

Sailing Instructions

For THE

9th ANNUAL



Annapolis, Maryland
MAY 9 -11, 2008



The National Hospice Regatta Alliance

9th Annual

Hospice Regattas National Championship

Annapolis, Maryland

May 9- 11, 2008

Sailing Instructions

1 RULES

1.1 The Hospice Regattas National Championship will be governed by the *rules* as defined in the current Racing Rules of Sailing (*RRS*), including only the **US SAILING** Prescriptions for Rules 61.4, 68, 76.1, and Appendix F, the Rules of the J/105 Class as modified by the local fleet (Fleet 3), the Notice of Race, and by these Sailing Instructions.

1.2 The regatta is classified as a Category A event in accordance with ISAF Regulation 20, Advertising Code.

2 ENTRIES

2.1 Entries will be accepted from racing skippers who have been selected by their local Hospice Regatta organizers and who have been invited by the National Hospice Regatta Alliance to compete in this 9th Annual Hospice Regattas National Championship. Each skipper must be a member of US SAILING, however membership in the J/105 class association is not required.

3 CREW LIMITATIONS

3.1 The regatta is open to qualified crews that contain no more than one group 3 Professional Competitor, as defined by the *RRS* and the ISAF Classification system. A group 3 competitor may not steer during a race unless he/she is the selected competitor from their nominating Hospice Regatta.

3.2 The crew number limit is 6, including the boat owner or owner's representative. There will be no weight limit. Teams must sail with the same crew as listed on their entry during the entire series, except that emergency crew substitutions must be submitted in writing, and approved by the Chief Judge.

(This changes the J/105 class rules.)

3.3 The boat owner or owner's representative may not steer or trim a sheet during a race.

(This changes the J/105 class rules.)

3.4 The boat may be steered by a non-member of the J/105 class. (This changes the J/105 class rules.)

4 BOATS AND EQUIPMENT

4.1 The J/105 boats used for this regatta will have deep draft keels.

4.2 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

5 BOAT ASSIGNMENTS

5.1 Boat assignments for each day will be determined by a drawing at the Friday, May 9th, competitors' meeting. The Organizing Authority will publish a sequential list of boats. The boat drawn on Friday will be the race boat for Friday. The boat listed next in sequence will be the Saturday boat and the next boat in sequence will be the Sunday boat.

6 BOAT TUNING RESTRICTIONS

6.1 The standing rigging of the J/105 boats may be adjusted only by the owner or owner's representative before the first warning signal of each race day.

7 NOTICES TO COMPETITORS

7.1 Notices to competitors will be posted on the official notice board, located at Race Headquarters which will be at 612 Third Street, Annapolis MD 21403, on the 2nd floor. Friday and Sunday social activities and awards presentations may also be held across the street at 613 Third Street, Annapolis (Eastport) MD.

8 CHANGES IN SAILING INSTRUCTIONS

8.1 Any change to the Sailing Instructions will be posted on the Official Notice Board at Race Headquarters before 0800 on the day it will take effect, except on Friday May 9th before 1000 hours. Any change to the schedule of races will be posted by 1800 on the day before it will take effect.

9 SIGNALS MADE ASHORE

9.1 Signals made ashore will be displayed from a flagpole at Race Headquarters.

9.2 Code Flag "L", flown from the flagpole signifies that a change in Sailing Instructions, or other notice to competitors has been posted on the official notice board.

9.3 When flag "AP" is displayed ashore, "One minute" is replaced with "Not less than 60 minutes" in RRS Race Signals.

10 SCHEDULE OF EVENTS: Time Location

May 9th Friday	0800 - 0930	Registration at Race Headquarters - (612 Third Street, Annapolis (Eastport) MD, 21403)
	0930	Competitors' Meeting at Race HQ
	1100	Rendezvous in vicinity of Dolphin "A" near Severn River entrance
	1200	Race 1 Warning signal More races to follow
	1800 - 1930	Informal welcome party at 613 Third Street, Annapolis (across the street from Race Headquarters)
May 10th Saturday	1000	Rendezvous in vicinity of Dolphin "A" near Severn River entrance
	1100	First Warning signal More races to follow
	1830 – 2130	Championship Reception – At private home 2029 Maidstone Farm Rd, Annapolis MD, 21409
May 11th Sunday	1000	Rendezvous in vicinity of Dolphin "A" near Severn River entrance
	1100	First Warning signal - More races to follow
	1530	*No Warning signal will be made later than 1400 hours. Championship Awards at 613 Third Street, Annapolis (across the street from Race HQ) Race HQ

