinnaker poles or Whisker Poles	White
- b. Entries in Class 1, 2, 3 and White Sail must comply with ISAF Category 5 with the exception of 3.27, 4.07, 4.17, 4.18, and 4.26
- c. Class 1, 2, 3, and the White Sail Class are required to fly the correct pennant. Any boat not flying the correct pennant may not be scored.
- d. The race committee reserve the right to place any boat in any Class they deem appropriate.

8. Scoring

- a. The Low Point System of Appendix A will be used.
- b. The ECHO progressive handicap will be used for relevant Classes as per ECHO guidelines.

9. Prizes

- a. Prizes will be awarded to the following Categories on a one boat one prize basis:

Class 1	IRC	1st, 2 nd	ECHO	1st, 2 nd
Class 2	IRC	1st, 2 nd	ECHO	1st, 2 nd
Class 3	IRC	1st, 2 nd	ECHO	1st, 2 nd

White Sail IRC 1st, 2nd ECHO 1st, 2nd

- b. Prize giving will take place as soon as possible after racing in the Naval Service base at Haulbowline.

10. Disclaimer, Identification and Acknowledgement of Risk

- a. Competitors participate in the event entirely at their own risk. See rule 4, Decision to Race. Skippers and crew should be fully aware and conscious of the actual and potential risks involved in active watersports, including drowning, hypothermia and other physical injuries including head injuries. Skippers and crew should be aware of particular risks of racing where yachts are manoeuvred in close proximity and that the actions of other competitors, the actions or inactions of the organisers, including drivers of escort craft, can also endanger their safety. The safety of the yacht and her crew and her entire management are the sole responsibility of the skipper and he/she should satisfy him/herself that the yacht and crew are adequate to face the conditions that may arise in the course of the event. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the event.