



Neptune's Atlantic Regatta September 30, 2023



SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the *Racing Rules of Sailing*.

1.2 Boats shall conform to the US Sailing Safety Equipment Requirements for Near Shore with the addition of Sections 1.6, 2.1.4, 2.2.2, 2.4.6, 2.4.7, 2.5.1, 2.7.2, 3.15, 3.29.2, 3.35, and 3.36. These requirements can be viewed at <https://broadbaysailing.org/resources/Documents/Racing/Monohull-SER-2023.0.pdf>

1.3 All boats must be crewed by an appropriate number for the boat, but in no case shall fewer than two adults be aboard.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted on the Notice Board at the Skippers' Meeting.

3 RATINGS

3.1 Boats participating in PHRF A, B, C or Non-spinnaker (single headsail only) must have a current, valid rating issued by PHRF of the Chesapeake; random course ratings shall be used. Boats racing in the Cruising Class (non-spinnaker – single headsail only) need not have PHRF ratings. These boats will be assigned a courtesy rating by the race organizers and this rating is not subject to redress. Time on Distance will be used to score these classes.

3.2.1 Boats participating in the ORC Cruiser Division must meet the eligibility and configuration requirements identified in <https://orcches.org/orc-cruiser-requirements.html> (including having a valid ORC rating, and meeting requirements for Dynamic Allowance, spinnaker maximum girth [unless entering non-spin], sail inventory and the restrictions for the number of professional / ISAF Group 3 sailors permitted to race and or steer).

3.2.2 The ORC Cruiser results will be calculated using a Time on Time (ToT) rating shown on each competitor's Rating Certificate (including predominantly upwind [low, medium or high], predominantly downwind [low, medium or high], and Triple Number [low, medium, or high]). Decisions regarding wind ranges and course configuration are at the sole discretion of the Race Committee and not subject to redress. ORC Cruiser division entries are required to declare whether they will be using their ORC Standard (Spinnaker) rating or their ORC Non-spinnaker rating by the entry deadline.

3.3 All non-spinnaker boats will be given an 18 sec/mile adjustment for start time calculations.

4 SAIL NUMBERS

4.1 Boats in cruising class that do not have sail numbers will be assigned temporary sail numbers by the race organizing committee. These numbers must be carried on both sides of the main sail, but do not need to be carried on any other sail. These numbers may be made of masking or duct tape or similar removable material, and must be at least 12 inches high. This modifies RRS G1 and G2. Only the Race Committee may protest a breach of this rule.

5 CLASSES and CLASS FLAGS

5.1 All competitors shall fly the Neptune's Atlantic Regatta Class Flag contained in each Skipper's Bag. In addition, PHRF Class Code Flags may also be flown. Flags shall be flown from the backstay. Boats without backstays may fly them from a starboard shroud.

5.2 Class flags will be the following colors:

PHRF A: Red

PHRF B: Black

PHRF C: Yellow

PHRF N: Blue

Cruising: White

ORC Cruiser (spin & non-spin combined): Green

5.3 While not a class governed by PHRF, competitors in the Cruising class are required to adhere to the policies of PHRF of the Chesapeake.

6 RACING AREA

6.1 The racing area shall be the coastal waters from Little Creek to Virginia Beach.

7 THE COURSE

7.1 COURSE:

Start

First Island to Starboard

Green Can "1" to Port

Finish

7.2 For handicap purposes the course is 15.0 nautical miles.

8 MARKS

8.1

First Island: Southernmost CBBT island bounding the Thimble Shoals Channel

Green Can "1": Approximately 2.0 nm ESE of Cape Henry Light [passing mark]

8.2 The **starting marks** will be R "2" Fl R 2.5s north of the entrance to Little Creek on the starboard end, and an orange flag on the Race Committee boat on the port end.

The **finishing marks** will be an orange flag (the orange flag is a change from the finish line signal shown in the RRS) flown on the beach at or near the extension of 24th Street (near the Old Coast Guard Station) on the starboard end and an inflatable buoy approximately 400 yards E of the 24th Street shoreline (approx. 36° 51.2' N, 75° 58.2' W) on the port end. In the event the finish buoy is not on-station, continue racing until the orange flag flown on the beach bears 290°M.

9 THE START

9.1 The start sequence will be a staggered, pursuit start with a reverse time allowance starting sequence. Starting time assignments will be distributed at the skippers' meeting. The first starting time will be signaled per RRS26, with the warning signal at 0925 (first start at 0930), except that a **yellow flag** will be displayed at the warning signal instead of a class flag. Thereafter, a sound signal will be made every 5 minutes until the start time for the lowest handicap boat (the absence of this sound signal will not be a cause to interrupt the sequence or be grounds for redress). No other Warning, Preparatory or Start signals will be made by the Race Committee.

