

**The Classic Boat Rally**  
**Savannah - Hilton Head – Beaufort (SC)**  
\*\*\*\*\*

**April 24-26, 2019**  
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**Organized under the authority of**  
**Beaufort Yacht and Sailing Club**  
**co-hosted by**  
**Savannah Yacht Club**  
**And**  
**South Carolina Yacht Club**

**Event Chairman: S. W. “Woody” Norwood**  
**Principal Race Officer: Randall Swan**

**Notice of Race**  
**As Revised February 25, 2019**

**Summary**

Welcome to the thirteenth annual Classic Boat Rally (“CBR”) being held on the Intracoastal Waterway (ICW) for non-planing (displacement) sailboats having an overall length of at least 16 feet, combining the adventure of long-distance sailing on the Intracoastal Waterway (ICW) with pursuit-format racing daily along the journey, and sharing social interaction on shore in the evenings.

**1. RULES**

1.1 The races will be governed by the *rules* as defined in *Racing Rules of Sailing*.

**2. ENTRY AND REGISTRATION**

2.1 The event will be open to up to a limited number of pre-registered sailing vessels.

2.2 All participating vessels shall be non-planing sailboats having an overall length (stem to stern) of at least 16 feet.

2.2 All participating boats must have on board a functioning motor capable of propelling the boat at a speed of at least 3.5 knots and sufficient fuel/energy to run 8 consecutive hours. *The Chairman may grant an exception to this rule if the participant has an accompanying boat capable of towing at these speeds and distances.*

2.3 “Classic Design” is defined as sailboats *other than* those designed primarily for one-design fleet racing and must be approved by the Chairman. Examples of approved classes are Herreshoff 12 ½ (including “Doughdish”), Montgomerys, Cape Dorys, all displacement catboats, West Wight Potters, Precisions, Ensign, Pacific Seacrafts (especially Flickas), and Bristol. Other designs are welcome within the spirit of the event upon approval of the Chairman.

2.4 Registration Form must be completed, and fees paid and received by the event Chairman **not later than April 10, 2019** to qualify for the Early Registration discount. **Acceptance is subject to the fleet maximum number of participating boats**

### 3. FEES, COSTS AND EXPENSES

3.1 The **Classic Event** Participation Fee is \$110 per participating boat. The **One-Day** Participation Fee is \$50. A discount is available for **Early Registration** (up to April 10, 2019). Early registration fees are \$85 for the event or \$40 for one day.

3.2 **The opening dinner at Savannah Yacht Club, at \$33 per person, must be paid for in advance with Registration.**

3.3 All other meals, beverages, and off-boat housing are additional.

3.4 Additional expenses may include your personal housing, meals, and a launch fee only if launching or taking out at a location other than at a host club. You are on your own for breakfast and lunch. There will be no dock fees at the yacht clubs or charges for ramp launching and retrieval.

### 4. SAFETY

4.1 It is the sole responsibility of each participant to decide, each day, whether to participate, whether to wear a PFD, whether to continue to sail, and how to respond to changing weather, sea, and tidal conditions.

4.2 All participating boats are required to have safety equipment on board in conformity with Coast Guard regulations. The Race Committee may inspect each boat for having on board at least **one wearable Type 3 Coast Guard approved Personal Flotation Device (PFD) per person on board, one USCG Type 4 PFD (throwable)**, an adequate **bailing device** (pump or bucket) unless the boat has a functional self-draining cockpit, a **distress noise maker** (horn or whistle), and a suitable **anchor with at least 100 feet of rode**. Sponges and sail bags are not considered adequate bailing devices. Night bow and stern **navigation lights** are required to be on board either properly fixed to the hull or capable of being attached properly in the event of the necessity of navigating after sundown. A **flashlight or beam** is also required to be on board.

4.3 All participating boats must have on board a **compass** and up-to-date, **detailed navigational charts** applicable to the area being sailed each day (subject to inspection by the Race Committee). The Maptch ChartKit (Norfolk to Florida) is highly recommended as the best chart set for the entire event. As a further aid, it is highly recommended that each boat has a **GPS unit** showing depths and channel boundaries for the applicable area. Depth sounders are also recommended.

4.4 All participating boats must have a functioning hand-held or installed **VHF radio** on board plus one back-up VHF radio and ample batteries. The Race Committee will call for reporting in by each participating boat via VHF radio, and significant communications regarding the course, course changes, and weather conditions will be made and received via VHF radio. Participants may speak with each other on the VHF radio but are subject to disqualification based on sportsmanship if the communication relates to supplying a competitive advantage.

