



10-Hour Distance Race

The Organising Authority (OA) is the CHPSC. in association with ISORA

**27th June 2026
Cardigan Bay**

Notice of Race (NoR)

The Notice of Race is here to introduce the rules of this event, timelines and will take you through the safety implications that will make your boat eligible to race.

The notation '[DP]' in a rule in the Notice of Race (NoR) or Sailing Instructions (SI) means that the penalty for a breach of that rule may, at the discretion of the International Jury, be less than disqualification.

The notation '[NP]' in a rule in the NoR or SI means that a breach of this rule shall not be grounds for protest by a boat. This changes RRS 60.1.

The notation '[SP]' in a rule in the NoR or SI means that for a breach of this rule a standard penalty may be applied by the Race Committee without a hearing. This changes RRS 60.1, 63.2(a) and A5.

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The National Authority (RYA) prescriptions will apply.
([https://www.sailing.org/tools/documents/NationalPrescriptionsGBR-\[26794\].pdf](https://www.sailing.org/tools/documents/NationalPrescriptionsGBR-[26794].pdf))
- 1.3 [DP] The World Sailing Offshore Special Regulations Category 4, 2026-2027. When details of Special Regulations cannot be met the Committee may accept an alternative.
- 1.4 The rules and regulations of appropriate One Design and/or Class rules, 2026 IRC Rules Parts A, B & C.
- 1.5 For any boat racing under a one design class rule which makes up their rating they must follow the racing rules of their class. This predominantly applies to sports boats such as J70s but may be applicable elsewhere.
- 1.7 The use of electronic aids, including auto helms, and linked electronic devices, and automatic wind-vane devices for steering are permitted, this changes RRS 52.
- 1.8 If there is a conflict between languages the English text takes precedence.

2 SAILING INSTRUCTIONS

- 2.1 SI will be published on the CHPSC and ISORA websites. They will also be relayed over the event WhatsApp group. If there is a conflict between the NOR and the SI then the SI's shall prevail. This changes RRS 63.5 (c).

3 COMMUNICATION

- 3.1 The official notice board is located at www.pwllhelisailingclub.co.uk
- 3.2 [DP] All boats shall carry a VHF radio capable of two-way communication.
- 3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio Ch17, if not it shall be specified in the Sis
- 3.4 [DP] From the first warning signal until the end of the race, except in an emergency, a boat 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 Boats can enter this race through multiple avenues.
- Via ISORA Entry Portal
 - Via CHPSC Website
- Visiting competitors will become temporary member of CHPSC during the event
- 4.2 Yachts shall belong to or be chartered to and be under the control of a member of a club, association or organisation affiliated to IS or RYA or other equivalent national authority.
- 4.3 The Race Committee reserves the right to refuse any entry and/or to ask any boats to complete further undertaking or declarations before accepting their entry, subject to RRS 76. Please refer to 'Race Entry Deadline' in 8.1
- 4.4 The event is open to all boats with valid IRC certificates with Valid IRC or YTC rating. But limited to only boats with up to but not exceeding 3.5m draught.
- 4.5 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.6 Late entries may be accepted.

CREW LIMITATIONS

- 6.1 The minimum crew required to race is 2
- 6.2 IRC Rule 22.4.2 – Is deleted and replaced by “The maximum number of crew that may sail aboard a boat is as stated on IRC/YTC Certificate. There is no weight limit.”

7 [DP] ADVERTISING

- 7.1 Boats may be required to display advertising chosen and supplied by the organizing authority. See World Sailing Advertising Code.
- 7.2 Competitors automatically grant the Organising Authority and event sponsors, 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.



8 [NP] SCHEDULE

Date	Time	Event	Location
26th June	23:59	Race Entry Deadline	Online
20th June	23:59	Rating Deadline	
26th June	19:30	Skippers Briefing	Plas Heli/Zoom
27 th June	08:00	Start of Racing	Cardigan Bay
27 th June	18:00	Finish of Racing	Cardigan Bay
27 th June	19:00	BBQ Hog Roast	Plas Heli
27 th June	20:30	Prize Giving	Plas Heli
27 th June	21:30	Music till late!	Plas Heli

8.2 Any changes to the schedule will be communicated with entrants through the ISORA/CHPSC websites and may be communicated via the event WhatsApp group.

9 EQUIPMENT INSPECTION AND SAFETY

9.1 Each boat shall produce or verify the existence of a valid measurement or rating certificate.

9.2 [DP] Boats shall be available for equipment inspection at any time in the event.

9.3 Competitors' attention is drawn to RRS 1.2 life-saving equipment:

“A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.”