After the first start, the Race Committee will attempt to continue the starting process without interruption until all boats have started. However, the Committee may interrupt the starting sequence

for any reason by displaying flag AP with two sound signals. After resolving the condition that caused the postponement but before lowering flag AP, the race committee will announce on VHF channel 72 the length of the delay in increments of five minutes. Competitors who have not yet started must adjust their starting times accordingly. One minute before the resumption of timing sound signals, flag AP will be lowered with one sound signal. This modifies RRS 27.3.

9.2 The starting line will be between an orange flag on the Race Committee boat on the port end and the starboard-end starting mark.

9.3 Once the start sequence has begun, each boat must keep clear of the starting area and the first leg of the course until its preparatory time. Each boat's preparatory time is defined as the moment 4 minutes before its assigned starting time (individual preparatory signals will not be made by the Race Committee). It is the sole responsibility of the skipper to ensure that (s)he stays clear of the starting area prior to the preparatory signal.

9.4 The Race Committee will attempt to hail boats that are OCS at their starting time via VHF channel 72. **No code flag or sound signal will be used.** This changes RRS 29.1.

10 THE FINISH

10.1 The Finish Line will be between an orange flag flown by the Race Committee at the 24th Street shoreline and the inflatable buoy. In the event the finish buoy is not on-station, continue racing until the orange flag flown on the beach bears 290°M. Boats should and are requested to announce their sail number on VHF channel 72 as they approach the finish line. Boats shall record, if possible, their finish time and the finish order of boats finishing within one minute ahead and one minute astern, and shall give this information to the Race Committee upon request.

11 PENALTY SYSTEM

11.1 Except when she is required to retire by RRS 44.1, a boat infringing a rule of RRS Part 2 may take a penalty in accordance with RRS 44.2 (Two-Turns Penalty). Rule 44.3 (20% Scoring Penalty) is not available for use. This changes RRS 44.1.

11.2 Contact with a committee boat: if a boat contacts a Race Committee vessel and causes injury or damage on either boat, her penalty shall be to immediately retire from the race.

12 TIME LIMITS

12.1 Boats still racing but not finished at 1630 hours 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 Appendix A4.1.

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 In addition to the requirements of RRS 61, anyone intending to file a protest must so notify the Race Committee and be acknowledged by the Race Committee immediately after finishing or retiring, or in the case of redress, within 1 hour after the incident. This changes RRS 61.1 and 62.2. This may be done by radio or cell phone (757) 803-3563 (not by voice mail).

13.2 The protest time limit is 1900 on race day, except as provided for in SI 14.4.

13.3 Protests and Requests for Redress may be submitted electronically, by email racing@broadbaysailing.org or text msg (image of written protest preferred) to (757) 803-3563.

13.4 Protest hearings will be held on Monday evening, October 2nd at a place to be determined.

14 SAFETY REGULATIONS

14.1 A boat that retires from a race shall notify the Race Committee as soon as possible on VHF channel 72 or by calling (757) 803-3563.

14.2 Boats are warned to stay **well clear** of rocks when close to the Chesapeake Bay Bridge-Tunnel.

14.3 Coast Guard regulation [165.501](#) prohibits vessels drawing less than 25 feet from entering the main Thimble Shoals Channel, except for perpendicular crossings. Competitors are encouraged to review this regulation to understand the exact requirements.

14.4 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 or restricted in their ability to maneuver 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/military vessel! Such protest may also be filed by a protest committee as a result of a report received from the offended vessel or local port authorities/pilots; the protest time limit for this circumstance is 48 hours after the time limit of the race. Competitors **must** take evasive action well in advance of any potentially dangerous situation.

If a dangerous situation develops, as per RRS 42.3(i), a boat without way in a shipping channel may use her engine to clear the channel, provided she does not gain any advantage in the race. Communication directly with vessels in the channel via VHF-16 is advised.

14.5 Weather Cancellations – Force 6 conditions or greater, as stated in the Beaufort Wind Scale, shall be grounds for cancelling the race. The RC may cancel or postpone for lightening depending upon the location and direction of the storm or for any other conditions deemed unsafe. Delays or cancellations before racing shall be by VHF-72 and announced 30 minutes prior to the first warning. Updates will be provided every 15 minutes until it is determined to cancel or proceed. Cancellations while racing due to weather shall be by VHF-72; competitors shall respond with acknowledgement. Any decision to cancel or postpone is based on the judgement of the Race Committee and is not subject to redress.

15 RADIO COMMUNICATION

15.1 The Race Committee will attempt to monitor VHF Channel 72 throughout the race.

16 PRIZES

16.1 Trophies will be awarded based on the number of competitors in each class as well as to the first boat to finish. A class must have at least 3 entries to be eligible for class trophies. Classes may be combined to facilitate this.

17 DISCLAIMER OF LIABILITY

17.1 Competitors participate in the regatta entirely at their own risk. See rule 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.

18 INSURANCE

18.1 Each participating boat shall be insured by the owner / skipper with valid third-party liability insurance with a minimum cover of \$100,000 per event or the equivalent.