4.5 All participants must have sufficient food and water on board for a day for all individuals that will be on board.

4.6 It is the obligation of the nearest boat to render help to any other participating boat that is in distress, and the Race Committee will make time adjustments for time lost in rendering such assistance. Neither a helping vessel nor the Race Committee is required to stay with a grounded vessel longer than

15 minutes, and the Race Committee may proceed to finish the route after rendering whatever assistance is reasonably possible for a period of up to 15 minutes.

4.7 Engines may be used to avoid dangerous situations. If a motor is used, the skipper must report such motor usage to enable the Race Committee to make appropriate time allowances. The time running the engine in neutral does not have to be reported.

4.8 *Participants found not in compliance with the safety aspects described in this section are subject to being restricted from sailing in the event until compliance is achieved, and to disqualification from one or more of the day's races if the non-compliance is found after the races have begun for the day.*

## 5. SCHEDULE OF EVENTS

**Note: The distances and starting times are approximate at this time and will be fine tuned by the Race Committee in the Sailing Instructions to be issued prior to the commencement of the event.**

<u>Date</u>	<u>Day</u>	<u>Time</u>	<u>Description</u>
4/24	Wed	11-4	Arrive Savannah Yacht Club
		5:00	Cocktails at SYC (Cash bar)
		6:30	Dinner at SYC (Family Night Buffet) \$33 prepaid
4/25	Thurs	8:00	Participants' Meeting at SYC
		8:30	Depart docks at SYC for start of first race, 2 <sup>nd</sup> to follow <b>Total distance sailing is 23.5 nautical miles (nm)</b>
		3-4 PM	Arrive SCYC, Windmill Harbour, Hilton Head Island, Register for Cards
		5:30	Concurs d'Elegance Judging ("Most Bristol", "Most Authentic")
		5:30	Cocktails at SCYC (Cash Bar - temporary cards)
		7:00	Dinner at SCYC (Blazers or sports coats required)
4/26	Fri	9:15	Participants' Meeting, the dock at SCYC
		9:30	Depart SCYC Dock, through lock for 1 <sup>st</sup> race, 2 <sup>nd</sup> to follow <b>Total Distance 17.5 nautical miles</b>
		3-4 PM	Arrive BYSC, Ladys Island, Beaufort
		5:00	Libations and Awards on the dock at BYSC (High tide 3:42 PM, Sunset 8:00PM)
		6:00	Monthly Pot Luck Dinner at BYSC (please bring something to share)

## 6. HANDICAPPING AND RACE FORMAT

6.1 The "pursuit" format will be used in all races. The boats with the highest PHRF handicap (the slowest) will start first, and the lowest PHRF (the fastest) will start last. The time differential between the start of the participating boats will be determined by the Race Committee based on the handicap applied to the length of the race. The Time on Distance formula will be used in applying the PHRF handicaps.

6.2 **A PHRF Committee will be appointed by the Event Chairman consisting of the Chairman and at least two other individuals. This committee will be responsible for making decisions regarding handicaps used in the Classic Boat Rally only. For 2019, the PHRF Committee will be Woody Norwood, Frank Pontious, and Roy Crocker.**

6.3 Generally, all participants in a given "Class" (same boat specifications) will have the same handicap rating. **However, the PHRF Committee may adjust individual handicaps on any boat with known significant differences from others in its class.**

6.4 PHRF certificates are not required. Published resources will be used, where available, to determine each class' base PHRF handicap. Published resources include, but are not limited to, New England Region or Western Long Island Sound Region or U.S. Sailing. **The PHRF Committee will resolve**

differences among published sources. Adjustments from base PHRF ratings may be made by the **PHRF Committee** in advance of a race day depending on factors such as equipment, rig, sail plan, weight, and other factors in the sole judgment of the PHRF Committee. The **PHRF Committee** will assign handicap ratings for boats not having a published PHRF rating or certificate based on the judgment of the PHRF Committee. The PHRF Committee's decision regarding each vessel's PHRF will be final.

6.5 For 2019, the following Base Handicaps will be in effect, and, in wind conditions reasonably anticipated in the sole judgment of the PRO to likely average 8 knots or less for the duration of any particular race, the Light Air handicap ratings *may* be substituted for that race. The Light Air handicaps reflect the PHRF Committee's observation that heavier displacement sailboats, as measured by Sail Area/Displacement, tend to sail materially below their normal potential relative to lighter displacement sailboats. The decision by the PRO to put into effect, or not to put in effect, the Light Air handicaps will not be a matter subject to appeal or redress.

