



**2005**

**SKIPPER'S  
HANDBOOK**



WRIGHTSVILLE BEACH OCEAN RACING ASSOCIATION

P. O. Box 113  
Wrightsville Beach, NC 28480-0113  
<http://www.wbora.org>

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# SECTION I: THE WBORA ORGANIZATION

## 1.1 INTRODUCTION

The Wrightsville Beach Ocean Racing Association (WBORA) is a nonprofit corporation founded in 1967 by a group of sailors to promote and sponsor sailboat ocean racing in the vicinity of Wrightsville Beach, North Carolina.

WBORA is a member of the United States Sailing Association (US Sailing), the official sailboat racing governing body in the United States.

WBORA is also a member of the South Atlantic Yacht Racing Association (SAYRA), the regional governing body.

In addition, WBORA is the organizing authority for the North Carolina Yacht Racing Association (NCYRA) Championship race in the waters off of Beaufort, North Carolina.

## 1.2 PURPOSE

WBORA exists for the purpose of organizing and administering sailboat races and associated events for registered organization members. The many functions provided by the organization include:

- Event Calendar development
- Race management
- Promote coastal cruising
- Hosting sailing seminars
- Participation in community programs
- Organize social activities
- Assist youth sailing programs

By providing a well-run and well-respected organization, WBORA helps promote the sport of sailboat racing and provides the means for participation by all interested individuals.

## 1.3 BOAT REGISTRATION

Sailboats participating in WBORA races must be registered each season. Registration is available for any mono-hull, cruising, auxiliary powered sailboat with below-decks cruising accommodations at least 22 feet LOA.

In addition to racing and cruising events, the registered skipper receives WBORA announcements via internet and postal mail, has the right to use the WBORA mooring buoy in Banks Channel, and can participate in sponsored social activities.

Registered skippers must obtain a PHRF Handicap Rating Certificate through NC-PHRF. The fee is \$10 for one year and \$25 for three years. There are no hidden fees or memberships.

Those registered as WBORA members may participate in all events and may participate in cruises and the following races:

- The Bud Cup
- Michelob Mini-Series
- Wilmington Group Offshore Regatta
- The Doxey Double-Hander Race
- Seidel-Atlantic Orthopedic Cup
- WBORA Summer Invitational 'Round the Buoys Races & Solo Race

## 1.4 CREW MEMBERSHIP AND BENEFITS

Individuals may join WBORA by obtaining the registration form from the Vice Commodore or from our web site <http://www.wbora.org>. Crew membership entitles the member to entry in racing and cruising events, communication of WBORA events by internet and postal mail, use of the mooring buoy and participation in sponsored social functions. Crew who are not WBORA crewmembers will be charged admission to sponsored socials other than raft-ups. Though not required, it is strongly suggested that skippers encourage their crew to join the association. Not only is it one of the best deals in town, but also it markedly fosters camaraderie and allegiance.

## 1.5 SOCIAL ACTIVITIES

The race season is full of social activities, many scheduled to coincide with races. Sponsored races, as outlined below, are followed by a party. Several of the Point Races are also followed by after race parties. Fun races may be followed by an after race party or a raft-up at the mooring buoy in Banks Channel for swimming, eating or just hashing over the day's winds and waves. Then there are other parties sometimes for no good reason at all! In addition, it is encouraged that members use the WBORA buoy for impromptu raft-ups anytime they return from a nice day of sailing.

The Bud Cup Crew Scramble, Michelob Mini Series, Seidel-Atlantic Orthopedic Cup, Doxy Cup Double-Hander Race, WBORA Summer Invitational 'Round the Buoys & Solo Race, also have major socials after the races.

The year concludes with our premier social event, the Awards Party, which features food, drinks, good conversation, and a general reflection on this racing season and others past.

## 1.6 WBORA OFFICERS

At the close of the racing season in conjunction with the Award's Party, the skippers elect officers for the following season. Following are the elected officers and volunteer committee officials for the 2005 season. All phone numbers are in the 910 area code unless otherwise noted.

