

# CHESAPEAKE RACER CRUISER ASSOCIATION

## CRUISER CLASS RULES

Adopted July 14, 2015

The CRCA mission is to support the racing of “Dual Purpose” boats on the Chesapeake and its tributaries.

The management and growth of the CRCA is the responsibility of the Executive Committee. This is composed of the owners, or their representative, of boats that are actively raced in the Racer Cruiser Fleet Classes. Each Class will have 2 members of the “EC” from each region. The “EC” will select a “Fleet Captain” for each region. Current Regions include:

- MID BAY – from the Bay Bridge to Choptank River
- NORTH BAY – north of the Bay Bridge

In addition to the Executive Committee the other positions are:

- President
  - Liaison with the CBYRA
  - Oversee the development of the Class Rules
  - To coordinate the activities of the Fleets to ensure continuity
  - Work with the Race Organizers to support their efforts to build attendance of Race Cruisers
- Administrator
  - Maintain Database of boats that qualify as Racer Cruiser
  - Maintain Boat of the Year documents and scoring
  - Release timely information on upcoming events and scores via Facebook page and Website
- Web Master – all things technical
- Technical Committee – nonvoting group of individuals with solid experience in the marine industry and race management. This group advises the Executive Committee.

To accomplish its mission the CRCA has created two Fleets “FUN RACING FLEET” and “RACER CRUISER FLEET”.

- The “FUN” fleet’s mission is to introduce new skippers to racing and train new crew. It uses “GOLF HANDICAPS” and its races usually use “Pursuit Starts”.
- The “Racer Cruiser” fleet recognizes that there is a wide variety of boats that can be considered to be “Cruisers” and has established classes that group these by Displacement, Level of Interior Comfort and Performance Potential rather than by the more common Spin/ NS and rating bands

typically used for Handicap racing. The assignment of boats to a class is done by the CRCA – Administrator and is based on factors included in the Class Rules but also considers the overall program of a boat. For example a “live aboard” is more likely to be classified as a True Cruiser. Any boat not satisfied with its assignment may request a review by the Executive Committee whose determination is final and not grounds for redress.

- The Classes of the Racer Cruiser Fleet are:
  - **TRUE CRUISER CLASS** – These boats have interiors that include a reasonable level of comfort for extended Cruising. They are of moderate Performance Characteristics. They are assumed to use an Asymmetrical Spinnaker tacked to the centerline. They may choose to use single headsail Non-Spin configuration and receive a rating credit.
  - **PERFORMANCE CRUISER CLASS** – Similar to TCC except with slightly higher Performance Characteristics and assumed to use a Symmetrical Spinnaker or Asymmetrical Spinnaker on a sprit or pole. May choose to use Asymmetrical Spinnaker tacked to the center line or single headsail non-spin with rating credits.
  - **POCKET CRUISER CLASS** – This class is very similar to the Performance Cruisers except that they are smaller and have a “functional” rather than “full Cruising” interior.
  - **CRUISING MULTIHULL CLASS** – class guidelines and rules for this class will be developed when a critical mass of boats are interested in joining the CRCA. It is assumed that these boats will be more Cruising oriented than the current PHRF Multihull Class.

**DECLARATION OF OTHER THAN ASSUMED SPINNAKER** – all boats will be scored with a rating based on the Class’s assumed spinnaker unless the owner submits a “Declaration” to the CRCA – Administrator at least 72 hours prior to the start of the race. A boat may make a full season declaration and may change it at any time but limited to the 72 hour rule.

**CLASS FLAGS & Spinnaker pennants – for this season the only identification is the White Class Flag, in the future it might be good to identify both Class & Spinnaker Declaration**

- FUN RACING FLEET – Jolly Roger or any other flag the owner wants
- TRUE CRUISER CLASS – White Class Flag, if electing to sail Non-Spin display a white pennant in addition to the White Class Flag
- PERFORMANCE CRUISER CLASS – Green Class Flag, if electing AsymCl display an Orange pennant, if electing Non Spin display a white pennant
- POCKET CRUISER CLASS – Blue Class Flag, use the same pennants as Performance Cruiser

**BOAT OF THE YEARS SERIES** – By January 15<sup>th</sup> of each year the Regional Fleet Captain shall identify a list of events to be included in their BOTY Series. This list will be presented to the CBYRA Scheduling Meeting and once confirmed a Notice of Series will be published. This schedule may be amended by a majority vote of the active Class Members. An Active Class Member is defined as any boat that “Qualified “ for the prior season BOTY Series or has participated in at least ½ of the current years BOTY events if at least 4 races have been held.

