



# Chesapeake Racer Cruiser Association (CRCA)

## Bylaws & Class Rules

20 February 2020  
CRCA EXECUTIVE COMMITTEE

## I. Name

The name of this association shall be “Chesapeake Racer Cruiser Association,” also referred to as CRCA.

## II. Purpose / Objectives

1. CRCA is a collection of regional fleets with common interests and some overlapping events, and therefore is reasonable to form an association in order to have common representation of those interests.
2. CRCA’s primary goal is to establish and support a racing community of boats, owners, and crew that comprise primarily cruising-oriented boats in the Chesapeake Bay region. CRCA attempts to ensure as level a playing field as possible by using an objective handicap rating system in mixed fleets in a wide variety of courses and conditions.
3. CRCA supports the publication, scoring, and awards for multiple series over the course of the sailing season, and works directly with race Organizing Authorities (OAs) and Race Committees (RCs) where CRCA classes are participating to provide scoring services using our designated handicap scoring process.

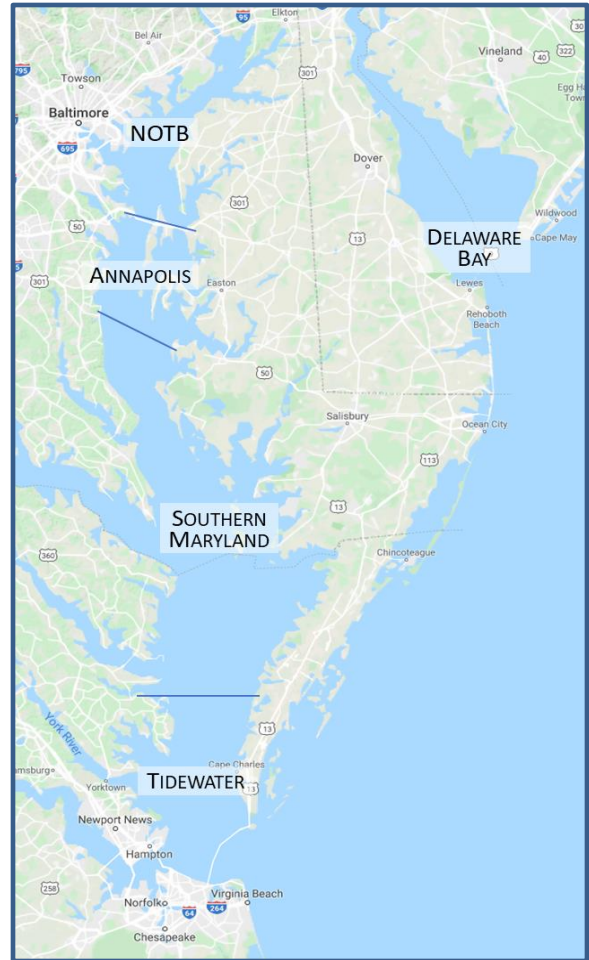
## III. Organization / Officers / Committees (governance)

1. Officers / Responsibilities
  - a. President. The President oversees the strategic development of the Association in accordance with its stated purpose and objectives, and represents, or designates other EC members or fleet officers to do so, in CRCA’s dealings with other organizations.
  - b. Executive Committee (EC). The EC is responsible for conducting the day-to-day business of the association in alignment with the association’s published purpose and objectives.
  - c. Technical Committee (TC). The TC is composed of individuals with experience in the marine industry and race management. The TC chair is consulted, and consults his/her team as necessary and appropriate, when exceptions or new requirements necessitate a considered review and decision as to the proper resolution. The Technical Committee also is the final arbiter of challenges, discrepancies, exceptions, protests, etc. with respect to ratings, scoring, or rules.
  - d. Business Manager. The Business Manager manages CRCA’s accounts and purchases, including the collection of dues, and the expenditure of funds on items such as awards or outside services.
  - e. Information Technology (IT) Manager. The IT Manager manages the development and maintenance of systems to support various facets of the organization, such as the CRCA website, scoring systems, and online member services.

## 2. Fleet Captains / Responsibilities / Regions

Fleet Captains are responsible for supporting the individual owners in their fleet area, attracting new participants, and acting as representatives on behalf of their fleets to propose and/or consider changes to rules, policies, or procedures. Fleet Captains may appoint Executive Officers to assist in carrying out these duties. The CRCA area is composed of four separate regions of the Chesapeake Bay and one area of the southern Delaware Bay, each with an associated Fleet Captain, as follows:

- a. North of the Bridge (NOTB). All locations north of the Chesapeake Bay Bridge.
- b. Annapolis. All locations between and including the Chesapeake Bay Bridge and Herrington Harbor.
- c. Southern Maryland. South of Herrington Harbor to Fishing Bay.
- d. Tidewater. South of Fishing Bay, including Hampton Roads, Portsmouth, Norfolk, and Virginia Beach.
- e. Delaware Bay. Includes Lewes and Cape May areas.



