



The National Hospice Regatta Alliance

5TH Annual

National Hospice Regatta Championship

**Annapolis, Maryland
April 16 - 18, 2004**

Sailing Instructions

1 RULES

The regatta will be governed by the rules as defined in the current Racing Rules of Sailing (*RRS*) including the *US SAILING* Prescriptions, the Rules of the J/105 Class as modified by the local fleet (Fleet 3), the Notice of Race, and by the Sailing Instructions. The regatta is classified as a Category A event in accordance with Appendix 1 – ISAF Advertising Code of the *RRS*.

2 ENTRIES

Entries will be accepted from racing skippers who have excelled in their local Hospice Regatta in 2003 and who have been invited by the National Hospice Regatta Alliance to compete in the 5th Annual National Hospice Regatta Championship.

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. (This alters 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 alters the J/105 class rules.)

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

4 BOATS AND EQUIPMENT

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

4.2 The spinnakers used for this regatta will be those class legal up to and including 2002 (smaller). The new 2003 (larger) spinnakers will not be used. (This alters the J/105 class rules.)

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

5 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board, located at Race Headquarters, Mears Marina, 519 Chester Avenue, Annapolis (Eastport) MD.

6 CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

7 SIGNALS MADE ASHORE

- 7.1 Signals made ashore will be displayed from a flagpole at Race Headquarters (Mears Marina)
- 7.2 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.
- 7.3 When flag "AP" is displayed ashore, "One minute" is replaced with "Not less than 60 minutes" in race signal "AP".

8 BOAT TUNING RESTRICTIONS

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.

9 BOAT ASSIGNMENTS

Boat assignments for each day will be determined by a drawing at the Friday, April 16th, competitors' meeting. The boat drawn on Friday will be the practice and 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.

10 SCHEDULE OF EVENTS

April 16th Friday	0800 - 0930	Registration at Race Headquarters (Mears Marina)
	0930	Competitors' Meeting at Race Headquarters
	1030	Rendezvous near Severn River R "2"
	1055	Practice Starts (optional)
	1230	Race 1 Warning signal More races to follow
	1800 - 2030	Welcome party at Mears Marina Pavilion (Sponsored by The Hospice Cup XXIII - Annapolis)
April 17th Saturday	1000	Rendezvous near Severn River R "2"
	1055	First Warning signal More races to follow
	1830 – 2130	Championship Reception at a local private home.
April 18th Sunday	1000	Rendezvous near Severn River R "2"
	1055	First Warning signal More races to follow*
		*No Warning signal will be made later than 1400 hours.
	1530	Championship Awards at Mears Marina Pavilion.

- 10.2 Races not completed on Friday or Saturday may be sailed on the following day.
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 30 to 40 minutes (via sailboat) from Mears Marina and most other marine facilities in the Annapolis area. 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 **ADDENDUM #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 last mark and round either gate mark.

- 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”.
- 13.3 The starting line will be between a staff displaying an orange flag on the Race Committee signal boat and an inflatable mark.
- 13.4 A boat starting later than ten (10) minutes after her starting signal will be scored Did Not Start. (This alters *RRS* A4.1)
- 13.5 Individual recalls will be signaled in accordance with *RRS* 29.2 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 redress. (This alters *RRS* 29.2)

14 **MARKS**

- 14.1 Drop marks will be orange inflatable cylinders. A course change drop mark will be a tetrahedron.

15. **CHANGE OF COURSE AFTER THE START**

- 15.1 To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

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. The finish line may be shorter than the original starting line.
- 16.3 When the course is shortened at a gate, a Race Committee boat near the gate will display code flag “S”, and boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. (This alters race signal “S”.)
- 16.4 *RRS* “Race Signals” is changed to allow that code flag “R” flying from the Race Committee finish boat indicates that another race will be sailed shortly. Competing boats should remain near the starting area.

17 **TIME LIMITS**

- 17.1 Any race in which no boat rounds the first windward mark within 45 minutes, or finishes 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”. 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 alters *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 or shape on the Race Committee finish line boat accompanied by a long sound signal.

18 PENALTY SYSTEM

- 18.1 Delete the 2nd sentence of RRS 44.1 and replace with “Her penalty shall be a **360°** Turn Penalty, unless the sailing instructions specify the use of the Scoring Penalty or some other penalty.” (This alters RRS 44.1)
- 18.2 Delete 44.2 and replace with – “**360° TURN PENALTY** – After getting well clear of other boats as soon after the incident as possible, a boat takes a **360°** Turn Penalty by promptly making **one** complete 360° turn in the same direction, including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.” (This alters RRS 44.2)
- 18.3 The Scoring Penalty, rule 44.3, will apply.
- 18.4 Any damage caused by contact with another boat or another boat’s equipment shall be considered serious damage. (This alters RRS 44.1.)
- 18.5 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 alters RRS 44.2 and 44.3.)

19 PROTESTS, AND REQUESTS FOR REDRESS

- 19.1 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 alters RRS 61.1(a)).
- 19.2 Protests shall be written on forms available at Race Headquarters, and delivered to the Jury desk 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.
- 19.3 Protests will be heard in approximately the order of receipt as soon as possible at the Race Headquarters Jury Room. (This alters RRS 61.3 and 62.2.)
- 19.4 On the last day of the regatta a request for reopening a hearing shall be delivered
- (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 alters RRS 66.)

20 SCORING

- 20.1 Multiple races are scheduled, of which two races shall be completed to constitute a series.
- 20.2 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 alters RRS Appendix A2.)

21 RADIO COMMUNICATION

- 21.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats.
- 21.2 The use of cellular phones while racing is prohibited.
- 21.3 The Race Committee may attempt to provide information to competitors prior to the preparatory signal on a VHF channel announced at the competitors’ meeting.

22 PRIZES

- 22.1 Daily prizes will be awarded to the winner of each race.
- For Friday’s racing, at the Welcome party at Mears Marina Pavilion.
 - For Saturday’s racing at the Championship Reception Dinner.
 - For Sunday’s racing at the Championship Awards Presentation. (Mears Marina Pavilion)
- 22.2 Series prizes will be awarded to the skippers placing first, second, and third in the regatta at the Championship Awards Presentation.

23 BORROWED BOAT INSPECTION FORM

- 23.1 A completed Borrowed Boat Inspection Form shall be submitted by a representative of each competing team following racing on each day (Friday, Saturday, and Sunday). 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.
- 23.2 Competitors shall report any damage or loss of equipment, however slight, to the Organizing Authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the Jury is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

24 DAMAGE OR LOSS DEDUCTIBLE DEPOSITS

- 24.1 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, check or by credit card. Checks should be made out to National Hospice Regatta Alliance.
- 24.2 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.
- 24.4 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.
- 24.5 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.
- 24.6 Damage or Loss Deductible Deposits will be refunded within 30 days after the event.

25 DISCLAIMER OF LIABILITY

- 25.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

26 STATEMENT OF RESPONSIBILITY

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