



# 2023 ANNAPOLIS to NEWPORT RACE

Race start dates: June 2 and 3, 2023

Organizing Authority (OA): Annapolis Yacht Club.

Assisted by the Ida Lewis Yacht Club, Naval Academy Sailing, and Storm Trysail Club

<http://www.annapolisnewportrace.com/>

## NOTICE OF RACE (NoR) inc. Amend No. 1, No. 2, No. 3 and No. 4

*The notation '[DP]' in a rule in this NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

*All times are US Eastern Time. All fees are US dollars.*

### 1 RULES

- 1.1 The event is governed by the Racing Rules of Sailing (RRS).
- 1.2 The Ocean Category of the current US Sailing Safety Equipment Requirements and associated Appendices (US SER) (available at <https://www.ussailing.org/wp-content/uploads/2023/03/Monohull-SER-2023.0-Ocean.pdf>) applies as modified by this NoR.
- 1.3 RRS G3, Chartered or Loaned Boats, will apply.
- 1.4 RRS Appendix RV, Reduced Visibility (available on the notice board at: <https://yachtscoring.com/emenu.cfm?eID=15589> will apply at night as specified in the sailing instructions.
- 1.5 Boats are strongly encouraged to review the International Regulations for the Prevention of Collision at Sea (IRPCAS) carefully before the race. The Chesapeake and Narragansett Bays both include narrow channels and traffic separation zones where the right-of-way rules between vessels are quite different than when racing boats meet under the RRS. Often under the IRPCAS, a sailing vessel is the give-way vessel and must take clear action well in advance to avoid close-quarters situations.
- 1.6 [DP] RRS 41(c) is replaced with: "Help in the form of information freely available to all boats even if that information is only accessible at a cost. However, such 'at a cost' help shall not include private forecast or advice or information customized for a particular boat or group of boats and/or her/their situation. The use of Predict Wind's weather routing tool is expressly permitted."
- 1.7 [DP] In the event any lifesaving equipment is lost overboard, it should be retrieved. If recovery is not possible the loss of any equipment that floats shall be reported immediately to the Coast Guard and to the race committee in Newport.
- 1.8 Specifics regarding modifications to the ORC, ORC Racer/Cruiser, ORC Cruiser, and ORC Double-handed class rules for the 2023 Annapolis to Newport Race can be found in Attachment A.

### 2 SAILING INSTRUCTIONS and FLEET SPLITS

- 2.1 The sailing instructions (SIs) will be posted to the notice board approximately 30 days before the first scheduled start.
- 2.2 Individual class splits will be posted to the notice board approximately 10 days prior to the first start.
- 2.3 Fleet splits, as articulated in NoR 6.1 will remain fixed.

### 3 COMMUNICATION

- 3.1 The official notice board is electronic and located at: <https://yachtscoring.com/emenu.cfm?eID=15589>

- 3.2 The race office can be reached by telephone at (443) 569-3962 or by email at [raceoffice@annapolisyc.org](mailto:raceoffice@annapolisyc.org). In Annapolis, the Race Office will be located at the AYC Sailing Center. In Newport, the race office will be located at the Newport Yachting Center.
- 3.3 In the starting and finishing areas, the race committee intends to monitor and communicate with boats by VHF radio on channel 73.
- 3.4 Each boat shall monitor VHF channel 16 from 10 minutes after the start until arriving in Newport or, if she retires, after returning to a harbor and contacting the race office.
- 3.5 Each boat shall continuously transmit its position using its Automatic Identification System (AIS) transceiver, required by US SER, beginning no later than 2000 EDT on the day of her start until arriving in Newport or, if she retires, after returning to a harbor and contacting the race office.
- 3.6 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

#### 4 ELIGIBILITY AND ENTRY

- 4.1 Boats are eligible to enter one of the following divisions: ORC, ORC Racer/Cruiser, ORC Cruiser, ORC Double-handed, or PHRF. If any division does not have a minimum of 5 entries by March 24, 2023, the OA may cancel that division, and entries in that division will be allowed to change to another division or receive a full refund. Divisions may be divided into multiple classes at the discretion of the OA. The OA will consider including additional divisions if there is sufficient interest expressed.
- 4.2 In addition to the stated methods of meeting 2.2.1 Stability within the current Monohull SER Ocean U.S. Sailing document, boats may also satisfy their stability requirement for this race by complying with the Following:

**Boats shall have at least one of the following, or be a true sistership of a boat that does:**

- a) A minimum ORC Stability Index of 115
- b) A minimum ORR Stability Limit of 115
- c) A minimum RORC SSSN of 28
- d) A minimum IRC STIX of 32
- e) Meet the requirements of ISO 12217-2A