<b>Racing Handicaps</b>								
<b>Classic Boat Rally 2019</b>				<b>Sail</b>	<b>Sail area</b>	<b>Base</b>	<b>Adjust to</b>	<b>Light</b>
<b>Boat Type</b>	<b>LOA</b>	<b>LWL</b>	<b>Displ</b>	<b>Area*</b>	<b>/ Displ.</b>	<b>Hndcp</b>	<b>Light</b>	<b>Hndcp</b>
Marshall Sanderling 18	18	17.5	2,200	253	23.93	304	0	304
Mariner 19	19.17	17.75	1,400	185	23.65	279	1	280
Herreshoff America Cat	18.16	17.75	2,500	260	22.59	320	5	325
Marshall Sanderling Inboard	18	17.5	2,400	253	22.58	313	5	318
Menger 19	19	18.5	2,900	270	21.25	326	11	337
Marshall 22	22	21.3	5,610	388	19.67	286	17	303
Herreshoff 12 1/2	15.83	12.50	1,250	140	19.31	345	19	364
Harmony 22	22	20	3,000	249	19.16	210	19	229
Bristol Channel Cutter (28)	28.08	26.05	14,000	673	18.54	228	22	250
Cape Dory Typhoon Sr.	22.42	16.5	3,300	245	17.69	261	25	286
Cape Dory Typhoon	18.5	13.92	2,000	155	15.62	312	33	345
Cape Dory 28	28.12	22.21	9,000	404	14.94	229	36	265
Compac 19	19.00		2,000	145	14.62	282	37	319
Bristol 24	24.58	18.08	5,920	291	14.23	312	39	351
Compac 16	16.00	14.00	1,100	94	14.12	350	39	389
Flicka 20	20.00	18.17	5,500	250	12.84	312	44	356

\*Sloop and Cutter Sail Area includes main and foresail triangle, called "up-wind sail area".

6.6 In application, differences in handicap ratings between the boats represent the number of seconds per mile of racing that, if the boats are sailed to their performance expectations, would make them equal in "corrected" time. For example, if one participating boat has a handicap rating of 270 and another has a rating of 300, the 30-point difference means that the boat rated 270 is expected to be 30 seconds faster per nautical mile than the one rated 300. If the race is 10 miles long, the total difference is 300 seconds, or 5 minutes, and the boat rated 300 would start that race 5 minutes ahead of the one rated 270. Both boats would be expected to cross the finish line at the same time.

6.7 The races will be scheduled to be 4 to 14 miles in length and will be between a pre-designated starting line and finish line. The Sailing Instructions will specify the intended daily races; however, the RC may modify these courses to consider weather conditions and other factors that impact the safety and

enjoyment of a particular leg of the event and will notify the participants of any changes prior to the start of each race. The Race Committee may adjust the handicap time differentials in case of a shortened course.

6.8 The PRO Race Committee Boat (“Signal”) will remain at the starting line for *up to* twenty minutes after the starting signal of the first participating boat(s). If there are participants whose handicap ratings would start them later than twenty minutes after the first boat, these participants may be requested by the Race Committee to start themselves honorably at their appointed time.

## 7. SAILING INSTRUCTIONS

The Sailing Instructions will be sent to the owner/skipper of each participating boat in advance of the event as an email attachment and will also be available at participants’ briefings prior to leaving the dock.

## 8. RACING AREA AND COURSES

8.1 The Racing Area will be on the ICW.

8.2 The courses on each leg of the event will be described in the Sailing Instructions. All government navigational buoys must be observed unless explicitly made optional in the Sailing Instructions or by the Race Committee in advance of the race.

## 9. SCORING and PRIZES

9.1 The Regatta will consist of the two days of sailing; four races scheduled. However, any races that are completed will constitute the Regatta.

9.2 In the pursuit format, first to finish is the winner of each race unless adjustments are made for boats missing a navigational mark, OCS, or in consideration of delays due to assistance given to another participating boat or the use of an engine to avoid a dangerous situation. Failure to make a timely start, or running aground, or equipment failures will not be cause for adjustment.