- Scoring – Low Point scoring will be used, RRS A.9 will be used to score the series except as modified by these Class Rules or the Boat of the Year – Notice of Series
- PHRF of the Chesapeake Ratings are Required to be eligible for trophies. See “modifications to ratings below”
- Races to counted – 60% of the number of races scheduled will be counted. Any boat that participates in at least 60% of the races is considered to have “Qualified for the Series”.
- Breaking of Ties – see RRS Appendix A8
- MINI SERIES – In addition to the Overall Series, CRCA offers 3 Mini Series to encourage boats that come in part way through season or are not able to participate in the season championship.

**SAFETY** – All CRCA races adhere to PHRF of the Chesapeake Safety Requirements

[http://www.phrfchesbay.org/docs/PHRF\\_Equip\\_Regs\\_v2.pdf](http://www.phrfchesbay.org/docs/PHRF_Equip_Regs_v2.pdf)

**SAIL AND EQUIPMENT** - except as noted in these Class Rules all CRCA races adhere to the PHRF of the Chesapeake Standard Sail and Equipment Specifications <http://www.phrfchesbay.org/docs/sailregs.pdf>

**HANDICAPS** – The CRCA encourages all owners to maintain current valid PHRF of the Chesapeake ratings. However boats without this will be provided ratings which will allow them to race but these boats are not eligible of the BOTY Awards. The basic assumption of boats that participate in the Racer Cruiser Fleet is that they are “Cruise Ready” rather than the typical PHRF rating assumption that a boat is “Race Ready”. Key differences between these assumptions is the use of smaller headsails, downwind sails other than Symmetrical Spinnakers tacked to a pole and the additional Displacement due to accumulation to equipment and supplies to facilitate the Cruising life style. This in no way means that the participants are less intense only that they intend to use their boat for more than just racing.

Because PHRF of the Chesapeake Ratings do not take into consideration configurations that are not “full race” CRCA uses those ratings as the base and then modifies them to include:

- Small Headsails if the boat is designed for a full overlapping headsail
  - 145% 3 sec/nm
  - 130% 6 sec/nm
  - 110% 9 sec/nm
- Downwind configuration other than Symmetrical Spinnaker tacked to a pole or Asymmetrical Spinnaker tacked to a pole or sprit more than 10% forward of the headstay. The credits available are based on the “typical” credits calculated using the PHRF of Southern California formula for “Non Spin Offset”.
  - Credit of 7 sec/nm for a “CRUISING CHUTE” – “ASYMCL” – an asymmetrical spinnaker tacked to the centerline of the boat not more than 10% of J forward of the headstay. This sail may use a Whisker Pole no longer than the LP of the largest Headsail to be poled to windward. This Changes RRS 50.3
  - Credit of 14 sec/nm for “NON SPIN” – a single headsail which may use a Whisker Pole on longer than the LP that headsail to be poled to windward. This Changes RRS 50.3
- For boats that have sails purchased before July 1, 2015 that do not meet the Class Rules for a Class that the boat would otherwise be eligible for, the Technical Committee may

recommend and the Executive Committee approve a rating penalty that will allow the boat to use those sails for a period ending December 31, 2020.

**MEMBERSHIP IN ORGANIZATIONS THAT SUPPORT RACING** – While CRCA does not require membership in these organizations we hope that the owners will recognize the important role that they play in making our sport possible. The discounts that Race Organizers provide on registration often more than cover the cost of joining.

- CRCA – Given that membership in the CRCA is free and that it maintains the database and communications system that support Racer Cruisers there seems to be no reason not to join.
- CBYRA – The Chesapeake Bay Yacht Racing Association’s sole purpose is to promote and support sailboat racing. They coordinate the scheduling of event and providing information to the competitors.
- US Sailing & ISAF – These organizations maintain the Racing Rules of Sailing. They provide Race Management, Safety and other programs that are critical to our enjoyment and well-being.