**Certification of this requirement will be required on the Boat's Certificate of Compliance and Readiness.**

- 4.2 For the ORC Division:
  - (a) Entries shall have a current ORC (<https://www.ussailing.org/competition/offshore/orc/#applications>) International or Club certificate with a APH rating of 600 or lower.
  - (b) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.
  - (c) RRS 52, Manual Power, will apply except for boats rated for their equipment to augment power.
- 4.3 For the ORC Cruiser Division:
  - (a) Entries shall have a current ORC (<https://www.ussailing.org/competition/offshore/orc/#applications>) International or Club certificate with an APH rating of 630 or lower.
  - (b) Specific requirements for the ORC Cruiser Division are detailed in Attachment A.
- 4.5 For the ORC Racer/Cruiser Division:
  - (a) Entries shall have a current ORC (<https://www.ussailing.org/competition/offshore/orc/#applications>) International or Club certificate with an APH rating of 600 or lower.
  - (b) Specific requirements for the ORC Racer/Cruiser Division are detailed in Attachment A.
- 4.6 For the ORC Double Handed Division:
  - (a) Entries shall have a valid ORC (<https://www.ussailing.org/competition/offshore/orc/#applications>) Double Handed certificate with an APH rating of 600 or lower.

- (c) There shall be 2 persons aboard the boat. At least one crew shall be at least 21 years of age as of the start of the race. Both crew shall have previous offshore experience.
- (d) RRS 51, Movable Ballast, will apply.
- (e) RRS 52, Manual Power, will not apply.
- (f) RRS 41 is changed to permit boats in the ORC Double Handed Division to communicate with each other while racing.

4.7 For the PHRF Division:

- (a) Entries shall have current PHRF of the Chesapeake ([www.phrfchesbay.org](http://www.phrfchesbay.org)) certificate with a handicap of between 50 and 126.
- (b) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.
- (c) RRS 52, Manual Power, will apply except for boats rated for their equipment to augment power.

4.8 Any three boats affiliated with the same yacht club may register as a team to compete for the Yacht Club Challenge Trophy. Multiple teams from the same yacht club are welcome provided a boat is not part of more than one team.

4.9 Boats wishing to enter shall register on the event website no later than 1700 on May 19, 2023.

4.10 To be considered an entry in the regatta, a boat shall pay all fees and successfully fulfill all registration, documentation, and inspection requirements. Boats that are not valid entries, will not be permitted to start the race.

## 5 FEES

5.1 Registration and entry fees are as follows:

<u>Paid on or before:</u>	<u>Fully Crewed Entry Fee</u>	<u>DH Entry Fee</u>
1700 Friday, March 3, 2023	\$37.00 (per foot LOA)	\$30.00 (per foot LOA)
1700 Friday, April 14, 2023	\$39.00 (per foot LOA)	\$31.00 (per foot LOA)
1700 Friday, May 19, 2023	\$41.00 (per foot LOA)	\$33.00 (per foot LOA)

5.2 Entry fees are payable in full upon registering and are non-refundable after 1700 on May 26, 2023.

5.3 The entry fee includes racing, awards, two tickets to the Competitors' Reception on Thursday, June 1 and entry to the awards celebration by registered competitors. Additional tickets for crew and guests may be purchased in advance for the Competitors' Reception and the awards celebration in Newport.

5.4 Boats may be required to display advertising chosen and supplied by the organizing authority.

## 6 SCHEDULE

6.1 The event schedule will be:

<u>Date</u>	<u>Time</u>	
Wed May 31	0900-1700	On-site Registration and Tracker Pickup at the AYC Sailing Center
Thu June 1	0900-1700	On-site Registration and Tracker Pickup at the AYC Sailing Center
Thu June 1		Competitor Reception at AYC Main Clubhouse
Fri June 2	1100	Warning signal for Fleet 2 including the following Divisions: <ul style="list-style-type: none"> <li>• ORC APH of 525.0 and above</li> <li>• ORC Racer/Cruiser</li> <li>• ORC Cruiser</li> <li>• ORC Double-Handed</li> <li>• PHRF</li> </ul>
	1105	Warning signal for the ORC Doubled Handed Division
Sat June 3	1100	Warning signal for Fleet 1 including ORC boats with an APH of 524.9 and below.

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Mon June 5 Race office opens at the Newport Yachting Center

Wed June 7 Awards Party and Trophy Presentation

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- 6.2 Additional information about location, timing of social events and pricing for guest passes will be published on the event website.

