

CAPE CHARLES CUP
August 20-21, 2011
Presented By Broad Bay Sailing Association

SAILING INSTRUCTIONS

1. RULES

The regatta will be conducted under the Racing Rules of Sailing, 2009-2012.

2. ENTRIES

2.1 Competitors may enter by submitting a special Cape Charles Cup Entry Form which is available on the website at www.broadbaysailing.org. Entries close at the conclusion of the Competitors Meeting on Friday, August 19.

2.2 All PHRF competitors must have a current, valid PHRF rating. Multihull cruising boats and boats racing in the Cruising Class need not have PHRF ratings but will be assigned a courtesy rating by the race organizers. This rating may not be appealed. Multihull cruising boats must have enclosed cabins and permanent accommodations.

2.3 Non-Spinnaker boats will receive an 18 second/mile handicap bonus for Cape Charles Cup Trophy calculations.

2.4 All monohull boats, including those in the Cruising Fleet, must meet the PHRF of the Chesapeake's Category 4P Equipment and Accommodation Standards as published in the PHRF Handbook or which can be downloaded at <http://www.phrfchesbay.com/specregs.pdf>. All multihull boats must meet the ISAF Race Category 4 Offshore Regulation, which can be downloaded at [http://www.sailing.org/tools/documents/OSR2010Mu4101209-\[8163\].pdf](http://www.sailing.org/tools/documents/OSR2010Mu4101209-[8163].pdf).

2.5 All boats must have at least two adults aboard.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board. Friday evening the Official Notice Board will be located at the site of the Competitor's Meeting. On Saturday evening and Sunday morning, it will be located on the Race Committee boat at Bay Creek Marina. Changes for Sunday's race will be posted on the RC Boat no later than 0830 Sunday morning.

4. COMPETITORS MEETING

There will be a mandatory Competitors Meeting on Friday, August 19, at Bay Point Marina, Little Creek. A social will begin at 1800. Skippers may bring one guest. The Competitors Meeting will begin promptly at 1830. Any changes to the Sailing Instructions will be posted at the Competitors Meeting. No fleet changes will be made after the closing of the Competitor's Meeting.

5. SCHEDULE

Fri, Aug 19	Social w/ refreshments	- 1800
	Competitors Meeting	- 1830
Sat, Aug 20	Warning Signal	- 1000
	Race Time Limit	- 1700
	Social Hour w/ live music	- 1730
	Buffet Dinner	- 1830
	Awards immediately following dinner	
Sun, Aug 21	Warning Signal	- 1000
	Race Time Limit	- 1700

6. ORDER OF STARTS

6.1 The Warning Signal each day will be at 1000.

6.2 FLEET CLASS FLAG

Cruising fleets	White	(Single Headsail Only)
Non-Spin 1	# 5 + White	(Single Headsail Only)
Non-Spin 2	# 5 only	(Double Headsail Allowed)
C Fleet	# 7	
B Fleet	# 6	
A Fleet	# 9	
Multihull	Blue	

Note: Depending on the number of entries, classes may be sub-divided to facilitate better racing. Fleet splits will be finalized at the Competitor's Meeting.

6.3 All boats (except multihulls) are required to fly their class flag from their backstay. Boats without backstays shall fly their class flag from the starboard shroud. Only the Race Committee may protest a breach of this rule. This changes RRS 60.1.

7. COURSES

7.1 Day 1 – Saturday, Aug 20

*Start at Yellow VMRC Buoy or, if the VMRC buoy is missing, an inflatable mark will replace it.
(1 mile west of L. C. Inlet – Approx. 36 56.47 N and 76 12.18 W)
Start between RC boat and mark.

*FI G 2.5s "1YR" – CCV Mark J – York River Channel
(Approx. 37 07.62 N and 76 09.85 W)
Leave mark to STARBOARD.

*Finish at FI G 2.5 s "1CC" – CCV Mark "U" at Cape Charles Entrance
(Approx. 37 13.95 N and 76 03.08 W)
Finish between RC boat and mark.

*Course length is 19.6 nm

7.2 Day 2 – Sunday, Aug 21

*Start at FI G 2.5s "1CC" – CCV Mark "U" at Cape Charles Entrance
(Approx. 37 13.95 N and 76 03.08 W)
Start between RC boat and mark.

*RW Mo(A) WHS "HC" – CCV Mark "L" Tail of the Horseshoe
(Approx. 37 01.32 N and 76 08.97 W)
Leave mark to STARBOARD.

*Finish at Day Beacon R "2" – CCV Mark "Y" Off Buckroe
(Approx. 37 01.98 N and 76 15.75 W)
Finish between RC boat and mark.

*Course length is 18.9 nm

Note: Lat/Lons are approximate and intended for mark identification only.

8. SEVERE WEATHER PLAN

8.1 If conditions prevent racing on Saturday, the party will still be held at Bay Creek Marina at Cape Charles with a Social Hour beginning at 1730 and a Buffet Dinner at 1830. All are encouraged to attend.