10.1 Races not completed on Friday or Saturday may be sailed on the following day.

10.2 Races not completed on Sunday will be abandoned and will not be sailed

11 RACING AREA

11.1 The racing area will be within two miles of Severn River R "2".

11.2 Severn River R "2" Bell is located about 20 to 30 minutes (via sailboat) from most Annapolis Spa Creek and Back Creek marine facilities. The approximate coordinates for Severn River R"2" Bell are; N 38' 56.29", W 076' 25.28".

12 COURSES

12.1 Courses will be as described below, and in **APPENDIX #1 "COURSE ILLUSTRATIONS"**.

12.2 Course Designations:

COURSE #2 - Windward, Leeward (Finish).

COURSE #3 - Windward, Leeward, Windward (Finish).

COURSE #4 - Windward, Leeward, Windward, Leeward (Finish).

COURSE #5 - Windward, Leeward, Windward, Leeward, Windward (Finish).

12.3 All rounding marks shall be left to port, except that when a “gate” is employed, the “gate” will consist of a pair of marks. When there is a gate, boats shall sail between them from the direction of the prior mark and round either gate mark. If a gate is not in place, boats shall round the leeward mark to port.

12.4 Courses will be posted on the R/C Signal Boat course board prior to the Warning signal of each race. The number of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the first mark will be displayed on the course board.

13 THE START

13.1 Races will be started using *RRS* rule 26.

13.2 The Class Flag for the J105 class will be Numeral Pennant “1”. No backstay pennants are required.

13.3 The starting line will be between a staff displaying an orange flag on the Race Committee signal boat and an inflatable mark, or on a staff displaying an orange flag on a Race Committee mark boat.

13.4 A boat starting later than ten (10) minutes after her starting signal will be scored DNS (Did Not Start). (This changes *RRS* A 4.1)

13.5 Individual recalls will be signaled in accordance with *RRS* 29.1 with the following addition: The Race Committee may attempt to announce sail numbers of boats on the course side of the starting line on a VHF radio channel announced at the competitors’ meeting. Failure of a boat to hear her recall notification and the timing and order of such hails will not be grounds for granting redress. (This changes *RRS* 29.1 & 62.1)

14 MARKS

14.1 Course marks will be inflatable race marks. Complete mark descriptions and mark colors will be made at the skipper’s meeting on May 9th.

15 CHANGE OF COURSE AFTER THE START

15.1 The Race Committee may change a leg(s) of the course in accordance with *RRS* 33.

16 THE FINISH

16.1 The Finish line for **Windward finishes** (Courses #3 & #5) will be between the Windward mark and a staff displaying an orange flag on a R/C vessel.

16.2 The Finish line for **Leeward finishes** (Courses #2 & #4) will be between a staff displaying an orange flag on the Race Committee signal boat, and the Start/Finish mark (or on a staff displaying an orange flag on a Race Committee mark boat). The finish line may be shorter than the original starting line.

16.3 *RRS* “Race Signals” is changed to allow that code flag “Second Substitute” flying (no sound signal) from the Race Committee finish boat while boats are finishing indicates that another race will be sailed. Competing boats should remain in the vicinity of the starting area.

17 TIME LIMITS

17.1 Any race in which no boat rounds the first windward mark within 45 minutes, or sails the course and does not finish within two hours of the start will be abandoned. All boats not finishing within 30 minutes of the finish time of the first boat to finish a race shall be scored “TLE” (Time Limit Expired). A “TLE” score for all boats not finishing within the time limit shall be two more points than the number of boats that have finished within the time limit. (This changes *RRS* 35, A 4.1, A 4.2 & A11)

17.2 If another race may be sailed that day, those boats not finished within 30 minutes of the time of the first boat to finish shall immediately proceed to the starting area. The end of this 30 minute period will be signaled by the lowering of the blue flag on the Race Committee finish line boat accompanied by a long sound signal.