<b>Commodore:</b>	<b>Doug Day (Rocinante)</b> PO Box 547 Carolina Beach, NC 28428 431-6862 (C)
<b>Vice Commodore:</b>	<b>Jeff Fisher (Islena)</b> 8947 Shipwatch Dr. Wilmington, NC 28412 619-2922 (C)
<b>Rear Commodore:</b>	<b>Dave Chervenik (Chloe)</b> 321 Friendly Shores Rd Wilmington, NC 28409 790-9635 (H)
<b>Race Committee:</b>	<b>Joe and Mary Benkel (yet to be named)</b> 4813 ILEX Dr. Wilmington, NC 28402 794-4235 (H); 836-7157(C)
<b>Social Committee:</b>	<b>Derek Seidel (Sundance)</b> 1255 Brittany Dr. Apt. G Florence, SC 29501 843-206-3489
<b>Past Commodore:</b>	<b>Guy Staat (yet to be named)</b> 207 Saint Luke Ct. Wilmington, NC 28409 297.8807 (H)

## **1.7 THE WBORA MOORING BUOY**

WBORA has an anchored mooring buoy located in deep water on Banks Channel. One privilege of WBORA membership is the use of the mooring, subject to the following guidelines.

1. The mooring is for the use of all WBORA members, including crewmembers.
2. WBORA members may invite guests to use the mooring when accompanied by them. Discretion is encouraged to avoid inviting guests when WBORA use will be heavy (i.e. after races). WBORA members are responsible for seeing that their guests use the mooring in it's designated manner.
3. Anyone on the Mooring must allow other WBORA members and their guests to raft up. If you do not want to run the risk of being joined then you should consider setting your own anchor.
4. During raft-ups involving a large number of boats, the boat on the mooring has the prerogative of requesting that additional anchors be set by boats joining the raft-up. This is a common courtesy to save the cleats of the center boat. It is especially recommended in high wind or strong current conditions.
5. The buoy was not designed as a mooring buoy. It has been equipped with a mooring line with an eye splice. The eye splice can simply be placed over the bow cleat. When leaving the mooring the eye splice should be placed over the rod on the top of the buoy. This will enable the next user to simply pick up the mooring line without undue hardship. It will also serve to keep the mooring line free from marine vegetation.
6. In the event that the mooring line is lost or destroyed, please attempt to attach your bow line to the chain or shackle under the mooring rather than to the eye on the top of the buoy. This eye was not designed to handle a heavy load.
7. The mooring is a nice WBORA benefit. If you see non-members using the mooring, or members using it incorrectly please don't hesitate to say something. Considerable time and expense have gone into its placement and we need to take good care of it.

## **1.8 THE WBORA WEBSITE, EMAIL, POSTAL MAIL, AND THE PHONE**

In an effort to save costs, volunteer labor, and ensure timely announcements, WBORA primarily uses email announcements and website postings to publish race results, cruising event details, notices of race, announce social events, and provide helpful commentary on sailboat racing and sailing in general.

When possible, postal mailings and/or telephone calls announcing major events will also be provided.

# **SECTION 2: FLEET ORGANIZATION AND HANDICAP SYSTEM**

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The race boats are divided into racing and cruising fleets depending on the sails the skipper intends to use. Within the Racing Fleet are the J/24 Class and the Ranger 22 Class.

Trophies are given in each of the classes plus overall fleet trophies are given for the racing and cruising fleets.

The racing fleet will generally sail windward-leeward courses.

The racing fleet may use any sails allowed by the IOR rule and usually carries more crew members in order to properly handle the additional sails.

The cruising fleet will generally sail a variety of triangle courses defined by one or more inflatable tetrahedrons used for the racing class in addition to government marks including the Masonboro Inlet Sea Buoy, and fish-haven marks AR-370 and AR-372. Cruising fleet courses are defined in the race Sailing Instructions and will vary depending on conditions. The day's course will be posted on a white board on the RC boat.

The cruising sailors generally do not use spinnakers or similar sails (although they can choose to do so with a time penalty). The use of a limited number of sails enables the less experienced sailor to compete without having to buy expensive sails or to recruit a large number of crew.

## **2.1 RACING FLEET DEFINED**

Racing fleet yachts are able to use any sail permitted by the IOR rule.

## **2.2 CRUISING FLEET DEFINED**

Cruising fleet yachts shall be limited to flying one (1) headsail in addition to other sail(s) normally attached to a spar (main, mizzen, club footed staysail) normally used when cruising except that a yacht designated as a cutter by the race committee may fly two (2)

headsails.

The headsail referred to above shall have a taut luff and shall be hanked on or otherwise secured to the head stay. It may not be a spinnaker, blooper, flasher, or similar sail, whatever its name.

A cruising fleet yacht may use a spinnaker or other prohibited type of sail in the point race series; however, the penalties prescribed will apply.