## 7 DOCUMENTATION

7.1 [DP] The following documents shall be filed with the OA by email or postal mail no later than 1700 on May 12, 2023:

(a) **Deleted**

(b) A copy of the life raft inspection certificate(s) complying with US SER.

(c) A copy of the boat's 406 EPIRB registration.

(d) The Certificate of Compliance and Readiness, including a certification that the boat meets minimum stability requirements as specified in NoR 4.2.

(e) The US Sailing Safety Equipment Regulations, Ocean Category, Check List

**(f) Boats entered in ORC classes must apply for the pertinent certificate with US Sailing by 1700 on May 16, 2023. No changes to the boat's configuration will be allowed after 1700 on May 16, 2023, unless authorized in writing by the OA.**

- 7.2 [DP] The following documents shall be completed online on the regatta website no later than 1700 on May 19, 2023.

(a) Crew List form.

(b) Online Liability and Media Waiver (to be completed by all competitors).

- 7.3 The OA may conduct inspections of boats to verify the accuracy of a boat's documentation, as well as its readiness, preparation and seaworthiness to compete.

## 8 CREW

- 8.1 There shall be a minimum of 4 persons aboard each boat (except for the ORC Double-Handed Division).

- 8.2 There will be no sailor classification requirements beyond those stated in applicable class rules.

- 8.3 A representative of each boat shall be available in Annapolis from 1200 May 31 until the boat departs for the start of the race.

- 8.4 The term Captain as used in this NoR means the person, whether or not the owner of the yacht, who is designated on the entry form as "Captain" and who is the "person in charge" of the yacht during the race per RRS 46. The Captain is responsible for the yacht, its handling and safety, the conduct of the crew before and after, as well as during the race, and compliance with the NoR and the Sailing Instructions.

- 8.5 The Captain, Navigator and Watch Captains shall have successfully completed an Annapolis-Newport, Newport-Bermuda, Annapolis-Bermuda, Marion-Bermuda, Marblehead-Halifax, Trans-Pacific, or Pacific Cup Race in their respective capacities or provide a resume of their offshore experience on the entry form for review by the OA.

- 8.6 Safety at Sea Seminar Requirements:

(a) These requirements are in addition to the requirements of US SER.

(b) A person meets the Safety at Sea training requirement when they have completed a US Sailing sanctioned Offshore or International Safety at Sea Seminar, either online or in-person, within the 5 years of the start date of the race. Further information about Safety at Sea Seminars is available at: <https://www.ussailing.org/education/adult/safety-at-sea-courses>. International seminars that are equivalent in scope and content may be acceptable with written approval of the OA.

(c) For boats in the Double Handed Division, both crew shall meet the Safety at Sea training requirement.

- (d) For all boats except Double Handed Division: the Captain and at least one additional crew member from each watch shall meet the Safety at Sea training requirement.
- (e) All crew members are strongly encouraged to take the Safety at Sea training.

## **9 [DP] EQUIPMENT**

- 9.1 It shall be the sole responsibility of the owner (or charterer) of each boat to see that she is seaworthy in hull, rig and gear and that she is properly equipped and competently crewed and sailed.
- 9.2 US SER 3.39 is changed to allow boats built after January 6, 2001 that do not have a built-in on-deck life-raft compartment to use a life raft in a valise, provided they obtain written permission in advance from the OA.
- 9.3 While racing, the use of drones or other remotely operated equipment not aboard the boat is prohibited.
- 9.4 Sufficient fuel shall be aboard at the start to provide a cruising range under power of at least 100 nautical miles.
- 9.5 Boats shall carry a satellite phone. The Iridium Go Satellite Hotspot and Globalstar Sat-Fi units satisfy this requirement.
- 9.6 Boats shall carry a GPS transponder, supplied by the OA. The unit shall be mounted in accordance with the instructions supplied and a good faith effort made to maintain its operation throughout the race. The unit will provide tracking data which will be posted on the regatta website during the race. A deposit, fully refundable upon return of the unit, will be required.
- 9.7 The RRS Appendix G specifies the display of racing numbers on certain sails. In the event none of these sails are set when starting or finishing, these numbers are to be displayed by alternate means.
- 9.8 A boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area greater than 10% of the yacht's I dimension squared but not greater than 13.5% height of the foretriangle squared. This sail must be larger than, and in addition to the storm jib required by U.S. Sailing Monohull Ocean SER 3.33.4

## **10 COURSE**

- 10.1 The course is as follows (distance is approximately 473 nm, additional details to be provided in the SI):
  - (a) Start off of the mouth of the Severn River near Annapolis, Maryland,
  - (b) Sail south down the Chesapeake Bay, exit the Bay via the Chesapeake Channel of the Chesapeake Bay Bridge Tunnel,
  - (c) Pass the Chesapeake Light Tower to port,
  - (d) Finish off of Newport Neck, Rhode Island. Details regarding the finish line location will be provided in the SI.