8.2 Conditions permitting, racing will still be conducted on Sunday. A brief Competitors Meeting will be held at 0900 at Bay Point Marina at Little Creek followed by a Warning Signal at 1030. A middle distance race around government and/or drop marks will be held. The exact course will be announced at the Sunday Competitors Meeting.

8.3 Each day, if severe weather forces a change in schedule, a radio broadcast will be made on VHF-72 starting approximately 60 minutes before the first scheduled Warning Signal and continued periodically for approximately 30 minutes.

9. THE STARTS

9.1 Races will be started using RRS 26. An Attention Signal consisting of a series of short sounds will be made approximately 5 minutes before the Warning Signal. This is not a timed signal.

9.2 The starting line will be between a staff displaying an orange flag on the RC Signal Boat and the adjacent starting mark as listed in Section 7 (Courses).

9.3 An orange ball may be streamed off the stern of the RC boat. Any boat hitting this ball will be considered to have broken RRS 31.1 (Touching a Mark). This changes RRS 31.

9.4 Boats whose warning signal has not been made shall remain clear of the starting area. Only the Race Committee may protest a breach of this section. This changes RRS 60.1(a).

10. CONTACT WITH RACE COMMITTEE BOAT

10.1 If a boat contacts the Race Committee Boat and causes injury or serious damage to either boat or any person on either boat, her penalty shall be to immediately retire from the race.

10.2 An orange ball may be streamed off the stern of the RC boat. Any boat hitting this ball will be considered to have broken RRS 31.1 (Touching a Mark). This changes RRS 31.

11. RECALLS

11.1 The RC will attempt to hail boats who are OCS (Over Early) via VHF-72. Failure to transmit or receive this hail, promptness of the hail, or a boat's position in the sequence of hails shall not be considered grounds for granting redress. This changes RRS 29.1.

11.2 General Recalls will be handled in accordance with RRS 29.2.

12. THE FINISH

The finish line shall be between the staff displaying an orange flag on the RC Finish Boat and the adjacent finish mark as listed in Section 7 (Courses).

13. TIME LIMIT

13.1 The time limit each day is 1700. If no boat in a fleet has finished before the time limit, the race will be abandoned for that fleet. All boats finished before the time limit will be scored in their finish position.

13.2 Boats still racing but not finished before the time limit will be scored Time Limit Expired (TLE) and given 1 point more than the last boat in their fleet to have finished within the time limit. This changes RRS 35 and RRS Appendix A4.2.

14. PROTESTS

Written protests must be filed with the Race Committee within one hour of the RC Signal Boat docking at Bay Creek on Saturday and within two hours of her docking at Hampton Yacht Club on Sunday. In addition, anyone intending to file a protest must so notify the Race Committee and be acknowledged by the Race Committee immediately after finishing or retiring. This changes RRS 61.1.

15. SCORING

15.1 Races will be scored using the Low Point System shown in RRS Appendix A. All races will be scored. There will be no throw-out. This changes Appendix A2. The regatta is not scored as a series.

15.2 Rating penalties will be assessed to multi-race winners of previous Cape Charles Cup Cruising Fleets.

16. RADIO

16.1 The Race Committee will make courtesy announcements via VHF-72 and will respond to acknowledge retirements or requests for emergency assistance. The Race Committee will not respond to requests for information regarding courses, starting order, etc. Boats must monitor RC flags, course boards, and sound signals to determine this information.

16.2 Such announcements are as a courtesy only and in no way relieve competitors from the responsibility of monitoring and reacting to Race Committee flags and signals.

17. SAFETY

17.1 Boats retiring from a race must notify the Race Committee via VHF-72 as soon as possible. This is extremely important to enable the Race Committee to account for all participants at the conclusion of each race.

17.2 This race crosses main shipping channels. **Boats racing in or near a shipping channel have no rights over commercial and/or military vessels operating in the channel and are required to KEEP CLEAR of those vessels!!** Any attempt by a competitor to exercise right of way over, to cross in close proximity to, or to interfere with the reasonable transit of the race area by commercial, military, or other vessels unable to respond readily will be grounds for protest. Should such a protest occur, the burden of proof is on the vessel allegedly interfering to show that she in no way interfered with that commercial vessel!

17.3 If a boat without way in a ship channel infringes RRS 42.1 by using her engine to clear the channel at the approach of a ship, she may continue racing but, at the finish line must inform the Race Committee of the incident and, at a subsequent hearing, prove to the protest committee that she gained no advantage as a result of using her engine. RRS 62.1 is modified to allow consideration of this request.

18. AWARDS

18.1 Daily awards will be given based on the number of competitors in each fleet.

18.2 Sunday's daily awards and the Cape Charles Cup Trophies (PHRF and Cruising) will be presented at the BBSA September meeting.

19. DISCLAIMER

19.1 Competitors participate in this regatta entirely at their own risk. See RRS 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.

19.2 The safety of a boat or its crew is the sole responsibility of the Skipper who must ensure that the boat is sound, seaworthy, and manned by a competent crew of appropriate number.