35 sec/mile in closed course races less than 15 miles long

50 sec/mile in all other races

Racing yachts sailing in cruising classes may have their rating adjusted based on prior experience with the type of yacht or the particular yacht.

## **2.3 J-24 FLEET DEFINED**

J/24 Fleet #144 has been approved and chartered by the International J/24 Class Association. Yacht finish times will be recorded on class standings and PHRF rating. The J/24 Fleet will be governed by the International J/24 Class Rules 1999-2000 in addition to the rules in Section 5.1. In addition, Section 5.13 The Minimum Equipment and Accommodation Standards or ORCSR Category 4 will apply to J24s.

## **2.4 PHRF HANDICAP SYSTEM**

There are many different types of vessels allowed to compete in WBORA races. Thus, a handicap is established for each yacht which is designed to equalize it with all other yachts. This handicap system is called the Performance Handicap Rating Formula or PHRF and is administered on a regional basis by the NC-PHRF rating committee. Any mono-hull sailboat, whether it is a stripped out racer or a comfortable cruiser can be rated fairly under this system.

The PHRF rating system uses a "Time-On-Distance" rating formula. Each boat is given a rating in "seconds per mile". This rating is established by NC-PHRF based on ratings of like boats reported to US Sailing by PHRF committees nationwide and computations and observations by NC-PHRF committee members. In addition, local conditions are considered by the NC-PHRF committee when establishing a boat's rating.

For each race, the times are recorded by the race committee as each boat crosses the finish line. The correction factors are then applied in order to establish the finish place of each boat.

For example a boat with a PHRF rating of 110 would have to cross the finish line at least 21 seconds ahead of a boat with a PHRF rating of 130 for each mile of the race in order to win after the applied time correction.

## SECTION 3: RACING EVENTS

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### 3.1 POINT RACE SERIES

The point races are run off of Masonboro Inlet at the southern end of Wrightsville Beach. A course is set by the race committee using either the Masonboro Inlet sea buoy or a large inflatable buoy at the starting area and large inflatable buoys as the other marks.

In the event a course cannot be set, the race committee may signal an alternate course which utilizes fixed government or private marks such as Figure Eight fish haven, Wrightsville Beach fish haven or Carolina Beach Inlet, etc. The courses are 11 to 12 nautical miles and 7.5 to 8 miles on two-race days. The alternate courses vary from approximately 8 to 14 miles. The specific course descriptions for the point race series are found in the sailing instructions section of this handbook.

#### *3.1.1 NUMBER OF RACES*

There will be one eight-race series. If all eight races are sailed, competitors may throw out their worst two scores. If six or seven races are sailed, the series will be scored with one throw out. In the event that five or fewer races are sailed, the series will be scored with no throw outs.

#### *3.1.2 THE STANDARD COURSES*

There will be two standard courses for the point race series. The course will be designated by the code flags T (triangle) or W (windward-leeward), flown from the committee boat. Refer to Figures In the Appendix for the course layouts.

#### *3.1.3 ALTERNATE COURSES*

In the event the race committee determines that a standard course cannot be laid, an alternate course will be used. The race committee shall fly the signals "A" over "C" and the number of the alternate course. Alternate courses are shown in the Appendix.

3.1.4 The Race Committee will <sup>12</sup>post, on the RC boat the heading

and approximate distance to the first mark.

3.1.5 The Race Committee will announce, on Channel 72 (unless changed at the Skipper's Meeting prior to the race), at 1030 and 1040 hours, the course, the heading to first mark and the approximate distance to first mark.

### **3.2 BUD CUP CREW SCRAMBLE**

The Bud Cup Is sponsored by Jackson Beverage. All skippers and all crew are highly encouraged to participate, especially crew folks who don't have a boat to sail on yet. Each skipper will keep one person from his normal crew. All other crew will be fair game for a deckhand position on another boat. We'll draw names, cast lots, do rock-paper-scissors, whatever it takes to get a good cross-section of people on all boats participating. This should be a good opportunity to find new crew.

### **3.3 MICHELOB MINI SERIES**

The Michelob Mini Series is sponsored by Jackson Beverage. It consists of three short ocean races, the point sums of which determine the winner of the coveted Michelob Mini-Series flag. With awards given for all fleets, all fleets are encouraged to participate. A separate notice of race and sailing instructions will be issued for this race.

