

MERSEA WEEK 2011

Notice of Race

1. Organising Authority
 - 1.1. The races are organised jointly by West Mersea Yacht Club and Dabchicks Sailing Club, known as the Joint Organising Authority.
 2. Rules
 - 2.1. The races will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012, the RYA Prescriptions thereto, the 2011 IRC Rules, Parts A, B and C (if racing under IRC), this Notice of Race, the Sailing Instructions and any Appendices issued.
 - 2.2. Event No 9 will also be governed by the class rules of the Mersea Fisherman's Open Boat Association.
 3. Race Committee
 - 3.1. The Joint Organising Authority has appointed the Mersea Week Committee as the Race Committee for the Mersea Week Regatta (RRS 89.2(b)).
 4. Advertising
 - 4.1. All boats and their crews shall comply with ISAF Regulation 20, the Advertising Code.
 5. Eligibility
 - 5.1. Any boat owned or chartered to a member of any RYA recognised Yacht Club or Sailing Club may enter these events subject to the following conditions.
 - 5.2. IRC Fleet
 - A boat racing in this fleet must be in possession of a valid 2011 IRC certificate. A copy of this certificate must be lodged with the Sailing Secretariat of WMYC or the Mersea Week Committee. Competitors must advise any alteration of the rating during the week to the Mersea Week Committee.
 - Owners of all yachts sailing under IRC one-design certificates are reminded that, under IRC Rules 13.7 and 22.4.2, they are required to comply with their respective class rules.
 - IRC Rule 22.4.2 will not apply. There will be no limitations on crew number or weight except as required for boats rated as one designs, which shall comply with IRC Rule 22.4.1.
 - 5.3. Smacks
 - The handicaps used will be those issued by the local Smacks Handicap Committee.
 - 5.4. LH Cruiser Fleet
 - The handicaps used will be those issued by the Joint Handicap Committee, based on the RYA Portsmouth Yardstick System. These handicaps are subject to amendment by the Joint Handicap Committee during the course of the week.
 - Mersea Week Committee Definition of a Classic Yacht. For the purposes of this event this should be a Mono-Hull yacht of a 'Classic Yacht' style and constructed of any material either (a) built before 1975 or (b) built after 1975 but which in the opinion of the Committee has the style and appearance of a 'Classic Yacht'. The Committee reserves the right to refuse any entry for the 'Classic Yacht' event,
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which in their opinion fails to comply with the spirit of a "Classic Yacht". Such entries will race in appropriate other classes.

5.5. Dinghy & MFOB Fleets

- The handicaps used will be the RYA Portsmouth Yardstick System (Dinghy classes), and the local handicaps in operation in respect of the MFOBs (Mersea Open Fishermen's Boats).

5.6. Safety Declaration

- Competitors sailing in cruiser fleets must, before racing, deposit a Safety Declaration with WMYC or the Mersea Week Committee (contained within the Entry Form).
- All Cruisers shall carry the following safety equipment:
 - Lifejackets for all crew members
 - Lifebuoy
 - 4 red flares, and 2 orange smoke flares, all to be in date
 - Fog horn
 - Echo sounder
 - Fire extinguisher
 - Anchor, 2m of chain and a minimum of 30m of cable
 - First Aid kit
 - Marine Compass
 - Manual bilge pump, permanently fitted and operated from cockpit
 - Stout bucket and lanyard
 - VHF Radio
 - Bolt croppers or other effective means of cutting rigging
 - Heaving Line and Towing Line
- Smacks do not have to carry the items required for Cruisers, but it is recommended that they do so.

5.7. Helmsman

- Dinghies and MFOBs must be helmed by the person in whose name the entry has been accepted.

6. Entry

6.1. Eligible competitors may enter by completing the attached entry form, or a form downloaded from the website, and sending it together with the required fee to the West Mersea Yacht Club no later than Saturday 6th August 2011.

6.2. Fees are as shown on the Entry Form contained in this Programme.

7. Schedule of Events

7.1. As set out in this Programme.

8. Disclaimer of Liability

8.1. Competitors participate in the races entirely at their own risk. (See RRS4, Decision to Race.)

The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the races.

8.2. The Race Organisers shall not be liable for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his skipper or crew as a result of their taking part in the race or races.

Moreover every competitor warrants the suitability of his boat for the race or races. A

boat is entirely responsible for its own safety, whether afloat or ashore, and nothing reduces this responsibility, whether in the Notice of Race or Sailing Instructions or anywhere else.

Attention is drawn to RRS Fundamental Rule 4 "a boat is solely responsible for deciding whether or not to start or continue racing". It is for a boat to decide whether it is fit to sail in the conditions in which it will find itself. By launching or going to sea, the boat confirms that it is fit for those conditions and that its crew is competent to sail and compete in them.

- 8.3 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.
- 8.4 The provision of patrol boats does not relieve the boat of its responsibilities.
- 8.5 The owner or owner's representative of all boats is responsible for ensuring that she 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 that the crew know how to use it.
- 8.6 Parents or Guardians of people under the age of 18 must be confident in their child's ability to sail in the prevailing conditions and without support services. They should not permit their child to start or continue to race if they are in any doubt as to their child's ability.

9 Safety of Boat and Crew

- 9.1. The safety of a boat and her crew is the sole and inescapable responsibility of the owner or owner's representative.

He shall do his utmost to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew (sufficient in numbers) who are physically fit to face bad weather. He shall ensure the soundness of the hull, spars, rigging and equipment.

He shall also ensure that all safety equipment is properly maintained and stowed ready for use in positions known by all those on the boat. Crews shall know the recommended way to use the safety equipment.

It is also strongly recommended that he shall require every person on board to wear a lifejacket in appropriate conditions.

- 9.2 MFOBs must comply with the specific safety requirements set out in the MFOB Sailing Instructions 2011:

- Mandatory items
 - Lifejackets for all crew members
 - A suitable anchor and warp
 - A bucket
 - Adequate buoyancy, with the aim of keeping the boat in an upright position when swamped.
 - Recommended Items
 - A painter 1.5 times length of boat with a float tied to the end (strongly advised)
 - Hand flares
 - Assistance
 - The nearest boat to any capsize must stand by and give assistance if necessary with due consideration for safety at all times.
 - Manual Means of Propulsion
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- In the event of gear failure all efforts should be made to return to a safe mooring under own power. Therefore a manual means of propulsion should be carried, i.e. oars and rowlocks or sculling oar.

9.3 MFOB and Dinghy Fleets Sign-On / Sign-Off

- All skippers **must sign-on and sign-off before and after the race.**

10. Support Boats

- 10.1. The Mersea Week Committee will provide Support Boat services for Dinghy and MFOB Classes.
- 10.2. The provision of Support Boats does not relieve the boat of its responsibilities.
- 10.3. Support Boat Services may be withdrawn at any time without prior notice due to stress of weather, mechanical break-down, shortage of crew, or other unforeseen contingency.

11. Insurance

- 11.1. Each participating boat shall be insured with valid third party liability insurance with a minimum cover of £2,000,000 per event or the equivalent.
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