

2022 Summer Solstice Ocean Race

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing, 2021-2024*.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be announced at the Mandatory Skipper's Meeting at 1800 on June 17, HYC Wooden Gazebo, and posted before 2000 on the day before the race on the CCVR website <http://ccvracing.us/racing/>.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** There will be a required Skipper's Meeting at the HYC Wooden Gazebo on Friday, June 17, 1800.
- 3.2** On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 72.

4 COURSE

- 4.1** For all classes: from the start at CCVR Bay Mark Z (Rear – Tall – Range Light) the course goes through the Chesapeake Bay Bridge Tunnel's Thimble Shoals Channel and then around the Chesapeake Light Tower (36°54'16.7"N 75°42'45.82"W) to port. From the Light Tower the course goes to the CB Bridge Tunnel's Chesapeake Channel, rounding Lighted Buoy 13 to port, and to the finish line between CCVR Bay Mark Q (Thimble Shoal Channel Lighted Buoy R 22) and a blue flag on the seawall at Fort Monroe. The course length is 58 nautical miles.
- 4.2** The deep draft (between red and green buoys) Thimble Shoals Channel is completely off-limits for safety.
- 4.3** The course will not be shortened. This changes RRS 32.

5 THE START

- 5.1** Races will be started using RRS 26 as modified by CCVR General Sailing Instructions

5.2 Races will be started in the following sequence using a rolling start:

PHRF A (CR rating): Warning Signal at 0800

PHRF B and C (CR rating)

ORC Cruising Spinnaker

5.3 The starting line is between a staff displaying an orange flag on the RC vessel at the starboard end and the course side of the port-end starting mark, CCVR Bay Mark Z.

5.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

5.5 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

6 THE FINISH

6.1 The finish line is between CCVR Bay Mark Q (port) and a staff displaying a blue flag on the adjacent seawall at Fort Monroe (starboard).

6.2 When within ¼ mile of the finish line, contact the RC on channel 72 and announce your boat's name and sail number.

6.3 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee (Bobby Whitehouse, 757-218-9376, bobby_whitehouse@me.com) at the first reasonable opportunity.

7 TIME LIMIT

7.1 The time limit for all fleets is 2300 June 18, 2021.

8 HEARING REQUESTS

8.1 If you have a protest, report that you have a protest to the RC on VHF 72 soon after finishing. Your written protest must be given to the RC between 1030-noon on Sunday June 19 at HYC.

8.2 Protest hearings will be held at 1900 on Monday, June 20 at HYC.

9 SAFETY REGULATIONS

9.1 All boats must meet US Sailing "Nearshore" category safety requirements. Additional safety requirements are from US Sailing (COASTAL or OFFSHORE) Safety Requirements:

2.5.1 – Bilge Pump - A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.

2.7.2 - Propulsion - A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.

3.1.1 – PFDs - Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.

3.1.4 – Harness - Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.

3.22 – Plugs - A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.

3.7.1 - MOB Rescue - A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self-igniting light stored on deck and ready for immediate use.

3.14 – GPS - A boat shall carry a GPS receiver.

3.15 – MOB Recorder - A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.

3.2.1 – Jacklines - A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.

3.26 – Radar Reflector - A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.

3.27.1 – Buckets/Bailing - A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.

9.2 In addition to the above requirements, lifelines should be inspected, which includes removing any coatings to confirm their integrity.

9.3 A boat that retires from the race shall notify the race committee at the first reasonable opportunity via VHF channel 72 or contacting Bobby Whitehouse via mobile phone, 757-218-9376.

10 RISK STATEMENT

10.1 RRS 3 states: 'The responsibility for a boat's 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.**