### **3.4 THE WILMINGTON GROUP OFF-SHORE RACE**

The Wilmington Group Offshore Race is an off-shore race from Masonboro Inlet to Beaufort Inlet which is held each year on the Thursday before Memorial Day weekend. This year it will be run during the day hours with a pre-noon start and presumably twilight finish. The fleet is divided into a racing class and a cruising class. The racing class sails to the AR 372 buoy about 5.5 miles off of Wrightsville Beach and then sails north to Beaufort Inlet for a total course length of about 68.4 nautical miles. The cruising class sails directly from Masonboro Inlet to Beaufort Inlet for a course of 63.2 nautical miles. Friday is a "lay day" and allows everyone to prepare for the NCYRA Championship Series, which starts on Saturday.

A separate notice of race and sailing instructions will be issued.

### **3.5 NCYRA CHAMPIONSHIP SERIES**

The NCYRA Championship Series is sponsored by the North Carolina Yacht Racing Association, of which WBORA is a charter member. It consists of several closed course races on Saturday and Sunday of Memorial Day weekend. The race course is located off of Beaufort Inlet. This is North Carolina's premier ocean racing event and brings participants from all of North Carolina's PHRF clubs as well as from clubs in neighboring states. A separate notice of race and sailing instructions will be issued by NCYRA for this race.

### **3.6 DOXEY DOUBLE-HANDER RACE**

The Doxey Cup is an event sponsored by Janet & Sanford Doxey. Slated as a double-handed cruising event, this "sweetheart" (male/female) race should prove to be challenging and fun for the couples who participate. A separate notice of race and sailing instructions will be issued for this race.

### **3.7 THE SEIDEL-ATLANTIC ORTHOPEDIC CUP**

The Seidel-Atlantic Orthopedic Cup race is a very popular event. Separate sailing instructions are issued for this race with yachts starting according to their handicap rating. This makes for a very exciting finish with a demand on crew performance and tactics.

### **3.8 THE WBORA SUMMER INVITATIONAL REGATTA**

The WBORA Summer Invitational will be a weekend of fun for all local and visiting sailors. Saturday will be set up for 'Round the Buoys races. Two or three short races will be run to assure lots of deck activity and tactics. Sunday will feature the popular Solo Race for those skippers that possess the unique ability to handle all the

positions on their boats themselves.

### 3.9 THE CYC INVITATIONAL REGATTA

The Carolina Yacht Club will host their annual regatta for a wide range of sailboat types. Any class having 3 or more boats will be raced. The offshore events will consist of two Saturday races and one Sunday race. CYC will issue the Race Notice

### 3.10 LEUKEMIA CUP REGATTA

Founded as just a handful of events nationwide, the Leukemia Cup Regatta series has grown to become a significant source of funding for the Leukemia Society. The North Carolina Chapter of the Society join other area sailing clubs and W.B.O.R.A. in sponsoring this event. In 2005 the event will take place in and around Southport.

## SECTION 4: THE 2005 EVENT CALENDAR

Date	WBORA Event	Non-WBORA Events
<b>March</b>		
19	WBORA Season Kickoff Party/Mtg	
<b>April</b>		
		<i>7-10 Charleston Race Week</i>
16	Bud Cup Crew Scramble	
		<i>23 Laser Nationals @ CYC</i>
		<i>30/1 Bald Head Island Regatta</i>
<b>May</b>		
7	Michelob Cup/ Pt Races 1,2,3 R / 1,2 C	
		<i>21,22 Leukemia Cup @ CFYC</i>
		<i>26 WGOR (late regis has entry fee)</i>
		<i>28,29 NCYRA</i>
<b>June</b>		
		<i>2 Governor's Cup @ LBSA</i>
11	AC Cruise/Exotic Drink Raftup #1	
25	Point Races 4,5 R / 3 C	
<b>July</b>		
		<i>2 Commodore's Cup @ CFYC</i>
9	Doxey Cup	
23	WBORA Summer Invitational & Point Races 6,7,8 R / 4,5 C	
24	WBORA Summer Invit. Solo Race	
<b>August</b>		
6	AC Cruise Race (and MakeUp if needed)	
		<i>13 SAYRA Regatta @ CYC</i>
27	AC Cruise Race/Exotic Drink Raftup #2	
<b>September</b>		
		<i>10 Cape Fear Open @ CFYC</i>
17	AC Cruise Race (and MakeUp if needed)	<i>CYFC Rain Date</i>
<b>October</b>		
		<i>1 Cruise to Riverfest or Mile Hammock</i>
15	Seidel Cup	
		<i>29 Stede Bonnet Regatta/Party</i>
<b>November</b>		
		<i>5 (tentative) SAYRA PHRF Champ'ship</i>
12 tentative	Annual Awards Banquet	
25	"Turkey Cup" (Friday after Thanksgiving) 1 <sup>st</sup> Race of Winter Series	
<b>December</b>		
10	2 <sup>nd</sup> Race of Winter Series	