## 3. Meetings

- a. The annual meeting of the Association shall be held each year at a time and place to be determined by the Executive Committee. The Executive Committee or the President may call special meetings of the Association whenever the Committee or the President determines is necessary.
- b. Notices of every meeting of the Association shall state the time and place of the meeting and the purposes thereof, and shall be emailed to all members of the Association and/or other pertinent parties at least twenty days before the meeting.

## 4. Amendments

An amendment to these bylaws may be initiated by members of the Executive Committee. An amendment may be approved by a 2/3 majority vote of the voting membership, which comprises all active Full Members.

## 5. Elections

At the time of the announcement of the annual meeting, the membership will be informed of the current slate of officers and fleet captains, and will be solicited for nominations. Officers will be

voted on by the full voting membership, and fleet captains by the voting membership comprising their fleets, at the annual meeting using procedures provided at the time of announcement. Voting membership comprises all active Full Members. All officer- and fleet captain-candidates must be Full Members in good standing at the time of their nomination and throughout the fulfillment of their position.

6. Membership

a. CRCA membership is structured into three levels.

Participant (non-contributor)	Associate Member	Full Member
<ul style="list-style-type: none"> <li>Registers for a race in a CRCA class and purchases an ORR-Ez certificate.</li> <li>Is informed that they are a Participant-level member of CRCA, subject to CRCA class rules, and will be assigned to a CRCA regional fleet.</li> <li>Can start, be scored, and receive awards in the CRCA class in the race in which they've registered.</li> </ul>	<ul style="list-style-type: none"> <li>Pays their assigned fleet's Associate Member-level dues, if their assigned fleet offers.</li> <li>After racing two CRCA class races, will be requested to upgrade to Full Member status by remitting the associated dues for Full Member status level as determined by their assigned fleet.</li> </ul>	<ul style="list-style-type: none"> <li>Pays their assigned fleet's Full Member-level dues.</li> <li>Has access to all CRCA-supported series, such as the Annapolis series and the CRCA Boat of the Year series.</li> <li>Has association voting rights.</li> </ul>

b. Member dues

The Executive Committee will publish a schedule of annual dues to be paid by the respective members, as determined by the fleet captains of each region.

**IV. Communication / Information**

CRCA's primary method of making announcements will be through email.

**V. Class Rules**

1. The CRCA Class Rules incorporate by reference the ORR-Ez Rulebook and RMS Glossary, which can be found at

- <https://offshoreracingrule.org/orr-ez/orr-ez-rulebook>, and
- [https://www.regattaman.com/cert\\_glossary.php](https://www.regattaman.com/cert_glossary.php)

To the extent that CRCA class rules set forth in this section are inconsistent with the current ORR-Ez rulebook, the CRCA class rules as set forth in this section shall apply.

CRCA members agree to declare their largest headsail, LRH's (Large Roach Headsails), and spinnakers on their ORR-Ez certificates.

2. Common Boat Qualifications

Any boat participating in any CRCA class must have a value for DNWIND SA/D, as specified on its current ORR-Ez certificate, of no more than 60.

### 3. Common Definitions and Rules

- a. Sail definitions:
  - i. Headsail. Attached to the headstay with mid-girth measurement less than 50% of the foot length.
  - ii. Spinnaker. Includes both symmetrical & asymmetrical, either tacked to the centerline or flown from a spinnaker pole, with a mid-girth measurement greater than 75% of the foot length.
  - iii. Large Roach Headsails (e.g. 'Code Zero'). Mid-girth measurement between 50% and 75% of the foot length. These sails are allowed under ORR-Ez and in CRCA classes per the Sail Use Requirements.
- b. The clew of a Headsail or Asymmetrical Spinnaker may be attached to a whisker pole on the weather side of the boat. There is no restriction on the length of the whisker pole.
- c. The use of power winches and auto-pilots is allowed, except that an auto-pilot must be disengaged when within 1,000 ft. of any boat, mark, or other obstruction.
- d. Boats will carry fuel for 8 hours and normally used water tanks will be kept at least 1/3 full.
- e. Except for Racer Cruisers, a boat shall not be dry sailed and will be in the water during the sailing season except for required maintenance.
- f. A boat using a Non-Spinnaker rating may only use a mainsail and single Headsail, except that cutters with a fixed stay may use a staysail and two-masted boats may use a mizzen mainsail.
- g. Storm sails do not count against any sail limits.
- h. Delivery sails in excess of a class's sail use requirements may be carried on races longer than 100 nm, but must be clearly marked and not used during the race.
- i. There are no crew weight requirements or limitations.

