



**72<sup>nd</sup> DOWN THE BAY RACE  
(For the Virginia Cruising Cup)**

**SAILING INSTRUCTIONS<sub>v2</sub>**

**Starts: Friday, May 27, 2022**

**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 – Refer to NOR section 1**

**2.0 Notices to Competitors / Changes to NOR and/or SIs**

Notices to Competitors and any changes to Sailing Instructions will be available at the Severn Sailing Association (SSA) on Thursday, May 26, 2022 after 1800 and will also be posted on the official notice board at <https://yachtscoring.com/emenu.cfm?eid=14973> .

**3.0 Code of Conduct**

Competitors and support persons shall comply with reasonable requests from race officials.

#### **4.0 Schedule of Races**

The warning signal is scheduled for 10:00, Friday May 27, 2022, in the Bay near Severn River R "2".

#### **5.0 Racing Area – Refer to NOR section 7 with Amendment 1.**

#### **6.0 The Start**

**6.1** Order of Starts on Friday May 27, 2022 will be posted and made available at SSA on Thursday, May 26 after 1800.

Class flags will be as follows:

ORC	Numeral Pennant 1
PHRF-A	Numeral Pennant 2
PHRF-B	Numeral Pennant 3
PHRF-C	Numeral Pennant 4
PHRF NON-SPIN.	Numeral Pennant 5
ORC Cruiser	Numeral Pennant 6
CMA (Multihull)	Numeral Pennant 7
CHESSS Doublehanded	Numeral Pennant 8

**6.2** All boats are required to check-in before the start by passing close behind the RC Signal Boats stern, on starboard tack, hailing her sail number until acknowledged by the race committee. All boats, except multihulls, are required to fly their class flag from their backstay at least 6 feet above the deck, for the duration of the race.

**6.3** The RRS 26 Starting system will be used, with horns and VHF only. No signal flags will be displayed. Boats observed as OCS will be hailed on VHF 72. No X flag will be flown.

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

**6.5** 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 The Finish**

**7.1** The finish line will be off Fort Monroe, between "Q" (R-22) and the race committee on the seawall at Fort Monroe. For 2022, this marker has been relocated 37° 00.069 N - 76° 18' 0.11 W.

**7.2** 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.

**7.3** After the finish, but before entering the Hampton River, it is likely you will encounter anchored construction vessels (tugs, barges, cranes) as you cross over the Hampton Roads Bridge Tunnel and enter the Hampton River Channel. The following changes are very recent and may not be shown on your charts and/or navigation electronics. Red buoy 1 is no longer visible. (Its old location is now encompassed by the construction site.) Green buoy/light 1HR (37° 00.00 N - 76° 19.27 W) is now the most visible limit marker. It has a quick green (1 second) flashing light. Go between HR1 and the HRBT construction site, to enter the Hampton River. Also, in the Hampton River channel, marker G-5 has been broken off at the water line, but a temporary lighted floating buoy is in its place.

#### **8.0 Protests**

Written protests shall be delivered to the Scorer table in the HYC lounge within 90 minutes of the boat crossing the finish line. Protests will be heard as soon as possible, once all parties have been notified. Parties are reminded that they must follow all requirements listed in RRS 61.1(a).

## **9.0 Time Limit**

The time limit for all boats is 22:00 on Saturday, May 28, 2022. 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 12.2 shall apply.

## **10.0 Scoring - refer to NOR section 9**

### **11.0 Safety / Commercial Traffic**

**11.1** A boat may not exercise right of way over, cross in proximity to, or interfere with reasonable transit of the racecourse by commercial freighters, tugs and tows, or other commercial vessels that are unable to respond easily. Any boat protested under this rule will have the burden of proof that she did not interfere with the restricted vessel. Boats are encouraged to contact commercial traffic on VHF-13 if they are uncomfortable with their proximity to such ships. Such protest may be filed by any competitor or RC person who observed the incident. In addition, the Race Committee, Protest Committee, or Organizing Authority may file a protest based on a report received from the offended vessel or from local military and/or civilian port authority. The penalty for breaking this rule shall be Disqualification under Rule 2 (Fair Sailing). Such protest must be filed within 24 hours of its receipt.

**11.2** 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.

### **12.0 Safety / Withdrawal from Race**

**12.1** A boat withdrawing before the start shall notify the Annapolis Race Committee Signal Boat either by VHF 72, or by cell phone (410) 353-0477. Please do not leave a message but, rather, continue to attempt to speak with the Race Committee until successful.

**12.2** A boat withdrawing after she has started shall notify the Hampton Race Committee by calling 757-592-1650 first, and then 757-773-6292. Please do not leave a message but, rather, continue to attempt to speak with the Race Committee until successful. If you are unable to connect by phone, please text 757-773-6292 and/or e-mail [rjwilcox@cox.net](mailto:rjwilcox@cox.net) and seek acknowledgement of your withdrawal. Boats not complying with this instruction will be assumed to be in distress, and by 23:00 Saturday May 28, 2022, or earlier – the USCG will be contacted to begin search.

### **13.0 Safety / Passing After Dark**

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.

### **14.0 Equipment and Measurement Checks**

A boat or equipment may be inspected at any time for compliance with class rules, notice of race and sailing instructions.

## **15.0 Prizes – refer to NOR section 12**

### **16.0 Special Limitations**

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.

**17.0 Risk Statement**

RRS 3 states: "The responsibility for a boats decision to participate in a race or to 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 in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

**18.0 Insurance**

Each participating boat shall be insured with valid third party liability insurance with a minimum coverage of \$300,000 per incident or equivalent.