9.4 In this event a Lifejacket or PFD with a whistle shall be worn on deck:

- When alone on deck
- When Reefed
- When True Wind Speed is 25 Knots or above
- When Visibility is less than 1 nautical mile

10 COURSES

10.1 The Primary Course will begin with a committee boat start. The committee boat will be anchored, and the opposing end of the line will be the Pwllheli Harbour Fairway Bouy. The course will then be as follows.

Event	Rounding	Location
Start		Committee boat and Pwllheli Harbour Fairway Bouy
	P	Carreg Y Trai Buoy/ St.Tudwal's Island East/ St.Tudwal's Island West.



11 Penalty System

11.1 The penalty system will be detailed in the Sailing Instructions.

12 SCORING

12.1 Traditionally in an IRC Rule led race: a boat' elapsed time over the distance of the completed course is multiplied by their IRC TCF to give them a Corrected time.

For example,

TCF 1.060 X (1hr, 30min ET) = (1hr, 35min, 24sec CT) 2nd

TCF 0.940 X (1hr, 30min ET) = (1hr, 24min, 36sec CT) 1st

For this event a boats Elapsed Distance will be divided by their TCF to get a final Corrected Distance. The boat with the greatest Corrected Distance wins.

6.000 nm ED / TCF 1.060 = 5.660 nm CD 2nd

6.000 nm ED / TCF 0.940 = 6.393 nm CD 1st

12.2 To get a boat' elapsed distance at the end of the race all boats will have their positions taken on a race tracking device. As well as this teams must take a picture or screenshot of their own GPS coordinates at the time of finish and declare as described in the SIs

As well it will be mandatory all competing boats have AIS or have an alternate method of retrospectively taking their position when the race is over.

12.3 As part of their finish declaration all boats must declare their final position.

12.4 Using a boat's final coordinates, the subsequent rum line distance to the Fairway Bouy i.e. in the most direct line needed to complete the course as per the Sis shall be deducted from (Number of laps x Course Distance).

12.5 A lap is started once Fairway is bearing 117°M Except at the Start of the Race.

12.6 For Example, Course Length 12.6 nm
Number of laps started 4
Distance to Fairway Bouy sailing the course 0.7 nm
Therefore $(12.6 \times 4) - 0.7 = 49.7$ nm is the elapsed distance sailed.

12.7 Elapsed distances are to be calculated to 3 decimal places and the 4th decimal shall always round up.

12.8 The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the boats entered to remain in the vicinity of the starting line. Each boat shall exercise her responsibility under RRS Fundamental Rule 3 and decide whether or not to start or to continue to race.



13 RESPONSIBILITY

13.1 Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS

Fundamental Rule 3: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his/her responsibilities in the event of their Incapacitation."

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:

- I. 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.
- II. they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- III. they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission.
- IV. their boat is in good order, equipped to sail in the event and they are fit to participate.
- V. the provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- VI. they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety
- VII. equipment is properly maintained, stowed, in date and familiar to the crew.

Plas Heli, ISORA CHPSC and its sponsors, accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.



14 RISK STATEMENT

- 14.1 No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed a declaration in the terms set out in NoR 14. CHPSC reserves the right to require a signed declaration, in the terms set out in NoR 14, from each crew member.

the Person in Charge for this race shall agree to the terms of the declaration below during their vessel's entry. Race Entry Form Declaration to be signed by every Person in Charge. To the best of my knowledge the information I have given is accurate. I understand that Yacht Racing can be dangerous. I agree that Plas Heli, ISORA and CHPSC and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by NoR 13 Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS 1.2 (wearing personal floatation devices adequate for the conditions).

I agree to be bound by RRS, RYA Prescriptions and this Notice of Race, World Sailing Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races contrary to the terms of any ban imposed by World Sailing, a National Authority or ISORA/CHPSC. understand and agree that the information given in this race entry and also the race entry lists and results will be maintained on the Club's computer to be used for all aspects of race organisation.



15 INSURANCE

- 15.1 Boats shall be adequately and suitably insured with valid third-party liability insurance before racing

16 PRIZES

- 16.1 There will be prizes for 1st 2nd and 3rd overall.

- 16.2 Class prizes will be distributed in accordance with the table below

Number of Boats	2-3	4-5	6+
Prizes	1	2	3

- 16.3 2 boats are required to constitute a class

- 16.4 One of these prizes may be awarded once in each class.

- Fastest lap time under IRC (VMG)
- Combined Fastest 1st and last completed lap under IRC

Two boats from different classes may form a team to win one of these prizes.

- 16.5

- Best combined VMC % Sailed
- Best combined fastest laps under IRC
- Best combined Corrected distance sailed.
- Most colourfully dressed team
- First team to the start area.
- Last team back on the dock

17 FURTHER INFORMATION

- 17.1 For further information please contact racing@pwllhelisailingclub.co.uk

