

## Chichester Cruiser Racing Club

A Meeting of the Sailing Committee will be held at the offices of Pember & Boyle on Thursday 6th December at 6.00 PM.

### Agenda

1. To confirm the Programme for 1980 as attached.
2. To decide the fleet and racing format for 1980 including:-  
The continuation of the Alpha division.  
IOR ratings and their possible allocation on a class basis for unmeasured boats.
3. To decide method of revision of Beta handicaps in 1980
4. To reconsider the frequency of circularization of Results and race reports to the members.
5. Any other business.

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### Class racing and the CCRC

The Club exists to promote Cruiser Racing for the owners who keep Boats in the harbour. In the past the individual Harbour Clubs have found that on their own little support can be relied on and turnouts do not justify running races on a regular basis. We have filled the gap and also aimed to encourage owners with little or no experience of Cruiser Racing to start.

We now face a new development which is the growth of one design racing. Whilst this should not be ignored by the Club we should not forget our traditional role and remember that this new "competition", sponsored by a harbour Club, may never grow beyond the smaller boats which can not be regarded as Cruisers. There are bound to be many owners of boats over 25ft who would like to race and who will not want to buy a new OD class boat which seems to be a doubtful Cruiser. The expense of the bigger OD class boats is such that it seems unlikely that these will grow in Chichester harbour into a worthwhile class. Cf 101s and Impalas.

On the other hand many keen racing men will be attracted by this sort of racing so that an extra drain on our membership has been opened up. In order to meet this we should concentrate on two principles:-

1. Recruitment of new members in our traditional roles, ie genuine Cruising boats starting to race or more experienced racers wanting a more relaxed atmosphere where crewing difficulties are easier to overcome.
2. Making it easier for the OOD racer to join in with us and sail against his peers.

Recruitment is best dealt with by following a policy and a plan. In the winter of 1978/9 "Dear Owner" letters were distributed in the harbour. This should not be repeated each year but should be done every other year. The next such exercise should be carried out in 1980/81.

This winter we should prepare a suitable poster advertising our programme for next summer and take it personally to all Clubs and Marinas, boatyards etc in Chichester Harbour. We should not continue to pay for the poster prepared by HISC which was sent far afield last year and was more set out for the benefit of HISC than ourselves. The members should also be asked to try to recruit likely members when the opportunity occurs. Those on pontoons in Marinas have probably the best chance.

The One Design racing organised by other bodies will draw a lot of our support from us. But, in my opinion, only the smaller boats will command sufficient numbers to race regularly and even they may find that the usual pattern of about 25% of the fleet turning out will soon emerge. Thus leading to disappointment when the first flush is over. So far only one OD class of significance to us has shown signs of organising or being interested in passage races. One Sonata skipper has mentioned this to me as a reason for continued support of CCRC. Thus all is not lost and I am suggesting that we now try to make it a little easier for OD boats to find more competitive racing in our Club.

Our traditional role of encouraging owners to start racing does not mix with aggressive owners to whom winning and hard driving are the dominant motives. The OD concept attracts these sort of people. I am therefore putting forward very strongly that it is desirable to race all OD boats in Alpha allowing us to revert to two starts and shorter courses for Beta, if we want to, in later seasons. The problem is, of course, the IOR rating with its complicated and expensive rituals.

I am therefore putting forward that we accept un-measured boats in Alpha on the following basis:-

1. That the boat has been accepted for membership of a Class association having at least 30 members.
2. That the Class Secretary or Commodore confirms in writing the IOR rating common to all members, the owner of the boat concerned not being the officer writing to us.
3. The Class association can point to three measured boats of the Class appearing in the current RORC lists of IOR ratings and show that the Class rating is fair in relation to other ratings.
4. That the Committee have discretion to refuse to accept any particular rating for any unmeasured boat without giving reasons.

If a procedure under which a class rating is agreed by the RORC emerges then we should accept that rating. The proviso to 3, above, would only be followed up if the examples in the list did not correspond with the rating put forward to a material extent.

Probably, at this stage, only three OD classes could comply with these requirements.

D.B.T.Latley. November 1979

Note. The offices of Pember & Boyle are at 30 Finsbury Circus EC2 just off Moorgate to the East opposite Moorgate tube station.

