

Classic Wooden Sailboat Race

In conjunction with the NSHOF/CTSA Classic Sailboat Rendezvous

17 September 2017

Annapolis, Maryland

A fun gathering of classic wooden sailboats to showcase their history and elegance and provide an informal opportunity to compete in a low-key race against similar vessels!

SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*. Modifications to those rules are noted in these Sailing Instructions.

Racing rule 26 will be changed as follows: The start will be a “pursuit-style” start with the slowest boats starting first. Theoretically all the boats should finish at the same time! See Section 11 for information on what happens if the course is shortened.

2 ENTRIES

As stated in the Notice of Race, competitors may enter by delivering a completed entry form and paying the very modest entry fee to the National Sailing Hall of Fame (NSHOF). The entry must be received by **September 16, 2017**. Boats must be wooden-hulled, designed before 1970, shorter than 65 feet length on deck and intended for recreational use. Boats not meeting these requirements must contact the organizers to be reviewed for eligibility on a case-by-case basis.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the back door of the NSHOF.

4 SIGNALS MADE ASHORE

No flag signals other than the starting and shortened course flags will be made ashore. This modifies the RRS. The flags will be at the corner of the Naval Academy seawall near Triton Light.

5 SCHEDULE

A Competitors' Meeting will be held at 5:30 PM at NSHOF on **Saturday September 16, 2017**. Each boat is strongly recommended to have a representative at the meeting.

The warning signal for the first start will be at 11:00 AM (GPS time for EDT) at Triton Light on the Naval Academy seawall. Triton Light is located at the intersection of the Severn River and Spa Creek.

A post-race get together is scheduled for 7 PM at Buddy's Crabs and Ribs on Monday September 18.

6 STARTING AND FINISHING LINES, TIMES AND FLAGS

The starting and finishing lines will be between Triton Light (marked “FI (4+5) G30s 25 ft Navy”) and an orange or yellow mark approximately 100 yards SE of Triton Light.

A horn (or other sound signal) will be sounded at (GPS EDT time):

- 1100 when the yellow flag is raised (the yellow flag will be lowered at 1104)
- 1105 when the blue flag is raised (the blue flag will be lowered at 1109)
- 1110 when the red flag is raised (the start time for the first boat)
- At the start time for each boat (no flags). The Race Committee may attempt to inform vessels of their upcoming starts.

Note that the following four paragraphs modify the Racing Rules of Sailing!

Due to the nature of pursuit racing, postponements will be made in one-hour increments. If due to a lack of wind the first signals are not made at 1100 then an attempt will be made at 1200. If no start is attempted at 1200 then one will be made at 1300. If no attempt is made at 1300 the race will be abandoned. If the wind is too strong for safe racing in old wood boats, the race committee will notify the competitors at the dock by 1030 and will attempt to contact any boats already on the water by hailing and/or using VHF Channel 68. All boats are urged to carry a radio and to listen to Channel 68 during the race.

Also due to the nature of pursuit racing, no individual or general recalls will be made and **vessels may not restart!**

In order to keep the start line clear for those vessels starting and racing, vessels starting or crossing the start line in the direction of the first mark between the time the blue flag is hoisted and five minutes before their start time will be scored DNS.

A vessel that crosses the start line in the direction of the first mark in the five minutes before their start will be assumed to have started and the Race Committee will note how much time the vessel is over early and an amount of time twice that amount will be added to their finish time. To avoid confusion with those already racing, no signal will be made indicating whether a vessel starts early.

Start Times and Classes: See Attachment A

7 COURSE and MARKS

The diagram below shows the course area. The approximate course length will be 5.4 NM (three laps). The course may be shortened to one or two laps (three laps is shown). To indicate that the race is shortened, the code-flag Charlie (“C”) flag and a plaque with either a (1) or (2) on it will be displayed by Triton Light. (1) indicates the race is shortened to one (1) lap. (2) indicates the race is shortened to two (2) laps. A (3) indicates the full three laps.