*Races in italics are not included in WBORA membership and may require additional fees.*

# SECTION 5: SAILING INSTRUCTIONS

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## 5.1 RULES

### 5.1.1 GOVERNING RULES

The races will be governed by Racing Rules of Sailing (RRS) and the prescriptions of US Sailing. The J/24 Fleet will be governed by the International J/24 Class Rules.

There may be additional prescriptions outlined in the WBORA sailing instructions issued for each regatta.

# APPENDIX 1: RACING CLASS COURSES

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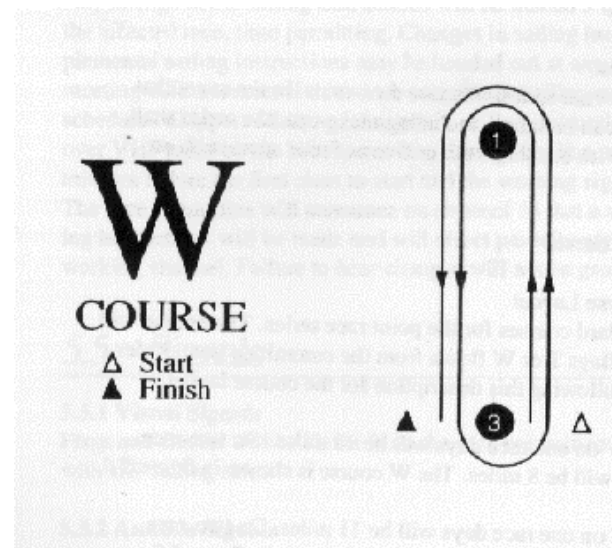


Figure A: The W (Windward-Leeward) Course Layout

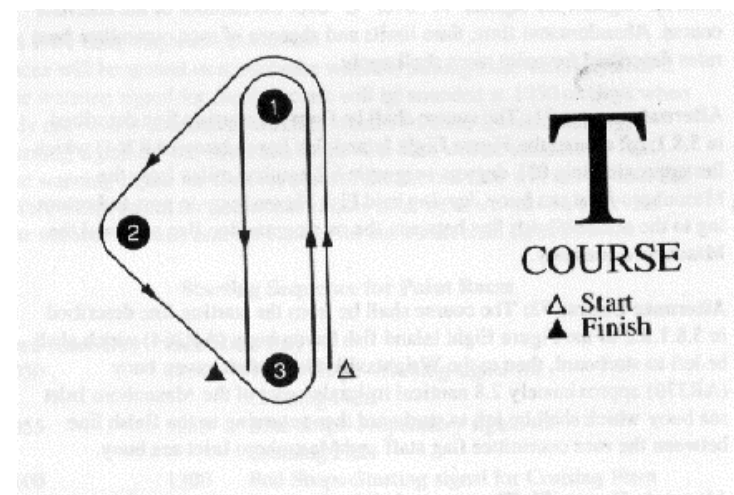


Figure B: The T (Triangle) Course Layout

International code flags flown from the committee boat will indicate the first two numerals of the approximate magnetic course to the first mark.

## APPENDIX 2: CRUISING CLASS COURSES

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The courses for the cruising class will be outlined in the Point Series Sailing Instructions.

## APPENDIX 3: ALTERNATE COURSES:

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**Alternate course #1:** The course shall be from the starting line described in 5.8.1.2.2 around the Figure Eight Island fish haven buoy (AR-364) which lies approximately 051 degrees magnetic 6.2 nautical miles from the Masonboro Inlet sea buoy, leaving said fish haven buoy to port and returning to finish at the Masonboro Inlets sea buoy.

**Alternate Course #2:** The course shall be from the starting line described in 5.8.1.2.2 to the Figure Eight Island fish haven buoy (AR-364) which shall be left to starboard, then to the Wrightsville Beach fish haven buoy (AR-370) approximately 2.8 nautical miles due east of the Masonboro Inlet sea buoy which shall be left to starboard then returning to finish at the Masonboro Inlet sea buoy.

