



**74th DOWN THE BAY RACE
(For the Virginia Cruising Cup)**

NOTICE OF RACE

Starts: Friday, May 24, 2024

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 RULES

- 1.1** 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.
- 1.2** All boats must meet U S Sailing (**Nearshore**) Safety Requirements (found at): <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/> (under Monohull SER Nearshore).
- 1.3** 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=16412> CREW LIST. Owners can go to the crew list and click the update button to review/ensure crew emergency contact information is entered.

- 1.4** ORC Open and ORC Performance Cruiser class rules are modified by ORC of the Chesapeake and can be found at <http://www.orcches.org>
- 1.5** 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. 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 Ib. (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.

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

2 SAILING INSTRUCTIONS

The sailing instructions will be available after May 10, 2024 on the official notice board.

3 COMMUNICATION

- 3.1** The online official notice board is located at:
<https://yachtscoring.com/emenu.cfm?eid=16412>
- 3.2** All boats shall carry a VHF radio capable of communicating on US channels
- 3.3** On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.4** 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, Windy, and PredictWind are allowed. However, private forecasts or tactical advice or information customized for a particular boat is not allowed.

4 ELIGIBILITY AND ENTRY

- 4.1** Boats in the J/105 Class, CMA Multihull, ORC Open, ORC Performance Cruiser (Spinnaker and Non-Spinnaker), CHESSS Doublehanded Monohull (Spinnaker and Non-Spinnaker), PHRF Monohull, and PHRF Non-Spinnaker (two headsails) classes are invited to participate.
- 4.12** One-Design option: In the event we have a group of five or more one-designs that would like to compete, please contact David McConaughy (dfmcconaughy@gmail.com); 757-870-4475.
- 4.2** For a class to have a start, it must have a minimum of 3 paid entries by Thursday, May 23, 2024 1700 Hours. Entry fees for boats in classes that fail to meet the minimum will be returned.
- 4.3** Boats wishing to enter shall enter online at: <https://yachtscoring.com/emenu.cfm?eid=15684>
- 4.4** To be considered a valid entry in the event, a boat shall complete all registration requirements including the waiver and pay all fees.
- 4.5** Boats in the CMA Multihull classes shall have a valid 2024 rating from the Chesapeake Multihull Association endorsed by the class. For more information, visit <http://www.chesapeakemultihulls.org>. Boats participating in the Multihull class will not be eligible for Virginia Cruising Cup.
- 4.6** Boats in an ORC class shall have the pertinent valid 2024 ORCi, ORC Club, or ORC Non-Spinnaker rating certificate for the class entered. For more information, visit <http://www.ussailing.org>, and <http://orc.org>.
- 4.7** Boats in a PHRF class shall have a valid 2024 PHRF of the Chesapeake rating certificate. For more information, visit <http://www.phrfchesbay.org>.
- 4.8** Boats in the CHESSS Doublehanded class must adhere to 2024 CHESSS Class Rules, in addition to the above safety rules, found at <https://yachtscoring.com/emenu.cfm?eid=16412> (under

documents and forms) 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.

- 4.9 Boats in the J/105 Class must adhere to the J/105 Class Rules. The J/105 Class Rules (J105CR) are modified by Article IX of the local J/105 Fleet 3 Article/Rules found at: <https://www.j105fleet3.org/rules>. This event is designated a Level 1A event.
- 4.10 The HYC/STC will post assignments of boats in handicap fleets to starting classes no later than 1700 on Wednesday May 22. The HYC/STC may change the assignment of a handicap boat's starting class until 1700 on Thursday, May 23.
- 4.11 Boats are limited to entry in a single class.

5 FEES

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: \$7.00 per foot LOA for entries paid by May 10, 2024. For entries paid after May 10 2024, the entry fee will be \$9.00 per foot LOA. No entries are accepted after Thursday, May 23, 2024 1700 Hours. Note: Maximum entry fee for any double hand boat registered by May 10, 2024 is \$150.00. Maximum entry fee for any multihull boat registered by May 10, 2024 is \$175.00. The maximum entry fee for multihull and double hand will not apply to boats paid after May 10, 2024.

6 SCHEDULE

- 6.1 A Welcome Party for skippers and crew will be held at Severn Sailing Association, 311 First Street, Annapolis, MD 21403 on Thursday, May 23, 2024, at 1730. Food and Beverages will be provided.
- 6.2 The Warning Signal will be given on Friday, May 24, 2024, at 1000 Hours, in the Bay near Severn River R "2".
- 6.3 A Post Race Awards Ceremony will be held at Hampton Yacht Club on Saturday, May 25, 2023, at 1830 Hours, upstairs in the HYC Dining Room. Food and Beverages will be provided.

7 THE COURSE

- 7.1 The course is 120 nautical miles from Annapolis to Hampton.
- 7.2 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 00.7 N	76 18.0 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	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 Chesapeake Bay Charts to show the position of Wolf Trap Light as an Abandoned Lighthouse.

8 PENALTY SYSTEM

Appendix V will be in effect.

9 SCORING

- 9.1 PHRF classes will be scored using PHRF Time-On-Time ratings. The race committee will assign the course type rating on race day as detailed in the SIs.
- 9.2 Corrected times for ORC classes will be calculated using ORC Time-on-Time scoring. The race committee will assign the course type and wind strength for scoring purposes on race day as detailed in the SIs.
- 9.3 Corrected times for Multihull classes will be calculated using Time-on-Time ratings in accordance with the Chesapeake Multihull Association.
- 9.4 CHESSS Doublehanded class will be scored using PHRF/CHESSS ratings.

10 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or continue to race is hers alone. '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 it the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

11 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover **of \$500,000** per incident or the equivalent.

12 PRIZES

- 12.1 Class awards will be given for 1st, 2nd & 3rd in each class (based on participation of five boats or more).
- 12.2 The first to finish monohull will be awarded the The Robert M. Ravin Memorial Trophy
- 12.3 The PHRF monohull boat with the fastest corrected PHRF time will be awarded the Virginia Cruising Cup.
- 12.4 The ORC monohull boat with the fastest corrected ORC time will be awarded The Hampton Yacht Club Special Award

12.5 This race counts toward the HYC CUP Championship.

13 MEDIA RIGHTS

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.

14 FURTHER INFORMATION

14.1 For further information please contact:

Chair (HYC) David McConaughy: 757-870-4475; dfmcconaughy@gmail.com.

Co-Chair/PRO (STC) Dick Neville: 410-353-0477; rneville@innovprop.com

PRO (HYC) Rich Wilcox: 757-773-6292; rjwilcox@cox.net

14.2 For Dockage assistance and information at Hampton Yacht Club please contact Richard Ash: 757-722-0711 or manager@hamptonyc.com