One Lap Course:

Start/Finish Line
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
(all marks to port)

Two Lap Course:

Start/Finish Line
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
(all marks to port)

Three Lap Course:

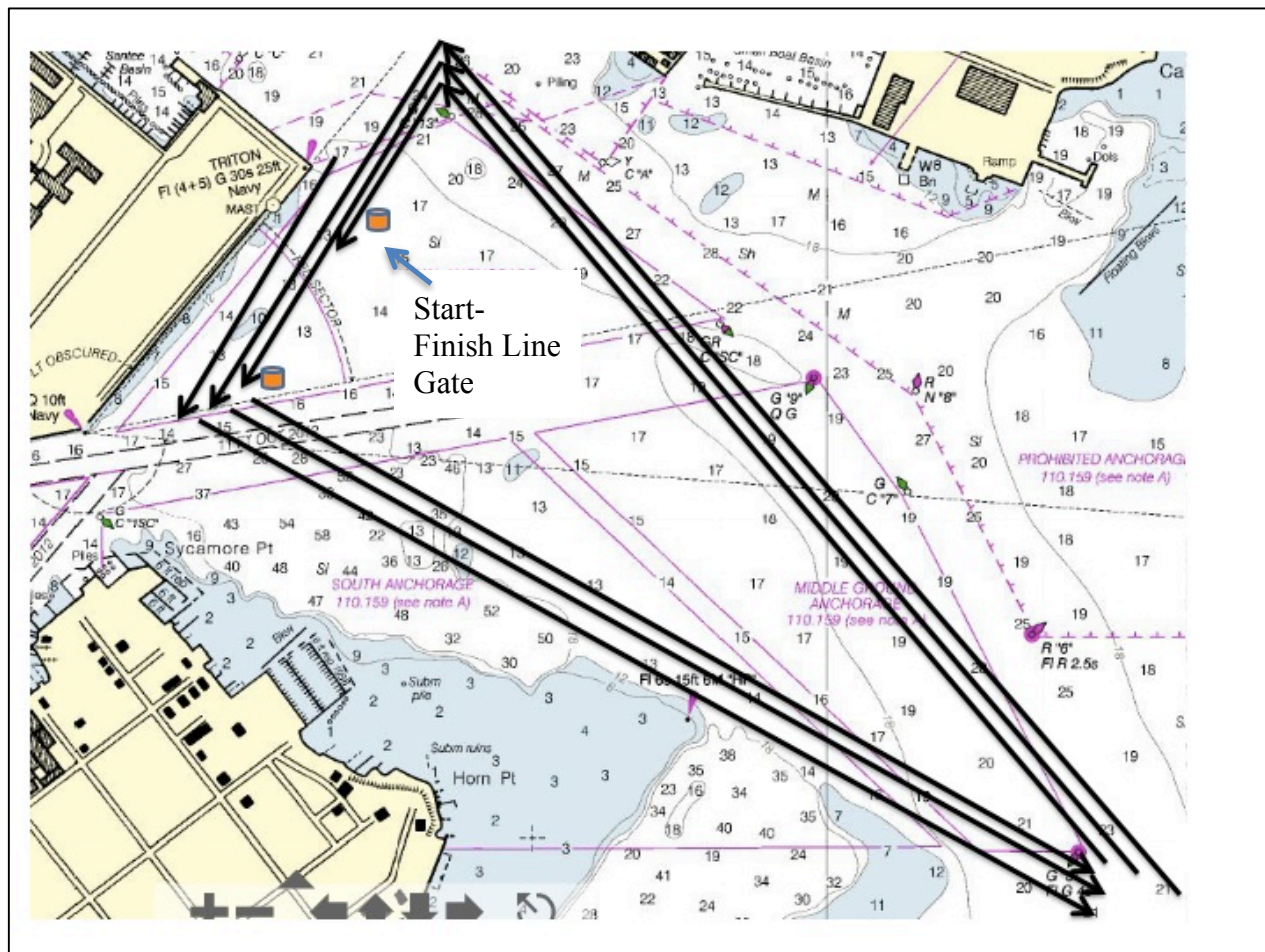
Start/Finish Line
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
Temporary Mark¹
G"5" FI G 4s
GC "13"
Start/Finish Line²
(all marks to port)



Code Flag "C"

¹Placed approximately 100 yards SE of the USNA seawall between Triton and Hartford Lights. May be yellow or orange.

