



# 2019 ANNAPOLIS to NEWPORT RACE

June 5-12, 2019

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

## NOTICE OF RACE

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in current *The Racing Rules of Sailing* (RRS).
- 1.2 The organizing authority (OA) is the Annapolis Yacht Club. The US Naval Academy Sailing Squadron, Ida Lewis Yacht Club, and Storm Trysail Club will assist the OA.
- 1.3 The following additional documents (as changed in this Notice of Race (NoR)) will apply:
  - (a) Part B – Steering and Sailing Rules of the International Regulations for the Prevention of Collisions at Sea (IRPCAS) (<http://www.imo.org/en/OurWork/safety/navigation/pages/preventing-collisions.aspx>).
  - (b) Ocean Category of the US Sailing Safety Equipment Requirements and associated Appendices (US SER) (<https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>).
- 1.4 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.
- 1.5 [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 PredictWind's Weather Routing tool is permitted."
- 1.6 RRS G3, Chartered or Loaned Boats, will apply.
- 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 When boats meet between sunset and sunrise, for the purposes of keeping clear, they should act with expectation that if they come within two of the longer boat's overall length of each other, the protest committee will conclude that the right-of-way boat needs to take avoiding action and the other boat is, therefore, not keeping clear.
- 1.9 Boats are strongly encouraged to review the 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.

### 2 ADVERTISING

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

### 3 ELIGIBILITY

- 3.1 Boats are eligible to enter one of the following divisions: IRC, ORC, ORR, PHRF, Performance Cruiser, Classic, Multihull, Doublehanded. If a division does not have a minimum of 5 entries by March 31, 2019, 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 class divisions will be published in the sailing instructions.
- 3.2 Monohull boats shall have at least one of the following:
- (a) A minimum IMS Stability Factor or ORR Stability Limit of 115. Alternatively, a boat may be a true sister ship of a boat in the US Sailing IMS Master File, or ORR File, that has a Stability Factor of at least 115. Certification of this requirement will be required on the Certificate of Compliance and Readiness.
  - (b) A minimum RORC SSSN of 28.
  - (c) A minimum IRC STIX of 32.
- 3.3 For the IRC Division:
- (a) Entries shall have a rating 0.960 or higher.
  - (b) Parts A, B, C of the current IRC Rating Rule (<http://www.ircrating.org/technical-a-certification/rule-a-definitions>) will apply as modified below.
  - (c) IRC 22.4 will not apply. There will be no limitations on crew number or weight.
  - (d) As permitted by IRC 11.2, a boat competing under IRC may carry one more spinnaker than shown on her current IRC certificate, of area not greater than rated SPA without an increase in rating.
  - (e) RRS 51, Movable Ballast, will apply as modified by IRC rule 22.3 for boats rated for movable/variable ballast.
  - (f) RRS 52, Manual Power, will not apply.
- 3.4 For the ORC Division:
- (a) Entries shall have a GPH rating of 665 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.
- 3.5 For the ORR Division:
- (a) Entries shall have a rating of 0.780 or higher.
  - (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.
- 3.6 For the PHRF Division:
- (a) Entries shall have A2N PHRF handicaps of 126 or lower.
  - (b) Boats shall obtain an A2N PHRF rating in accordance with NoR Attachment A.
  - (c) There will be no crew weight limitations.
  - (d) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.
  - (e) RRS 52, Manual Power, will apply except for boats rated for their equipment to augment power.
- 3.7 For Performance Cruising Division:
- (a) The goal of Performance Cruising Division is to encourage cruising boats to enjoy the challenge of offshore racing against other cruising boats. The OA has the sole discretion to accept entries into this division and may assign boats that meet the requirements of the PHRF Division but do not meet the spirit of the Performance Cruising Division to the PHRF division.
  - (b) Entries shall have A2N PHRF handicaps of 126 or lower.

