



## RACE CODE OF CONDUCT

### RACING OF FEDERATION CLUB EVENTS IN CHICHESTER HARBOUR

#### GENERAL

1. This code forms part of Chichester Harbour's compliance with the 'Port Marine Safety Code' and enables Federation Clubs cooperatively to organise racing without individual agreement to their sailing fixtures by the Harbour Master. The code applies to Federation Clubs as Race "Organising Authorities" and to competitors participating in their races.
2. Federation Clubs shall actively promote awareness amongst their members of the 'Race Code of Conduct'.
3. The Harbour is primarily a recreational harbour, within which the racing of sailing craft is limited to dinghies, day keelboats and sailboards. Club Race Management and competitors shall be considerate of other harbour users *"with care and caution and in such manner as shall not cause annoyance to the occupants of any other vessel or cause damage or danger to any other vessel or to any moorings or other property."* [Chichester Harbour Conservancy Byelaw 4]
4. Racing for cruisers, sports boats and large 'skiff type' dinghies greater than 17' long shall take place outside the limits of Chichester Harbour.
5. The racing of multi-hulls is not deemed appropriate within the Harbour and no Club shall promote, sponsor or encourage this type of racing within the Harbour. Trimarans specifically designed for, and sailed by, sailors with disabilities will be permitted to race.

#### RACE MANAGEMENT

6. Race Officers shall avoid setting courses where:
  - a) the starting line crosses a main navigation channel, especially where narrow and at times of peak harbour traffic and shall always ensure that any start or finish line does not prevent non-racing traffic navigating safely;
  - b) competitors will obstruct a main navigation channel during the pre-start sequence
  - c) competitors will pass through the East Head anchorage (defined by the area to the south of a line from Snowhill and East Head Spit Buoys) at those times when this venue is likely to be congested, particularly on public holiday weekends and in July and August.
7. Race Officers shall also take account of the increased risks to other harbour users which may arise when competitors are racing in conditions of fresh breezes and/or at either low or neap tides, where navigable water is limited. Clubs should therefore avoid programming races for any fleet which because of its size would significantly hamper navigation in the channels by other harbour users.
8. Race Officers:
  - a) Should consult the Federation Fixture List and, if necessary, consult with other Clubs to avoid clashes between racing fleets
  - b) Shall lay start lines clear of navigation or racing marks.
  - c) Shall not use navigation or Federation racing marks as one end of any Committee boat start line
  - d) not use navigation marks (except MILL RYTHER and ROOKWOOD) as rounding marks.



9. Federation racing marks with a designated rounding direction must be rounded in the direction specified in the schedule published on the Chichester Harbour Federation website [www.chifed.org](http://www.chifed.org) , (except if required as rounding marks during Chichester Harbour Race Week).
10. The use of outside marks at CHI, HARD, W-E, RIZZI and SPARKES is not formally covered by the 'Race Code of Conduct'. Clubs proposing to use these marks are requested to forewarn HISC and CCRC with the intended date, approximate time of use and rounding direction.
11. During winter racing, courses should be set to minimise the disturbance to wildlife. The upper reaches of the Harbour and shorelines, where waders, waterfowl and harbour seals are resting, should be avoided.
12. Incidents between vessels racing shall be dealt with by normal procedure under the Racing Rules of Sailing (RRS). Any significant incident or accident with a wider interest for harbour safety (including all involving a third party) should be reported to the Harbour Master.

#### **COMPETITORS**

13. All competitors are reminded that when a boat sailing under the Racing Rules of Sailing (RRS) meets a vessel not racing, she is obliged to comply with the International Regulations for Preventing Collisions at Sea which provide that
  - a) A sailing vessel shall keep clear of any vessel restricted in her ability to manoeuvre (including towing) or a vessel engaged in fishing, and not impede the passage of any vessel which can safely navigate only within a narrow channel
  - b) Every vessel shall at all times maintain a proper look out so as to make a full appraisal of the situation and of the risk of collision
  - c) Port tack boats keep clear of starboard tack boats, windward boats keep clear of leeward boats and boats overtaking keep clear of boats overtaken.
14. All competitors should, in the interest of safety and as a matter of courtesy,
  - a) avoid passing too close to a non-racing vessel,
  - b) make clear any intention to alter course so as to pass astern of a non-racing vessel,
  - c) acknowledge boats that have kept clear even when they are obliged to do so
  - d) have due regard for slower moving vessels which may be constrained by their draught, slow response time or limited manoeuvrability.
15. The Federation recommends Clubs to withhold all prizes from competitors who have not paid Harbour Dues.