**Alternate Course #3:** The course shall be the reverse of course # 2 and all marks shall be left to port.

**Alternate Course #4:** The course shall be from the starting line described in 5.8.1.2.2 to the Carolina Beach Inlet sea buoy which shall be left to port, then returned to finish at the Masonboro Inlet sea buoy.

**Alternate Course #5:** Start at starting line described in 5.8.1.2.2, then to Wrightsville Beach fish haven buoy (AR-370) return to start, then again to fish haven buoy, then back to finish at the Masonboro Inlet sea buoy Leave marks to port.

**Alternate Course #6:** Start at starting line described in 5.8.1.2.2, then to AR 372, then to AR 370, then finish at the Masonboro Inlet sea buoy. Leave all marks to port.

**Alternate Course #7:** Reverse of #6 leaving all marks to starboard.

**Alternate Course #8:** Start at starting line described in 5.8.1.2.2, then to AR 364, then to AR 372, then finish at the Masonboro Inlet sea buoy. Leave all marks to starboard.

**Alternate Course #9:** Reverse of #8 leaving all marks to port.

**Alternate Course #10:** The Race Committee will post, on the RC boat the heading and approximate distance to the first mark. The RC will announce, on Ch 72 (unless changed at the Skipper's Meeting prior to the race), at 1030 and 1040 hours, the course, the heading to first mark and the approximate distance to first mark.

# APPENDIX 4: THE START SEQUENCE

For those new to sailboat racing, the start sequence can be confusing. Use this reference to help you remember what flags go up when, and at what intervals the signals change. The following is copied directly from the *US Sailing Racing Rules of Sailing*. On the following page is an illustrated representation of a racing class start for WBORA.

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal	Flag and sound	Minutes before starting signal
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

\*or as stated in the sailing instructions

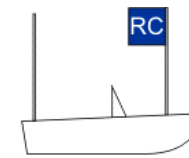
The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

## WBORA uses the following flags:

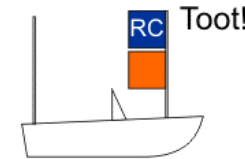
The racing class flag is red

The cruising class flag is yellow

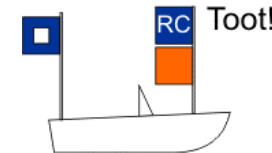
There are other flags you'll become familiar with for crossing the start early, race postponement, etc. The flags are listed on the back cover of the *US Sailing Racing Rules of Sailing*.



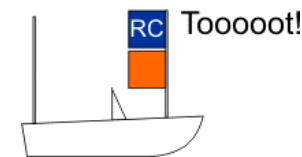
Before Start Sequence



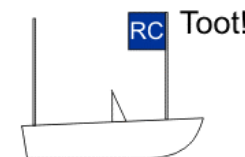
5-Minute Signal



4-Minute Signal



1-Minute Signal



Start!

Example of a Start for the Racing Class. Flags may vary, and are detailed in the *Racing Rules of Sailing*.

# APPENDIX 5: CATEGORY 4 SAFETY REGULATIONS EXTRACT

The WBORA fleet races in offshore waters. Safety in these conditions cannot be stressed enough. WBORA requires all boats to be compliant with the Offshore Racing Council's (ORC) Special Regulations for Category 4.

We include this information for general reference. *This brief is not an official or comprehensive listing.* The official statement of safety requirements can be found on the Ocean Racing Council (ORC) website: <http://www.orc.org/> by following the Special Regulations link.

ORC defines Category 4 races as, "short races, close to shore in relatively warm or protected waters normally held in daylight."

The following is an extract of the main safety requirements for sailboats racing in offshore waters from the Offshore Racing Council Special Regulations for Category 4 safety.

## 5.0 BASIC STANDARDS

5.1 All equipment shall function properly, be readily accessible, be of a type, size, and capacity suitable and adequate for the intended use and size of the sailboat.

5.2 Sailboats shall be self-righting, strongly built, essentially watertight, and particularly with regard to hulls, decks, and cabin trunks capable of withstanding solid water and knockdowns.

They must be properly rigged and ballasted, be fully seaworthy and must meet standards set forth herein. "Properly rigged" means that shrouds shall never be disconnected.

5.3 If sailboat has an inboard engine, inboard engine shall be installed so that the engine, when running, can be securely covered, and that the exhaust and fuel supply systems are securely installed and adequately protected in heavy weather.

When an electric starter is the only means of starting the engine, there shall be at least one battery dedicated solely to starting the engine. Lighting shall be from a separate battery.