²Through the Start and Finish Line with the mark passed on the boat's port side and Triton Light to the boat's starboard side. Boats must pass through the Start and Finish Line at the end of each lap.



8 TIME LIMIT

The time limit for the first boat to finish the race will be 3.5 hours after the first start signal. The time limit for all boats to finish is 5 hours after the first start signal.

9 PROTESTS

Protests must be delivered to NSHOF by 5 PM on the Monday after the race and the Race Committee by Triton Light must be notified immediately if the vessel finishes the race. Those involved in a protest will be notified and a hearing will be held at the NSHOF at a convenient time.

10 SCORING

As the handicaps are factored in to the start times, the first boat to finish wins the race, pending any protests and starting penalties. If we have to shorten the course the finish times will be adjusted in proportion to the number of laps sailed. The handicaps and resulting start times are based on sailing the full three laps in a seven-knot breeze. If the course is shortened then the scoring has to be "corrected". For example, let's say that "Teak Turtle" starts 60 minutes in front of "Mahogany Mustang". Her 60-minute head start is based on three laps. If only two laps are sailed then "Teak Turtle" needs to give back 1/3rd of her head start, 20 minutes. If only one lap is sailed then she needs to give back 2/3rds of her head start, 40 minutes. Those will be added to her elapsed time to get her corrected time. Any start penalty is also added at that point.

Prizes may be picked up at NSHOF immediately after the race if there are no protests, or at the post-race get together on Monday evening, or by contacting NSHOF.

11 HANDICAPS

Boats will be rated and scored using the Portsmouth Yardstick Handicapping System as modified for classic boats sailing in Annapolis Harbor. Entries without established ratings will be given a rating by the Handicapping Committee. Boats will be placed in a class depending on their design features. For those interested in how the handicaps were determined, it can be said with confidence that it was quite challenging! A combination of the many years of experience of gifted individuals was used, along with scientific information gathered from other ratings systems, highly-technical evaluations from a velocity prediction program (seriously!) and the prognostications of a magic eight ball (just kidding). Handicaps may be adjusted each year to reflect differences between the actual boat and the boat assumed for the handicap. For example, while the "Star" has a single handicap, a 1969 Star has many design features that make her quicker than a 1928 Star. Similarly, two 1960 Stars might have different ratings if one uses modern sails while the other uses authentic circa-1960 sails. A correction is also applied to take in to account the impact of multiple tacks in Annapolis harbor in a seven-knot breeze. For instance, since a large, heavy boat takes time to accelerate her rating is increased (indicating a slower boat) compared to a more nimble, lighter boat. That makes these ratings only suitable for this short course in Annapolis harbor. Only the boats' design features are factored in. Quality of sails, the amount of marine life clinging to the hull and the crews' skill are not factored in! We may not get it right however, so if your boat does quite well, or, quite poorly this year compared to her handicap, expect a change next year!

12 SPINNAKERS AND OTHER SAILS

You may use a spinnaker or any other sails if your boat's design originally included one or they are now used in your class. These include sails such as mizzen staysails, gollywobblers, gaff topsails and fisherman staysails.

13 SPECIAL NOTES

The intention of this race is to showcase our old boats and have fun! Most old designs are not very maneuverable compared to modern designs so be particularly careful when getting close to shore or other boats anchored in Annapolis harbor. Be courteous of commercial traffic and recognize Rule 9 of the COLREGS, vessels constrained by draft in a channel have the right of way. Try to make your intentions clear and keep a safe distance between each other; repairing varnish takes time! Those in small boats should be particularly wary of the lack of maneuverability of larger boats!

14 QUESTIONS?

Please contact Paul Miller at 443.995.5579 (mobile), dawnpaulmiller@comcast.net

Attachment A

Start Times And Classes