### 4. ORR-Ez Division Class Assignments

Boats in the ORR-Ez division are divided into three classes.

- a. The True Cruiser class is primarily characterized by a configuration that is intended to best represent a typical production cruising boat set up in the most common manner.
- b. The Performance Cruiser and Racer Cruiser classes are less constrained by their cruising configurations and are separated generally more by performance characteristics.

Assignments are made as in the following chart, working from left to right. That is, review the criteria in the True Cruiser columns to see if your boat qualifies to be in the True Cruiser class. If it does not, then review the criteria in the Performance Cruiser columns to see if your boat qualifies to be in the Performance Cruiser class. If your boat doesn't qualify for the Performance Cruiser class, then it likely qualifies for the Racer Cruiser class. The CRCA Technical Committee may use its judgement to assign a boat to a different standard class than the class assignment table in this section.

In the following table, DPS is the ORR-Ez Downwind Performance Screen, as listed for your boat on the ORR-Ez Valid List (not on your certificate) at [https://regattaman.com/cert\\_list.php](https://regattaman.com/cert_list.php). DNWIND SA/D is listed on your boat’s certificate. Displacement is listed as DISP SAILING on your boat’s certificate.

True Cruiser		Performance Cruiser		Racer Cruiser	
If you have ANY of these	and ALL of these	If you have ANY of these	and ALL of these	If you have ANY of these	and ALL of these
<ul style="list-style-type: none"> <li>• In-mast furler</li> <li>• Displacement ≥ 25,000 lbs AND DPS &lt; 19</li> </ul>	<p><u>Performance</u></p> <ul style="list-style-type: none"> <li>• DNWIND SA/D &lt; 60</li> </ul> <p><u>Boat setup</u></p> <ul style="list-style-type: none"> <li>• Inboard engine</li> <li>• Multiple house &amp; engine batteries</li> <li>• Permanently installed VHF radio</li> <li>• Anchor &amp; tackle</li> <li>• Wet-sailed</li> </ul> <p><u>Sail Use</u></p> <ul style="list-style-type: none"> <li>• Asym or no spinnaker</li> <li>• Roller-furler headsail</li> <li>• Sail material requirements<sup>1</sup></li> <li>• Sail use requirements<sup>2</sup></li> </ul> <p><u>Crew</u></p> <ul style="list-style-type: none"> <li>• Max of one group 3 sailor on board, who may not drive; does not apply to owner.<sup>3</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Displacement ≥ 10,000 lbs AND DPS &lt; 19</li> </ul>	<p><u>Performance</u></p> <ul style="list-style-type: none"> <li>• DNWIND SA/D &lt; 60</li> </ul> <p><u>Boat setup</u></p> <ul style="list-style-type: none"> <li>• Inboard engine</li> <li>• Permanently installed VHF radio</li> <li>• Wet-sailed</li> </ul>	<ul style="list-style-type: none"> <li>• Displacement &lt; 10,000 lbs</li> <li>• DPS ≥ 19</li> <li>• Dry-sailed</li> </ul>	<p><u>Performance</u></p> <ul style="list-style-type: none"> <li>• DNWIND SA/D &lt; 60</li> </ul>

<sup>1</sup> Allowed sail materials include Nylon, Dacron, and membrane-embedded fibers such as Kevlar, Twaron, Vectran, and natural Technora. Carbon sails and fibers are not allowed. Membrane sails must use white polyester taffeta as the outer layer on both sides of the sail. Exceptions may be granted by waiver by the CRCA Technical Committee.

<sup>2</sup> Sail use requirements for True Cruiser class

Sail	Quantity	Properties	Use
Main	1	Reefable to 40%	
Headsails	≤2	If 2, one must have LP ≤ 110%	No headsail peel changes.
Spinnaker	≤2	Asymmetric	Tacked on centerline not more than 10% of J measurement forward of headstay.
LRH	0		
Note: Two headsails, if present, or a headsail and a spinnaker may be flown at the same time.			

<sup>3</sup> In races of length over 20 NM, a non-owner group 3 sailor may drive not more than 50% of the time and not within 2 NM of a start/finish/mark.

