



**70TH DOWN THE BAY RACE
(For the Virginia Cruising Cup)**

SAILING INSTRUCTIONS

Starts: Friday, May 24, 2019

CBYRA Region IV Sanction # 404

**Organizing Authorities:
Hampton Yacht Club (HYC), Hampton, VA
Storm Trysail Club (STC), Chesapeake Station**

The Down the Bay Race is a 120 nautical mile distance race from Annapolis to Hampton. It is open to all monohull and multihull sailboats meeting the requirements listed below.

1.0 RULES

1.1 Per US Sailing Requirement 1.2 – The safety of a boat and her crew is the sole and inescapable responsibility of the “person in charge”, as per RRS 46

1.2 All boats must meet U S Sailing (**Nearshore**) Safety Requirements (found at):
https://www.ussailing.org/wp-content/uploads/2019/02/US_SER_2019.0_Categories.pdf

1.3 The regatta will be governed by the rules as defined by the current Racing Rules of Sailing (RRS). RRS 51 and 52 are waived for boats with moveable ballast reflected on their measurement certificates.

1.4 In addition to 1.1, 1.2 and 1.3 above, all boats and crews must also meet the following safety requirements, drawn from US Sailing (COASTAL or OFFSHORE) Safety Requirements.

2.5.1 – Bilge Pump - A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea. *(Added by DTB RO - In lieu of the aforementioned bilge pump requirements, a bilge pump meeting Chesapeake area one-design class rules, related to your boat design, will be considered to be compliant.)*

2.7.2 - Propulsion - A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.

3.1.1 – PFDs - Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.

3.1.4 – Harness - Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 Ib. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

3.22 – Plugs - A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.

3.36 – Boom Lift - A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.

3.7.1 - MOB Rescue - A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.

3.14 – GPS - A boat shall carry a GPS receiver.

3.15 – MOB Recorder - A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.

3.2.1 – Jacklines - A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.

3.2.2 – Jackline Access - A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and unclip after going below.

3.24.1 – Searchlight - A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.

3.26 – Radar Reflector - A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.

3.27.1 – Buckets/Bailing - A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.

3.32 – Knife - A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit

Boats may be checked by members of the Race Committee, before the race or after finishing, for compliance with the Safety Requirements and Crew Member Verification (from Yachtscoring). See section 2.4.

A boat found to be not in compliance may be protested. Penalties by the Protest Committee may be less than DSQ.

1.5 Doublehanded class boats must adhere to 2019 CHESSS Class Rules found at http://media.wix.com/ugd/1795e0_28123eee6bb040e5aa790b03db682ef9.pdf which includes the allowable use of autopilots. Doublehanded boats can be raced with or without spinnakers, but no time corrections will be available other than that supplied with their PHRF certificates. Boats participating in the Doublehanded class will not be eligible for the Virginia Cruising Cup.

1.6 Multihulls are required to have Chesapeake Multihull Association (CMA) handicap rating. Boats participating in the Multihull class will not be eligible for Virginia Cruising Cup.

1.7 Boats racing in the ORR-ez class must adhere to ECRCA rules and be on the ECRCA valid list. https://www.regattaman.com/cert_list.php?org=328&goback=certificates_page.php

2.0 Eligibility and Entry

2.1 The event is open to all monohull sailboats having a valid 2019 PHRF of the Chesapeake Certificate; multihull sailboats with a valid 2019 CMA rating endorsed by the class, one design classes, IRC, ORC or ORR-ez classes. Classes will include Monohull PHRF A, B, Non-Spinnaker (two headsails), CMA Multihull, CHESSS Double Handed Monohull, plus any one design, IRC, ORC or ORR-ez class.

2.2 Eligible boats may enter by mailing an entry form to Hampton Yacht Club (Attn - Down The Bay), 4707 Victoria Blvd, Hampton, VA 23669 or on-line at: <https://yachtscoring.com/emenu.cfm?eID=7346>

2.3 The entry application shall be accompanied by an entry fee. The entry fees are based on Length Overall (LOA) which may be rounded downward to nearest lower whole number. (e.g: 39.71' = 39'): Entry Fees are: \$6.00 per foot LOA for entries paid by May 11, 2019. For entries paid after May 11, 2019, the entry fee will be \$8.00 per foot LOA. No entries are accepted after 1900 23 May 2019. Note: Maximum entry fee for any double hand boat registered by May 11, 2018 is \$150.00. Maximum entry fee for any multihull boat registered by May 11, 2019 is \$175.00. The maximum entry fee for multihull and double hand will not apply to boats paid after May 11, 2019.