5.5 Sailboat equipment and fittings shall be securely fastened.

## 6.0 STRUCTURAL FEATURES:

6.1 The hull, including deck, coach roof, and all other parts shall form an integral, essentially watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity. For example, running rigging or control lines shall not compromise this watertight unit.

Centerboard and dagger board trunks shall not open into the interior of the hull.

6.12 Hatches: No hatches forward of Max Beam position shall open inwards except ports having an area of less than 110 sq. ins.

6.13 Companionways: All blocking arrangements (washboards, hatch boards) shall be capable

of being secured with the hatch open or shut and shall be capable of being secured to the sailboat by lanyard or other mechanical means to prevent their loss overboard.

6.14 Cockpit companionways, if extended below main deck level must be capable of being blocked off at main deck level, while giving access to interior.

6.21 Cockpits shall be structurally strong, self-draining, integral parts of the hull and watertight.

Openings to the hull must be capable of being securely blocked. Anchor wells and other openings below decks are included as cockpit volume.

6.22 Cockpits opening aft to the sea. The lower edge of the companionway shall not be below main deck level. Openings shall not be less than 50% of the max. cockpit depth times width.

Cockpits must drain at all angles of heel. A single hatch board affixed to the companionway and locked in place so as to preclude its movement in all possible attitudes of the sailboat may be added to extend the lower edge of the companionway for the purposes of this rule. If so used, the hatch board must be in place at all times the sailboat is in the starting area or racing.

6.23 Maximum cockpit volume below lowest coaming shall not exceed 9% of LWL x Max Beam x Freeboard aft. Cockpit sole shall be at least 2% of LOA above LWL. (Sailboats built before January 1980 shall not be required to retrofit provided that their maximum cockpit volume does not exceed 12% of LWL x Max Beam x Freeboard aft.)

6.31.1 Cockpit drains: For sailboats 28 ft. LOA and over, cockpit drains adequate to drain quickly but with a combined area (after allowing for screens) of not less than the equivalent of four 3/4 in. diameter drains. Sailboats built before 1-1-77 to have drains (less screens) not less than the equivalent of two 1 in. diameter drains. Cockpit shall drain at all angles of heel.

6.31.2 For sailboats less than 28 ft. LOA, cockpit drains as above but equal

in area to not less than two 1 in. diameter drains.

6.51 Sea cocks or valves on all through-hull openings below LWL, except integral deck scuppers, shaft, log, speed indicators, depth finders and the like. However, a means of closing such openings when necessary to do so, shall be provided. Does not apply to sailboats built before 1-1-76.

6.52 Soft wood plugs of various sizes to fit all through-hull openings.

6.53 Ballast and Heavy Equipment: Inside ballast shall be securely fastened in position. All other heavy equipment (batteries, stoves, gas bottles, tanks, engines, outboard motors, etc.) and anchors and chains secured against capsize.

6.54 Sheet winches shall be mounted so that no operator need be substantially below deck.

6.6 LIFELINES, STANCHIONS, and PULPITS: Sailboats built before January 1980 shall not be required to retrofit to comply with the new details of construction in relation to the bow pulpits, stern pulpits and lifelines.

6.61 All Sailboats:

6.61.1 Lifeline terminals - 4 in. max. length. Lanyard of synthetic rope may be used instead of turnbuckles or pins.

6.61.2 Stanchions shall not be angled more than 10 deg. from vertical throughout length from base.

6.61.3 Overlapping Pulpits: Lifelines need not be affixed to the bow pulpit, if they terminate at or pass through adequately braced stanchions (2 ft. for sailboats 28 ft. LOA and longer, 18 in. for sailboats less than 28 ft. LOA) above working deck, set inside and overlapping bow pulpit, provided that the gap between the upper lifeline and the bow pulpit does not exceed 6 inches.

6.61.4 Pulpit and Stanchion Bases shall be through-bolted or welded and bases not further inboard from the edge of the working deck than 5% BMAX or 6 in. whichever is greater. Stanchion bases shall not be located outside the working deck.

6.62 All sailboats shall be equipped with bow pulpit, stern pulpit and lifelines.

6.62.1 Pulpits: Fixed bow pulpit forward of headstay and stern pulpit (unless lifelines are arranged to substitute for stern pulpit). Lower lifelines need not extend through bow pulpit.

Upper rails of pulpits shall be at not less height above the upper lifelines. Upper rails in bow pulpits shall be securely closed while racing. Any lifeline attachment point will be considered as a stanchion in so far as its base shall not be located outboard of the working deck.