## **11 PENALTY SYSTEM**

- 11.1 RRS 44.3, Scoring Penalty, will apply as changed by the SI.
- 11.2 The penalty for breaking a rule of the US SER or other non-Part 2 RRS or IRPCAS Part B rules may be less than disqualification at the discretion of the protest committee.

## **12 SCORING**

- 12.1 In classes using the PHRF rating system, corrected times will be calculated using PHRF Time-on-Time scoring. A boat's corrected time will be her elapsed time multiplied by  $(A / (B + \text{PHRF Rating}))$ . The A and B factors will be stated in the SI.
- 12.2 ORC Classes will be scored TOT, Single number A/P, or single number predominantly upwind, or single number predominately downwind.

## **13 PRIZES**

- 13.1 All entrants will be awarded a participation plaque.

- 13.2 A prize will be awarded to the boat with the fastest elapsed time for the race.
- 13.3 Prizes will be awarded to the top 3 boats based on corrected time in each class. Additional prizes may be awarded at the discretion of the OA.
- 13.4 A complete list of prizes to be awarded will be published in the SI.

#### **14 DECISION TO RACE**

- 14.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority, AYC and /or personnel supporting this regatta 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.
- 14.2 By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

#### **15 INSURANCE**

- 15.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident.

#### **16 MEDIA RIGHTS AND ADVERTISING**

- 16.1 By entering this regatta, the owner (or charterer) and crew members on competing yachts grant at no cost the absolute right and permission to use their names, voices, images, likenesses, and biographical material, as well as representations of their yacht in any media (including television, print and internet), to the Organizing Authority, the Annapolis Yacht Club, assisting clubs, and the event sponsors.
- 16.2 Boats may be required to display advertising chosen and supplied by the organizing authority.

#### **17 FURTHER INFORMATION**

- 17.1 Annapolis Yacht Club will have guest cards available to competitors for the week before the Start.

##### 17.2 Contact Information

Email: info@annapolisnewportrace.com  
Mail: Annapolis-Newport Race Committee, PO Box 908, Annapolis, MD 21404  
By phone: Before the start: 410-858-4964 After the start: (443) 569-3962  
Fax (before the start only): 410-267-6153

## ATTACHMENT A

### ORC

No modifications to current ORC rules ( <https://orc.org/rules/ORC%20Rating%20Systems%202022.pdf> ).

Below are the modifications to the ORC rules for ORC Racer/Cruiser and ORC Cruiser for the 2023 Annapolis to Newport Race. (Note: These are different rules and criteria than those used by ORC of the Chesapeake for racing inside the Chesapeake Bay Bridge Tunnel)

### ORC RACER/CRUISER

- a) Valid ORC certificate must classify yacht as an IMS Cruiser/Racer.
- b) Headsails: A maximum of two headsails each with area greater than 90% of the foretriangle area may be carried aboard. There are no restrictions on the number of headsails which are smaller than 90% of the foretriangle area. The full length of the luff of all headsails must be secured or fastened to the forestay or inner forestay. Example: spinnaker staysails are not permitted. Headsails set flying are not permitted. No more than one headsail may be flown at a time.
- c) Spinnakers: A maximum of two spinnakers may be carried aboard. Spinnaker maximum girths must be greater than 85% of the length of the foot of the sail. Example: Code Zero sails are not permitted.

### ORC CRUISER

- a) Valid ORC certificate must classify yacht as an IMS Cruiser/Racer and display a value for the Dynamic Allowance of .23% or greater.
- b) Headsails: A maximum of two headsails each with area greater than 90% of the foretriangle area may be carried aboard. There are no restrictions on the number of headsails which are smaller than 90% of the foretriangle area. The full length of the luff of all headsails must be secured or fastened to the forestay or inner forestay. Example: spinnaker staysails are not permitted. Headsails set flying are not permitted. No more than one headsail may be flown at a time.
- c) Spinnakers: A maximum of two spinnakers may be carried aboard. Spinnaker maximum girths must be greater than 85% of the length of the foot of the sail. Example: Code Zero sails are not permitted.