2.4 Competitors are required to enter the names and emergency phone numbers for all individuals competing aboard their vessel, captain and crew, in Yachtscoring.com, before the start of the race. <https://yachtscoring.com/emenu.cfm?eID=7346> click CREW LIST. Owners can

go to the crew list and click the update button to review/ensure crew emergency contact information is entered.

3.0 Schedule

3.1 A Welcome Party for skippers and crew will be held in Annapolis at Severn Sailing Association 311 First Street, Eastport, MD 21403 (410) 268-8744, on Thur., 23 May 2019.

- a. The Check-In Desk will open at 1800.
- b. The party will run from 1800-2100.
- c. There will be a brief Skippers Meeting at 1900.

3.2 The Warning Signal will be given at 1000, 24 May 2019, in the Bay near Severn River R "2".

3.3 A Post Race Party/Awards Ceremony will be held Saturday, 25 May 2019, at Hampton Yacht Club.

- a. The party will begin at 1900.
- b. Awards will be presented around 1945.

4.0 Sailing Instructions

4.1 Sailing Instructions will be available on the HYC website <http://hamptonyc.com/events/down-the-bay> or on the Yachtscoring website <https://yachtscoring.com/emenu.cfm?eID=7346> on or before Friday 10 May 2019.

4.2 Printed Sailing Instructions will be available at Check-In on 23 May 2019.

4.3 Notices to Competitors and any changes to Sailing Instructions will be posted on the SSA notice board no later than 20:00 Thursday, May 23, 2019 and will also be posted on the Yachtscoring.com website (link above), and will be e-mailed to all competitors.

5.0 The Course

5.1 The course is 120 miles from Annapolis to Hampton.

5.2 Marks of the course are as follows:

<u>Location</u>	<u>Mark</u>	<u>Description</u>	<u>Leave to</u>	<u>Lat</u>	<u>Lon</u>
Start	Drop	Near R "2"	-----	38 56.5 N	76 25.5 W
Sharpes Island	"80"	Fl R 2.5 s	Port	38 36.5 N	76 24.8 W
Smith Point	Smith Point Light	Fl R Wh 10s 52 ft	Stbd	37 52.8 N	76 11.0 W
York River	"1YR"	Fl G 2.5 s	Stbd	37 07.6 N	76 09.8 W
Finish	Q R R "22"	Q R 1s	Port	37 00.2 N	76 17.9 W

In addition, the following marks must be passed on the channel side:

<u>Mark</u>	<u>Lat</u>	<u>Lon</u>
Thomas Point Light	38 53.9 N	76 26.1 W
Bloody Point Light	38 50.0 N	76 23.5 W
Cove Point LNG Pier	38 24.2 N	76 23.0 W
Windmill Point Light	37 35.8 N	76 14.2 W

Wolf Trap Light

37 23.4 N

76 11.4 W

Note 1: Boats must pass to the channel side of the Cove Point LNG Pier and shall honor the restricted area around the pier, including the keep off marks.

Note 2: All above mark locations are approximate. They are for course identification only and should not be used for navigation.

Note 3: The Coast Guard is no longer maintaining Wolf Trap Light. Consequently, it will not be lighted. NOAA has up-dated their new Chesapeake Bay Charts to show the position of Wolf Trap Light as an Abandoned Lighthouse.

6.0 The Start

6.1 All boats are required to check-in before the start by passing close behind the RC Signal Boats stern and hailing her sail number until acknowledged by the race committee. All boats, except multihulls, are required to fly their class flag for the duration of the race.

6.2 The RRS 26 Starting system will be used.

6.3 The warning signal is scheduled for 10:00, Friday May 24, 2019, in the Bay near Severn River R "2".

6.4 Order of Starts on Friday May 24, 2019

- 1 ORC
- 2 PHRF A
- 3 PHRF B
- 3 PHRF NON-SPIN
- 4 ORR-EZ
- 5 MULTIHULL
- 6 DOUBLEHANDED

6.5 At the start line the race committee will be available on, and monitoring, VHF 72

6.6 In the event of light air, the race committee may, at its own discretion, move the starting line south to a new location. Once in the new position, the race committee will drop a mark, anchor, and either begin a starting sequence or await developments. The race committee will not begin moving the starting line south until all boats are present in the starting area or 10:00, whichever comes first.