## **RULES SPECIFIC TO THE PERFORMANCE CRUISER CLASS**

1. All boats must be “wet-sailed”. Except for repairs, only 1 haul-out during the racing season is allowed. The racing season is defined as from that boat’s first race of the season until its last. Any boat requiring a “haul-out for repairs” is requested to notify the CRCA Administrator.
2. The boat must have an “inboard engine” and sufficient fuel aboard to run the engine at normal operating RPM’s for 8 hours.
3. Water Tanks – the draining of water tanks is prohibited. (needs more detail)
4. FULL CRUISING INTERIOR – Boats in this class should have:
  - a. a minimum of 6’ standing headroom,
  - b. a complete galley with mechanical refrigeration, stove, oven and sink
  - c. an enclosed head with marine head and holding tank
  - d. Functioning electrical system
  - e. Hard wired VHF Radio with an external antenna
  - f. tables, doors and cushions are required to be aboard when racing
5. Boats in this class are typically over 34’ feet and 12,000 pounds. Exceptions may be made for boats with Full Keels or other features that would make the boat unsuitable for inclusion in the Pocket Cruiser Class.
6. The boat shall have a “Downwind Sail Area/Displacement” ratio of less than 50. This is available of the PHRF of the Chesapeake Certificate “DW SS”, “DW AS” or “DW NS” depending on the type of downwind sail that has been elected.
7. SAIL MATERIAL – These rules are meant to allow boats to use reasonable levels of technology while at the same time discouraging the “win at any cost” that is such a part of “hard core” racing. It is understood that identification of suitable materials is a moving target. Boats with sails that do not meet these standards may receive a rating penalty or denied entry to CRCA events at the decision of the Executive Committee and confirmation of the active members of the Performance Cruiser Class. To support this process the CRCA has established a “Technical Committee” which is open to all marine professionals. This “non-voting” committee advises the CRCA Executive Committee.
  - a. No Cuben
  - b. Spinnakers must be Nylon or Airx
8. RIGS AND SAILS – these rules are meant to limit the “arms war” and the number of crew required. The limit on the number of sails does not include Storm Sails or Delivery Sails carried on races longer than 50 nm. In all cases the number of sails refers to the sails aboard during a particular race.
  - a. MAINSAIL – maximum 1 sail, it must be ready to be reefed by at least 20% of its area without running any additional lines. Must use Slides, Slugs or Roller Furler system.
  - b. HEADSAILS – maximum of 3, if more than 1 then at least 1 must be less than 110%. Must use either hanks or Roller Furler System.
  - c. SPINNAKERS – no Code Zeros – maximum of 3, unless ASYMCL then maximum of 2
9. ELECTRIC WINCHES – allowed
10. AUTO PILOTS – allowed except when within 100 yards of another boat or mark.