18 PENALTY SYSTEM

18.1 *RRS* 44 - Penalties for Breaking Rules of *RRS* Part 2 is changed in that if a boat breaks a rule of Part 2 her alternate penalty shall be **either** a One Turn Penalty, including one tack and one jibe **or** a 20% Scoring Penalty, **unless** she breaks a rule of Part 2 within the 2 boat length zone, in which case the penalty shall be **either** a Two Turns Penalty **or** a 50% scoring penalty. (This changes *RRS* 44.)

18.2 Any damage caused by contact with another boat or another boat’s equipment shall be considered serious damage. (This changes *RRS* 44.1.)

18.3 All boats that have taken a penalty under *RRS* Part 44.2 or Part 44.3 shall make a written declaration to the Race Committee prior to the end of protest time. (This changes *RRS* 44.2 and *RRS* 44.3.)

19 ALTERNATE PENALTY

19.1 *RRS* 44.1 is changed to allow a boat to take a Scoring Penalty for a breach of a rule of *RRS* Part 2 or *RRS* 44.3 after the incident but prior to the protest hearing by acknowledging the infringement before protest hearing, or by accepting the opinion of an arbitrator. This scoring penalty shall be 50% of the number of boats entered (rounding 0.5 upward), but shall not be less than 5 places, added to her actual finish position. However, she shall not be scored worse than Did Not Finish. (This changes *RRS* 44.1.)

20 PROTESTS, AND REQUESTS FOR REDRESS

20.1 A boat is required to notify her intent to protest, and the identity of the protested boat, by hail or VHF transmission to the Race Committee as soon as practicable after finishing, and will be acknowledged by the Race Committee. (This changes *RRS* 61.1(a)).

20.2 Protests shall be written on forms available at Race Headquarters, and delivered to the Protest Committee within 90 minutes after the last boat finishes the last race of the day, or the last abandonment. The close of protest time will be posted on the official notice board.

20.3 Protests will be heard in approximately the order of receipt as soon as possible at the Race Headquarters Protest Committee room. (This changes *RRS* 61.3 and 62.2.)

20.4 On the last day of the regatta a request for reopening a hearing shall be delivered to the Protest Committee:

- (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
- (b) no later than 20 minutes after the party requesting reopening was informed of the decision on that day. (This changes *RRS* 66.)

21. ARBITRATION

21.1 For protests involving an alleged breach of a rule of *RRS* Part 2, a short arbitration hearing will be held prior to a protest hearing. (This changes Part 5, Section B of the *RRS*).

21.2 After a written protest is delivered to the Protest Committee, one representative from each boat will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. The arbitrator is authorized to accept withdrawal of a protest on behalf of the jury. Protests not resolved by arbitration will be forwarded to the jury. The arbitrator will not be a member of the jury that hears the protest.

21.3 A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 shall receive a penalty score of 40% as detailed in Sailing Instruction 19.1.

21.4 The acceptance of an arbitrator's opinion cannot be grounds for redress or be appealed.

22 SCORING

22.1 Up to 8 (eight) races are scheduled, of which 2 (two) races shall be completed to constitute a series.

22.2 The series will be scored as provided in Appendix A of the *RRS* using the Low Point System, except that there will be no scores excluded. (This changes *RRS* Appendix A2.)

23 RADIO COMMUNICATION

23.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. The use of cellular phones while racing is prohibited.

24 PRIZES

24.1 Daily prizes will be awarded to the winner of each race.

For Friday's racing, at the after race party at Race Headquarters.

For Saturday's racing at the Championship Reception.

For Sunday's racing at the Championship Awards Presentation at Race Headquarters.

24.2 Championship Prizes will be awarded to the skippers placing first, second, and third in the Championship Regatta on Sunday at the Championship Awards Presentation.

25 BORROWED BOAT INSPECTION FORM

25.1 Following racing on each day, a representative of each competing team shall submit a completed Borrowed Boat Inspection Form -- one form for each boat sailed. The form shall be submitted to the Race Committee at Race Headquarters within two hours of the last boat's finish time for the last race of the day or abandonment of the race. Failure to turn in the Inspection form by the required time limit may result in team(s) not scored for the day.