CHICHESTER CRUISER RACING CLUB

PROVISIONAL DRAFT PROGRAMME 1980

<u>Date</u>	<u>Race</u>	<u>HW</u>	<u>Ht</u>	<u>Start</u>	<u>Race details</u>	<u>Trophies</u>	<u>Pts</u>
3.5	1	14.18	4.3	<del>12.00</del> <sup>12.30</sup>	Passage to Cowes	Practice Race	
4.5	2	14.55	4.3	12.00	Passage to Beaulieu	First Pts Race	*
5.5	3	15.30	4.2	10.30	Passage to Chichester R.N.L.I	Pennants	*
10.5	4	08.14	4.0	11.00	SNC Long	Rose Bowl/Shearwater Trophies	*
11.5	5	09.19	4.2	12.00	SNC Long		*
24.5	6	08.23	3.7	TBA	Passage to Quistreham	Jubilee Trophies	
26.5	7	10.14	4.0	TBA	Passage to Chichester		
31.5	8	13.19	4.4	TBA	OPEN	Nab Cups HISC organised.	
1.6	8	13.39	4.4	11.00	SNC Long	OPEN	
7.6	8	06.36	4.0	11.00	SNC Long	Harriet Shackman/Davies Trophies	*
8.6	9	07.49	4.0	10.30	SNC Long		*
14.6	10	13.25	4.7	11.00	Passage to Yarmouth	Coronation Cups	*
15.6	11	14.09	4.6	09.00	Passage to Chichester		*
21.6						Round the Island Race	
28.6	12	12.21	4.5	10.30	SNC Short	Charlesworth Trophy/Goblet	*
29.6	13	13.00	4.5	10.30	SNC Short		*
5.7	14	18.02	4.4	TBA	Passage to Cherbourg	Kinross Buckets	
7.7 to 20.7						Racing Cruise in Company to North Brittany	
19.7	15	17.08	4.2	14.00	SNC Short		*
20.7	16	17.58	4.0	09.30	Nab Owers Race	OPEN	
2.8	17	16.44	4.6	14.00	SNC Short	(Start of Cowes week)	
3.8	18	17.39	4.5	14.30	SNC Short		*
10.8	19	15.49	4.4	13.30	SNC short	Ladies Race	
17.8	20	16.25	4.2	14.00	SNC Short		*
23.8	21	10.02	4.0	12.00	Passage to Brighton	Cruiser Trophies	*
24.8	22	10.55	4.3	TBA	Short Local Race near Brighton		*
25.8	23	11.43	4.6	10.00	Passage to Chichester	For Cups not raced	*
6.9	24	10.33	4.1	12.00	Passage to Portsmouth	Crews Race	
7.9	25	11.20	4.3	10.00	Passage to Chichester	For Cups not raced	*
20.9	26	08.23	3.8	11.00	SNC Long	OPEN Itchenor Casket/Wallace Cup	
21.9	27	09.33	4.1	11.30	SNC Long	For Cups not raced	*
27.9	28	14.21	5.1	12.30	SNC Short	For Cups not raced	*
28.9	30	15.06	5.0	13.00	SNC Short	For Cups not raced	*
4.10	28	09.15	3.9			Olympic Week End Race by HISC	
5.10	29	10.15	4.1				

Note: Races Nos 24, 26, 28, 29 and 30 will be used to race trophies

Preliminary results to Questionnaire on Turnout

Replies received by November 14th, 20. Alpha 10 Beta 10. A number took took the trouble to write at length.

Q1. Lack of turnout, reasons:-

a, Other commitments 13. b, tide wrong 1. c, weather 4. d, crew 9.  
e, lack of interest 2. f, dislike round the buoys 4. g, dislike passage races 1. h, Various such as engine failure and maintenance but also really a repeat of a.

Q2. Change from B to A. 9 No 1 Possibly. One A would have preferred B.

Q3. Satisfaction with B handicap system 7 Yes 1 No.

Q4. do A do 6 Yes 2 No.

Q5 Fun races. 3 Yes.

General comment. The forms were seldom filled in completely, a lot of the questions simply being left unanswered. This must imply no strong feelings. Clearly the main reasons are other Commitments and Crew difficulties which dilute the turnouts. If this trend continues with the rest of the questionnaires which are filled in the conclusion must be that there are two choices open to us.

1. Recruit more members so that turnouts of 14 to 20% of the membership provide satisfactory fleets on the present length of programme.
2. Reduce the Programme to a length that the existing scale of membership can support properly.

Programme, Notes

The Programme now contains races organised by the Club as follows:-

Points races

Sea	13
Passage	<u>8</u>
	21
Open races	3
Cross Channel	3
Pracice, Ladies, Crew	<u>3</u>
	<u>30</u>

Also included in our programme will be the Nab Cups and the Olympic week end organised by HISC. Total 33. In addition we have a racing cruise in company planned. Cf 1979, 35 races planned.

Questions raised.