## **RULES SPECIFIC TO THE *POCKET* CRUISER CLASS**

11. Boats may be “dry-sailed”
12. The boat may have an outboard engine. If so it must remain on the transom when racing.  
Sufficient fuel aboard to run the engine at normal operating RPM’s for 8 hours.
13. Water Tanks – the draining of water tanks is prohibited. (needs more detail)
14. “FUNCTIONAL CRUISING INTERIOR – Boats in this class should have:
  - a. a minimum of 5’ standing headroom,
  - b. a functional galley that may include a cooler and stove without oven
  - c. A enclosed head which may be a “porta potty”
  - d. Functioning electrical system
  - e. Hand held VHF Radio
  - f. tables, doors and cushions are required to be aboard when racing
15. Boats in this class are typically under 35’ feet and 12,000 pounds.
16. The boat shall have a “Downwind Sail Area/Displacement” ratio of less than 50. This is available of the PHRF of the Chesapeake Certificate “DW SS”, “DW AS” or “DW NS” depending on the type of downwind sail that has been elected.
17. SAIL MATERIAL – These rules are meant to allow boats to use reasonable levels of technology while at the same time discouraging the “win at any cost” that is such a part of “hard core” racing. It is understood that identification of suitable materials is a moving target. Boats with sails that do not meet these standards may receive a rating penalty or denied entry to CRCA events at the decision of the Executive Committee and confirmation of the active members of the Pocket Cruiser Class. To support this process the CRCA has established a “Technical Committee” which is open to all marine professionals. This “non-voting” committee advises the CRCA Executive Committee.
  - g. No Cuben
  - h. Spinnakers must be Nylon or Airx
18. RIGS AND SAILS – these rules are meant to limit the “arms war” and the number of crew required. The limit on the number of sails does not include Storm Sails or Delivery Sails carried on races longer than 50 nm. In all cases the number of sails refers to the sails aboard during a particular race.
  - i. MAINSAIL – maximum 1 sail, it must be ready to be reefed by at least 20% of its area without running any additional lines. Must use Slides, Slugs or Roller Furler system.
  - j. HEADSAILS – maximum of 3, if more than 1 then at least 1 must be less than 110%. Must use either hanks or Roller Furler System.
  - k. SPINNAKERS – no Code Zeros – maximum of 3, unless ASYMCL then maximum of 2
19. ELECTRIC WINCHES – not allowed
20. AUTO PILOTS – allowed except when within 100 yards of another boat or mark.

## **RULES SPECIFIC TO THE TRUE CRUISER CLASS**

21. All boats must be “wet-sailed”. Except for repairs, only 1 haul-out during the racing season is allowed. The racing season is defined as from that boat’s first race of the season until its last. Any boat requiring a “haul-out for repairs” is requested to notify the CRCA Administrator.
22. The boat must have an “inboard engine” and sufficient fuel aboard to run the engine at normal operating RPM’s for 8 hours.
23. Water Tanks – the draining of water tanks is prohibited. (needs more detail)
24. FULL CRUISING INTERIOR – Boats in this class should have:
  - a. a minimum of 6’ standing headroom,
  - b. a complete galley with mechanical refrigeration, stove, oven and sink
  - c. an enclosed head with marine head and holding tank
  - d. Functioning electrical system
  - e. Hard wired VHF Radio with an external antenna
  - f. tables, doors and cushions are required to be aboard when racing
25. Boats in this class are typically over 28’ feet and 9,000 pounds. Exceptions may be made for boats with Full Keels or other features that would make the boat unsuitable for inclusion in the Pocket Cruiser Class.
26. The boat shall have a “Downwind Sail Area/Displacement” ratio of less than 40. This is available of the PHRF of the Chesapeake Certificate “DW SS”, “DW AS” or “DW NS” depending on the type of downwind sail that has been elected.
27. SAIL MATERIAL – These rules are meant to allow boats to use reasonable levels of technology while at the same time discouraging the “win at any cost” that is such a part of “hard core” racing. It is understood that identification of suitable materials is a moving target. Boats with sails that do not meet these standards may receive a rating penalty or denied entry to CRCA events at the decision of the Executive Committee and confirmation of the active members of the True Cruiser Class. To support this process the CRCA has established a “Technical Committee” which is open to all marine professionals. This “non-voting” committee advises the CRCA Executive Committee.
  - I. WOVEN SAILS LIMITED TO Dacron (PET) or any of the laminated sailed marketed as "cruising" sails by the manufacturer, including laminated PET sails such as North's NorLam but shall not utilize high modulus fibers such as Spectra/Dyneema, carbon, Twaron, Technora or Kevlar
28. RIGS AND SAILS – these rules are meant to limit the “arms war” and the number of crew required. The limit on the number of sails does not include Storm Sails or Delivery Sails carried on races longer than 50 nm. In all cases the number of sails refers to the sails aboard during a particular race.
  - g. MAINSAIL – maximum 1 sail, it must be ready to be reefed by at least 20% of its area without running any additional lines. Must use Slides, Slugs or Roller Furler system.
  - h. HEADSAILS – maximum of 2, if more than 1 then at least 1 must be less than 110%. Must use either hanks or Roller Furler System.
  - i. SPINNAKERS – no Code Zeros –Asymmetrical Tacked to the Centerline -maximum of 2
29. ELECTRIC WINCHES – allowed
30. AUTO PILOTS – allowed except when within 100 yards of another boat or mark.