- (c) Boats shall obtain an A2N PHRF rating in accordance with NoR Attachment A.
- (d) Boats or an identical sistership shall have been designed and launched before June 2015.
- (e) The boats shall normally be wet sailed and shall have conventional bottom paint applied.
- (f) Boats shall have full “cruising” interiors including stoves with at least 2 burners, ice boxes or refrigerators, tables, heads with closing doors, and permanent bunks for at least half of the crew. All normally installed equipment including doors, tables, stoves, head equipment, floorboards, cushions, etc. shall be carried aboard in their normal position while sailing.
- (g) Sail and General Design Restrictions: Boats shall have an upwind 100% Sail Area to displacement ratio less than 23.0 and a downwind Sail Area to Displacement ratio less than 50 using the largest spinnaker. Code 0 sails are not permitted.
- (h) RRS 51, Movable Ballast, will apply. Boats with canting keels, canting centerboards or variable ballast are not eligible.
- (i) RRS 52, Manual Power, will apply, modified to permit boats to use power-driven winches and furlers.

### 3.8 For the Classic Division:

- (a) The philosophy of the Classic Division is to permit classic or vintage-type boats whose ratings may not meet the PHRF minimum speed. Entries may be accepted with handicaps higher than 126 at the discretion of the OA.
- (b) Boats shall obtain an A2N PHRF rating in accordance with NoR Attachment A.
- (c) RRS 51, Movable Ballast, will apply. Boats with canting keels, canting centerboards or variable ballast are not eligible.
- (d) RRS 52, Manual Power, is modified to permit entrants to use power-driven winches and furlers.

### 3.9 For the Multihull Division:

- (a) Entries shall have handicaps of 0.800 or higher.
- (b) Boats shall meet the rules of the Chesapeake Multihull Association (<http://www.chesapeakemultihulls.org>).
- (c) Boats shall have ratings assigned by the Chesapeake Multihull Association.

### 3.10 For the Double Handed Division:

- (a) Entries shall have A2N PHRF handicaps of 126 or lower.
- (b) Boats shall obtain an A2N PHRF rating in accordance with NoR Attachment A.
- (c) There shall be 2 persons aboard the boat. At least one crew member shall be at least 21 years of age as of the start of the race. Both crew members 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 Double Handed Division to communicate with each other while racing.

3.11 Entries of the same design that have a minimum of 5 paid registrations by 1700 May 17, 2019 in the same division will, in addition to being eligible for prizes in their division/class, receive prizes for their design based on their corrected time in their division. The class rules of the one-design class will not apply.

3.12 Any three boats from 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 FEES AND ENTRY

4.1 Boats wishing to enter shall register on the event website no later than 1700 May 17, 2019.

4.2 Registration and entry fees are as follows:

Paid on or before:                      Entry Fee (per foot LOA):

1700 Friday, February 15, 2019	\$29.00
1700 Friday, April 19, 2019	\$31.00
1700 Friday, May 17, 2019	\$35.00

To determine the entry fee, round the boat's LOA downward to nearest whole number (e.g., 39.71'=39').

4.3 Entry fees are payable in full upon registering and are non-refundable after 1700 May 24, 2019.

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

## 5 CLASSES

5.1 Fleet 1 will be composed of the faster classes that start on Saturday, and Fleet 2 will be composed of the slower classes that start on Friday. The assignment of classes to fleets posted on the notice board by April 20, 2019.

5.2 The OA will assign boats to classes as soon as practical after a boat enters. The assignments will be posted on the notice board and updated as necessary.

## 6 SCHEDULE

6.1 The event schedule will be:

Date	Time	Event
Wed June 5	0900-1700	Registration at AYC
Thu June 6	0900-1700	Registration at AYC
		Reception at AYC for all competitors
Fri June 7	1100	Warning signal for Fleet 2
	1105	Warning signal for the Doublehanded 2 class
Sat June 8	1100	Warning signal for Fleet 1
	1105	Warning signal for the Doublehanded 1 class
Mon June 10		Hospitality Tent opens at the Newport Yachting Center
Wed June 12		Awards Party and Reception

6.2 Additional information about location and time of social events and will be published on the event website.

## 7 DOCUMENTATION

7.1 [DP] The following documents shall be filed by email, fax, or postal mail no later than 1700 May 17, 2019:

- (a) A copy of the life raft inspection certificate(s) complying with US SER.
- (b) A copy of the 406 EPIRB registration.
- (c) The Certificate of Compliance and Readiness.
- (d) The US Sailing Safety Equipment Regulations, Ocean Category, Check List.