25.2 Competitors shall report any damage or loss of equipment, however slight, to the Organizing Authority's representative immediately after securing the boat ashore. Competitor's are prohibited from protesting another competitor under this sailing instruction. (This changes RRS 60.1)

25.3 Penalty action by the Protest Committee with a hearing: RRS 60.3 (a)(1) is changed to delete "serious". The penalty for breaking this instruction, under RRS 60.3 (a)(1), will be disqualification from the race most recently sailed. (This changes RRS 60.3.)

26 DAMAGE OR LOSS DEDUCTIBLE DEPOSITS

26.1 The National Hospice Regatta Alliance has obtained borrowed boat insurance for each boat. Each team is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the Organizing Authority. Insurance deductible deposits of \$1,000.00 shall be posted by each competing team at registration. Deductible deposits must be cash, travelers check, or by personal check. Checks should be made out to National Hospice Regatta Alliance.

26.2 The damage deposit is the limit of liability of each team for each incident. If a boat is damaged in a race, and any part of a team's deductible is used, the team will be required to restore the damage deposit to the original value to maintain eligibility. The additional damage deposit must be made within the protest time limit period on that day.

26.3 The Borrowed Boat Insurance Program provides protection ONLY to those owners who lend boats. This insurance does not relieve competitors from liability in the event a competitor causes injury to other persons or property.

26.4 If damages occur that were not reflected on a completed J-105 Inspection sheet, the costs will be paid from the deposit of the team(s) causing the damage when so noted and determined by the Organizing Authority. Damages not attributed to a single team will be deducted from the damage deposits of the teams which used the effected boat during the regatta, in equal shares, and the balance returned by the Organizing Authority. A detailed accounting of expended funds will be supplied to each team that did not receive the full amount back.

26.5 Damage or Loss Deductible Deposits will be refunded within 30 days after the event.

27 DISCLAIMER OF LIABILITY

27.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

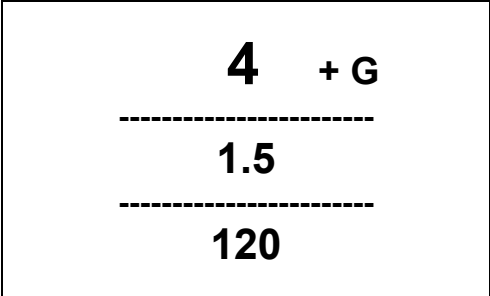
28 STATEMENT OF RESPONSIBILITY

28.1 The Skipper of each boat will be required to sign a statement of responsibility which will be available at registration.

APPENDIX #1 – “COURSE ILLUSTRATIONS”

1. The symbol “+G” displayed on the course board after the numerical course designation signifies that a gate will be set at the leeward mark. If employed, a “gate” will consist of a pair of marks. Boats shall sail between them from the direction of the last mark, and round either gate mark.
2. The symbol “+O” displayed on the course board after the numerical course designation signifies that an offset mark is to be left to port in conjunction with the rounding of the windward mark.

EXAMPLE:
COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT
Sail Course #4 - Windward, leeward, windward, leeward (Finish)
 With a **gate** at leeward mark.
 The Weather mark is **1.5 nautical miles** from start at **120° mag.**



COURSE NO. 2



Leg 1 - Windward
 Leg 2 - Leeward (Finish)



Start/ ----- R/C
 Finish

COURSE NO. 4



Leg 1 - Windward
 Leg 2 - Leeward (With a gate if +G is displayed)
 Leg 3 - Windward
 Leg 4 - Leeward (Finish)



Start/ ----- R/C
 Finish

COURSE NO. 3



Leg 1 - Windward
 Leg 2 - Leeward (With a gate if +G is displayed)
 Leg 3 - Windward (Finish)



Start ----- R/C

COURSE NO. 5



Leg 1 - Windward
 Leg 2 - Leeward (With a gate if +G is displayed)
 Leg 3 - Windward
 Leg 4 - Leeward (With a gate if +G is displayed)
 Leg 5 - Windward (Finish)



Start/ ----- R/C