## 5. Races / Scoring

- a. CRCA uses ORR-Ez certificates and scoring. A CRCA scoring representative will be assigned to each CRCA class sanctioned race. In coordination with a race's Organizing Authority, Race Committee, or assigned Scorer, as designated by the OA, a CRCA representative will determine, given the actual conditions experienced during the race, the corresponding course wind profiles and the percentages of time assigned to each wind range. The CRCA representative will then compute the CRCA entries' final composite weighted ratings and provide them to the OA in the form of a Time Correct Factor/Coefficient for ToT races or a ToD coefficient for ToD races. Ordinarily, these ratings would be computed approximately the time of the first CRCA class boat finishing, but this can be coordinated with the OA.
- b. If after a race, the CRCA Technical Committee believes that the rating used to score was significantly incorrect, they will file a Request for Redress. Only the Technical Committee can file this.
- c. Class Splits – Filling a Class. If necessary, CRCA may re-assign a boat, for a particular race, to compete in a class as adjacent as possible to its primary class, in order to keep the adjacent class qualified as its own class for that race. Boats will be selected on the basis of most similar attributes to the adjacent class, as specified by the CRCA Technical Committee. The CRCA Technical Committee has final approval of these re-assignments and any re-assignments are not subject to redress. These re-assignments do not affect CRCA series scoring.

*Example: The Performance Cruiser class has 4 registered boats in a race where the organizer requires a minimum of 5 boats to start and award a class. If the True Cruiser or Racer Cruiser classes have excess entries, one would be assigned to the Performance Cruiser class for the race. Selection criteria would prioritize those boats who have the most similar attributes, as specified by the CRCA Technical Committee, to the boats entered in the Performance Cruiser class in this race.*

- d. Class Splits – Removing a Class. Should a class have too few registrants to meet an OA's requirements, CRCA may re-assign boats in that class to another class that is as adjacent as possible on the basis of most similar attributes to the adjacent class, as specified by the CRCA Technical Committee. The CRCA Technical Committee has final approval of these re-assignments and any re-assignments are not subject to redress. These re-assignments do not affect CRCA series scoring.

*Example: The NOR for a race requires a minimum of 5 boats in a class. The CRCA classes have 6 entries in the Racer Cruiser class, 3 entries in the Performance Cruiser class, and 5 entries in the True Cruiser class. The boats in the Performance Cruiser class with attributes most similar to those entered in the Racer Cruiser class, as defined by the Technical Committee, are moved to the Racer Cruiser class for this race, and the boats with attributes most similar to those entered in the True Cruiser class, as defined by the Technical Committee, are moved to the True Cruiser class for this race.*

- e. With OA approval and when participation levels make it possible, there may be a Non-Spinnaker (NS) class offered for an event.
  - f. Any boat who ordinarily carries a spinnaker also has the option to declare and race as a non-spinnaker boat, in which case its non-spinnaker ratings will be used. It must make this declaration to the race OA and the CRCA race coordinator prior to the end of race registration. LRH's may not be used when racing with a non-spinnaker rating.
  - g. Safety requirements are specified by the Organizing Authority. Except for major ocean races, these are typically one of the 3 categories of US Sailing SER's (Safety Equipment Requirements) which are Nearshore, Coastal, and Ocean. Check the race NOR for specifics and exceptions. The most recent SER can be found at [https://www.ussailing.org/wp-content/uploads/2020/01/US\\_SER\\_2019.0\\_Categories.pdf](https://www.ussailing.org/wp-content/uploads/2020/01/US_SER_2019.0_Categories.pdf).
  - h. When CRCA classes are given a single start time, the entrants will fly a white class flag. When classes are given separate starts, the True Cruiser class will fly a white class flag, and the Performance Cruiser and Racer Cruiser classes will fly a green class flag
  - i. CRCA fleet series are established and managed by the CRCA Fleet Captains, who are responsible for determining the scoring approach used. Cross-region series will be managed as determined by the Executive Committee.
6. ARC Division
- a. Certificates are issued under the Assigned Rating Class (ARC) Division on a complimentary single-use basis for certain CRCA-supported races (e.g. a charity racing event). ARC ratings, while based on the same underlying model, are not as precise as ORR-Ez certificates, and are not intended for multi-event use.
  - b. By racing using a CRCA ARC certificate, entrants agree to heed and be bound by the CRCA Bylaws & Class Rules.
  - c. Boats racing with an ARC rating may not be eligible for all CRCA class race prizes, as determined by the race's Organizing Authority.