7.2 [DP] The following documents shall be completed online at the regatta website no later than 1700 May 24, 2019.

- (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.

## 8 CREW

8.1 There shall be a minimum of 4 persons aboard (except for 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 June 5 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 or Marblehead-Halifax 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. Further information about Safety at Sea Seminars is available at:  
<https://www.ussailing.org/competition/offshore/services/#safety-at-sea>.
  - (b) For boats in the Double Handed Division, both crew members shall have attended a Safety at Sea Seminar within the 5 calendar years preceding the start.
  - (c) For all boats except Double Handed Division: at least one crew member from each watch shall have attended a Safety at Sea Seminar within the 5 calendar years preceding the start.
  - (d) International seminars that are equivalent in scope and content may be acceptable with written approval of the OA.

## **9 [DP] EQUIPMENT**

- 9.1 It shall be the sole and inescapable responsibility of the owner and Captain 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 The Ocean category of the US SER are modified as follows:
- (a) US SER 3.39 is modified to allow boats built after January 6, 2001 that do not have a built-in on-deck 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 Single Side Band radio or satellite phone.
- 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 on the unit's return, will be required.
- 9.7 The RRS Appendix G specifies the display of racing numbers on certain sails. [DP] In the event none of these sails are set when starting or finishing, these numbers are to be displayed by alternate means.

## **10 SAILING INSTRUCTIONS**

- 10.1 Sailing instructions will be available on the event website by May 10, 2019.

## **11 COURSES**

- 11.1 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.

- (c) Pass the Chesapeake Light Tower to port,
- (d) Finish off Newport Neck, Rhode Island.

## **12 PENALTY SYSTEM**

- 12.1 RRS 44.3, Scoring Penalty, will apply as changed by the SI.
- 12.2 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.

## **13 SCORING**

- 13.1 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  $(A / (B + \text{PHRF A2N Rating}))$ . The A and B factors will be stated in the SI.
- 13.2 Other handicap classes will be scored in accordance with their handicap rating and formulas.

## **14 PRIZES**

- 14.1 All entrants will be awarded a participation plaque.
- 14.2 Prizes will be awarded to the first boat to cross the finishing line among all boats starting on Friday and to the first boat to cross the finishing line among all boats starting on Saturday.
- 14.3 Prizes will be awarded to the top 3 boats based on corrected time in each class.
- 14.4 Additional prizes may be awarded at the discretion of the OA.
- 14.5 A complete list of prizes to be awarded will be published in the SI.

## **15 DISCLAIMER OF LIABILITY**

- 15.1 Competitors participate in the 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.

## **16 INSURANCE**

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

## **17 MEDIA RIGHTS**

- 17.1 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 and the event sponsors.

## **18 FURTHER INFORMATION**

- 18.1 Annapolis Yacht Club will have guest cards available to competitors for the week before the Start.
- 18.2 Contact Information

Email: [info@annapolisnewportrace.com](mailto:info@annapolisnewportrace.com)  
Mail: Annapolis-Newport Race Committee, PO Box 908, Annapolis, MD 21404  
Before the start: Annapolis Yacht Club: Telephone: 410-858-4964; Fax: 410-267-6153





## **NOR ATTACHMENT A**

### **A2N Performance Handicap Racing Fleet (A2N PHRF) Requirements**

#### **PHRF Handicapping Philosophy**

Handicap systems are designed to allow boats of different designs have raced against one another. Various systems have been tried, based on boat performance or measurement, or a combination of these. In Southern California, where PHRF originated, one method or another of performance handicapping has been in use since 1906. Some of the systems were methods of handicapping boats, some handicapped skippers, and some combined both methods.