7.0 Special Limitations

7.1 During the race, competitors may not receive weather, current, or navigational information except from publicized sources available to all competitors. Subscription services such as Sailflow and PredictWind are allowed. However, private forecasts or tactical advice or information customized for a particular boat is not allowed.

7.2 Between sunset and sunrise, the following will replace RRS 17: "When a boat is about to pass another boat and they are on the same tack and within three overall lengths (of the longer boat) of each other, the boat being overtaken shall maintain her proper course and the

overtaking boat shall pass no closer than three of her boat lengths from the overtaken boat. Both boats shall maintain their proper course while overlapped.

8.0 Withdrawal from the Race

8.1 A boat withdrawing before the start shall notify the Annapolis Race Committee Signal Boat either by hail, or by cell phone (443) 254-3049. Please do not leave a message but, rather, continue to attempt to speak with the Race Committee until successful.

8.2 A boat withdrawing after she has started shall notify the Hampton Race Committee by calling 757-592-1650 first, and then 757-773-6292 if you are unable to connect. Please do not leave a message but, rather, continue to attempt to speak with the Race Committee until successful. Boats not complying with this instruction will be assumed to be in distress, and by 22:00 Saturday May 25, 2019, or earlier – the USCG will be contacted to begin search.

9.0 Commercial Traffic

9.1 A boat may not exercise right of way over, cross in proximity to, or interfere with reasonable transit of the race by commercial freighters, tugs and tows, or other commercial vessels that are unable to respond readily.

9.2 As provided in RRS 42.3(i), if a boat is without way in a shipping channel and a dangerous situation develops, she may use her engine, provided she does not gain a significant advantage in the race. Details of such use of engine shall be logged.

10.0 Penalties

10.1 The Two-Turn Penalty of rule 44.1 and 44.2 is in effect.

11.0 The Finish

11.1 The finish line will be off Fort Monroe, between Q R R "22" and the race committee on the seawall at Fort Monroe.

11.2 When each boat is approximately 200 yards from the finish line, they shall contact the race committee on VHF-72 and announce their boat name and sail number. After finishing, they shall again contact the race committee on VHF-72 to insure they have been properly identified and their finish time recorded.

12.0 Time Limit

12.1 The time limit for all boats is 2200 on Saturday May 25, 2019. Boats not finished by that time will be scored DNF. All boats still on the course MUST make contact with the Hampton Race Committee (VHF 72, (757) 592-1650 or (757) 773-6292) to ensure you are safe and your intentions, otherwise the provision of section 8.2 shall apply.

13.0 Scoring

13.1 PHRF classes will be scored Time-On-Time using Circular Random (CR) ratings.

13.2 ORC will be calculated and scored using Coast/Long Distance, time-on-time ratings.

13.3 Multihull class will be scored using CMA ratings.

13.4 Doublehanded class will be scored using PHRF/CHESSS ratings.

13.5 ORR-ez class boats will be rated and scored by the CRCA Technical Committee.

14.0 Awards

14.1 Class awards will be given for 1st, 2nd & 3rd in each class (based on participation of five boats or more).

14.2 The first to finish monohull will be awarded the The Robert M. Ravin Memorial Trophy

14.3 The PHRF monohull boat with the fastest corrected PHRF time will be awarded the Virginia Cruising Cup. Only boats racing under PHRF are eligible to win the Virginia Cruising Cup.

14.4 This race counts toward the HYC CUP Championship.

15.0 Disclaimer of Liability

15.1 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.

16.0 Media Rights

16.1 Competitors give permission for video footage and/or photographs of themselves or their boat to be published in any media the race organizers see fit

17.0 Further information:

For further information please contact:

Chair (HYC) Rich Wilcox: 757-773-6292; downthebay@hamptonyc.com.

Co-Chair (STC) Wally Miller: 443-254-3049; wally.miller@comcast.net.

PRO (HYC) Bob Thomas: 757-592-1650; Robert.M.Thomas@nasa.gov

PRO (STC) Wally Miller: 443-254-3049; wally.miller@comcast.net.

18.0 Dockage Assistance

For Dockage Information in Annapolis please contact

Wally Miller: 443-254-3049; wally.miller@comcast.net.

For Dockage Information at Hampton Yacht Club please contact

Richard Ash: 757-722-0711 or manager@hamptonyc.com