6.62.2 Sailboats 28 ft. LOA and over - taut double wire lifelines with upper line not less than 2 ft. above working deck, permanently supported at intervals not exceeding 7 ft. When cockpit opens aft to the sea, additional

lifelines must be fitted so that no opening is greater in height than 22 inches.

6.62.3 Sailboats under 28 ft. LOA - single taut wire lifeline at a height of not less than 18 in. above working deck, permanently supported at intervals of not more than 7 ft. If the lifeline is at any point more than 22 in. above the rail cap, a second intermediate lifeline must be fitted. If the cockpit opens aft to the sea, additional lifelines must be fitted so that no opening is greater in height than 22 inches.

6.62.4 Sailboats raced "as built" without an modifications to bow pulpits, stern pulpits, or lifelines shall be exempted from section 6.62.1.

## **7.0 ACCOMMODATIONS:**

7.12 Toilet securely installed, or fitted bucket.

7.2 Bunks securely installed, capable of sleeping 50% of crew.

7.42 Galley facilities, including one burner stove.

7.54 Water in suitable containers securely fastened in position.

## **8.0 GENERAL EQUIPMENT:**

8.1 Fire extinguishers, at least two (one for 6P) readily accessible in suitable and different parts of the boat.

8.21.3 No bilge pumps may discharge into a cockpit unless cockpit opens aft to the sea. Bilge pumps shall not be connected to cockpit drains.

8.21.4 Unless permanently fitted, each pump handle shall be secured by lanyard to prevent loss overboard accidentally.

8.23 One manual bilge pump.

8.24 Two stout buckets with lanyards with minimum 2 gal. capacity each.

8.32 One anchor and rode of size suitable for the sailboat.

8.42 At least two (one for 6P) flashlights, water-resistant, with spare bulb and batteries.

8.5 First Aid Kit and Manual.

8.6 Foghorn.

8.7 Radar reflector, if octahedral with min. 10 in. diagonal measurement.

8.8 Shut off valves on all fuel tanks.

9.1 Compass, marine type, properly installed and adjusted.

9.2 Lead line or echo sounder.

9.8 Navigation Lights to be shown as required by Intl. Regs. for preventing Collision at Sea, mounted so that they will not be masked by sails or

heeling of sailboat. Sailboats under 7 meters LOA shall comply with regulations for those between 12 meters and 7 meters LOA (they shall exhibit sidelights and a stern light). Navigation lights shall not be mounted below deck level.

Sailboats built before January 1980 shall not be required to retrofit provided the location of the above lights are not masked by sails or heeling of the sailboat or Navigation Lights as required by USCG. Spare bulbs shall be carried.

10.22 One heavy weather jib of suitable strength for the purpose with area not greater than  $.135 \times l^2$  (13.5% of "l" squared) and which does not contain reef points (or equivalent heavy weather sail in boat with no forestay) or (a) a storm trysail not larger than  $.175 \times (P \times E)$  in area and which is sheeted independently of the boom and shall have neither headboard nor battens and be suitable strength for the purpose and with sail numbers on both sides or (b) mainsail reefing equipment capable of reducing the effective luff to 60% of P or less.

10.22.1 Heavy weather jib (material equal to or heavier than that of mainsail; area no greater than fore triangle or reefable to that area). Equivalent heavy weather sail in boat with no forestay.

10.23 Any storm or heavy weather jib if designed for a seastay or luff groove device shall have an alternate method of attachment to the stay or a wire luff.

10.24 No mainmast shall have less than two halyards each capable of hoisting a sail.

10.32 Crews must be aware of alternate methods of steering the sailboat in any sea condition in the event of rudder failure. Inspector may require demonstration.

10.4 Tools and spare parts including adequate means to disconnect or sever the standing rigging from the hull in case of need.

10.62 Radio receiver capable of receiving weather bulletins.

11.1 LIFE JACKETS for every member of the crew.

11.51 HORSESHOE LIFE RING equipped with waterproof light and drogue within reach of helmsman and ready for instant use. (\* - Category 5P/6P required at night).

11.61 Distress signals to be stowed in waterproof container and meeting USCG requirements.

11.7 Heaving line 50 ft. readily accessible to cockpit. (\* - Category 5P/6P required at night).

100 Safety Harnesses for at least 50% of crew.

101 At least two people required on board during race unless specifically exempted by local clubs for non-sanctioned event.