With the advent of measurement-based rating systems, and their associated rapid changes in boat design, many skippers have turned to the performance-based handicap system as the best assurance of their continued opportunity to compete fairly against all designs, new or old. As a direct result, the PHRF system has spread throughout the country.

#### **A2N PHRF**

For the 2019 Annapolis-to-Newport Race, the name of the organization shall be A2N Performance Handicap Racing Fleet (herein designated as A2N PHRF). It shall be an objective of this organization to establish and maintain a fair system of performance-based handicaps for boats participating in this event. It shall further be an objective of this organization to support the mutual interests of United States Performance Handicap Fleet (US-PHRF), as well as other individual performance handicapping groups.

A2N PHRF handicaps are boat performance handicaps. They are based on the speed potential of the boat, based as much as possible, on observations of previous racing experience. However, all information available including previously issued PHRF or measurement certificates of the competing yacht or sisterships is carefully reviewed and considered in determination of the handicap. It is the intent of A2N PHRF handicapping that any well-equipped, well-maintained, and well-sailed boat has a reasonable chance to win.

#### **Boat Design**

Under A2N PHRF, well designed and constructed boats are not expected to be made obsolete by newer designs. A2N PHRF does not use measurement formulas to determine handicaps. However, as noted above, information from measurement certificates, if available, is considered as part of the overall handicapping process. As faster designs appear, they are handicapped accordingly. Likewise, if a skipper modifies his or her boat to go faster, the boat's rating will be adjusted for the faster speed potential. The use of taller masts, longer spinnaker poles, extra ballast, gutted interiors, or other modifications intended to increase the speed will induce a rating adjustment to ensure fair racing.

#### **A2N PHRF Consortium**

The organizing authority (OA) will appoint an A2N PHRF Consortium to determine PHRF rating handicaps for this event. The A2N PHRF Consortium will be comprised of a Chief Handicapper and at least 2 additional members from different PHRF regions. The members of the A2N PHRF Consortium will communicate primarily through email concerning the handicapping process.

The OA shall administer the rating process and the A2N Consortium shall maintain the performance handicapping records. The Chief Handicapper shall conduct or oversee independent investigations of alleged measurement irregularities.

Any questions pertaining to PHRF issues shall be referred to the OA and not to the individual members of the A2N PHRF Consortium.

### **Obtaining an A2N PHRF Rating**

A1.1 All boats in divisions using a PHRF rating shall submit a completed A2N PHRF handicap application (see application on the event website) prior to 2400 April 1, 2019.

(a) Late applications between April 2, 2019 and 2400 May 13, 2019 will be accepted but will be charged a \$100 late fee.

(b) No applications will be accepted on or after May 14, 2019 without permission of the OA which will only be granted in exceptional circumstances.

A1.2 Current local certificates are required for measurement verification only. Assigned handicaps may differ from local handicaps due to A2N race course configuration, conditions and other pertinent factors.

A1.3 Only ONE configuration per boat will be rated. Multiple applications for different rig/sail combinations, etc. for the same boat will not be accepted.

A1.4 Boats will be assigned an A2N PHRF rating using systematic procedures applied by the A2N PHRF Consortium, including comparisons with similar boats with established handicaps, use of the measurements of the boat as submitted by the applicant and such other data obtained by observation of the performance of the boat, type of design, principal dimensions or any other relevant data. A2N PHRF ratings will be assigned based on the best average data of wind direction and wind strength for the A2N race course, as determined by US Sailing records.

### **Appeal of an A2N PHRF Rating**

A2.1 Within 10 days of receiving their A2N PHRF rating, a boat may appeal their rating by submitting an appeal in writing noting any factors they believe should be considered.

A2.2 The A2N PHRF Consortium will review the appeal and determine if a change is appropriate.

A2.3 If no change is granted or the appellant wishes to appeal further, the appeal shall be resubmitted within 2 days of the receiving the appeal decision. The OA will appoint a new appeal committee that does not contain any member of the A2N PHRF Consortium. The new committee will review the new appeal and their decision will be final.