9.3 A “high Point” system will be used. A “**Finisher**” is a boat that, having properly started, finishes within twenty minutes of the first boat to finish. The “**Time Limit**” for each race is twenty minutes after the first boat finishes. ***Each “finisher” within the “time limit” is awarded one point plus one point for every boat beaten.*** All others that properly started the race will be scored as having finished one place behind the last boat to finish within the time limit.

9.4 **“Racing” and “Cruising” categories will be recognized based on voluntary declarations by the skippers prior to the Warning Signal of the first race and, once declared, will remain in effect through the event. In a case of non-declaration, the default category shall be “Racing”.**

9.5 Awards will be given to first, second, and third places **in each category (Racing and Cruising)** at the Awards presentation at BYSC on April 26 at approximately 5:00 PM or 30 minutes after the last boat finishes, whichever is *earlier*. There will also be “Class” awards in which there are three or more participating boats **regardless of which Category (Racing or Cruising) has been declared.** The “Bunky Helfrich Spirit Award”, the “Most Helpful” award, the “Crab Pot” award, and the awards for the Concours d’Elégance, including “Most Bristol” for boats older than one year”, and “Most Authentic”, will be given at that time.

## 10. VEHICLE, BOAT, AND TRAILER PARKING.

There is sufficient room at the BYSC to store your trailer and vehicle for the duration of the event. There is no charge for this. Trailers left at Savannah Yacht Club or BYSC must be retrieved and removed by Saturday following the end of the event.

**11. DISCLAIMER OF LIABILITY.**

Competitors participate in the event entirely at their own risk. See Rule 4 in RRS: 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 event.

**12. FURTHER INFORMATION**

Any questions may be addressed in advance to the contacts listed below or brought up for discussion at the daily Participants' Meeting.

Woody Norwood, CBR Chairman  
(c) 678-427-2937 (e) [snorwood3@me.com](mailto:snorwood3@me.com)  
Randall Swan, Principal Race Officer

Send registration and checks to

BYSC  
c/o Woody Norwood  
PO Box 2056  
Beaufort, SC 29901

PLEASE SEE REGISTRATION FORM ON THE FOLLOWING PAGE

# Classic Boat Rally

## Registration

### Caution

Participation as a sailor in this event is inherently dangerous. The racing area is on the Intracoastal Waterway (ICW). The ICW is open to commercial traffic that has rights of way. Additionally, the courses of the races are, at times, distant from shelter or quick rescue in the event of adverse weather conditions or other developments. Further, the ICW is subject to shifts in the bottom contours (shoaling) that may not be accurately shown on charts or electronic navigation aids. In addition, tides are typically 7 to 9 feet vertically in this area, and tidal currents typically run 1 to 3 knots, causing hazards entering and leaving harbors and sailing under bridges, and often causing significant differences, under sail, between the directions of bearing and heading. The tide takes approximately 6 hours each way to go from low to high and high to low. Going aground can be particularly problematic on an ebbing tide, so getting off a shoal, if grounded, must be done quickly to avoid having to wait for the next rising tide. Each skipper is responsible for making sure he and his crew are prepared, in the event of a solid, immovable grounding, to spend some time on a shoal, unassisted, until the boat is refloated by the next rising tide. Consequently, the following should be noted:

**In light of the foregoing, the following will apply to all participants:**

- 1) Every participating vessel is responsible for being able to dislodge from a shoal;
- 2) If a vessel becomes lodged on a shoal, neither the RC nor any other near-by participant will be obligated to render assistance for longer than 15 minutes; and
- 3) Every boat must be equipped with navigation lights (fixed or portable) and a waterproof flashlight with sufficient battery power for 8 hours of burning time.

**As the captain of the vessel described below, I certify that I have read and understand and will comply with the cautionary language above and will be bound by the *Racing Rules of Sailing 2017-2020*. By entering this regatta, I waive all claims I may have against the organizing authority, the Race Committee, the Host Clubs, and the organizers of this event.**

Name \_\_\_\_\_ Signature \_\_\_\_\_

Address \_\_\_\_\_

E-Mail \_\_\_\_\_ Mobile phone \_\_\_\_\_

Emergency Contact: \_\_\_\_\_ Phone: \_\_\_\_\_

Boat Type \_\_\_\_\_ LOA \_\_\_\_\_ LOW \_\_\_\_\_ Sail area \_\_\_\_\_

Displacement \_\_\_\_\_ Moveable centerboard? \_\_\_\_\_ Spinnaker? \_\_\_\_\_ PHRF \_\_\_\_\_

Name of Boat: \_\_\_\_\_

**Number of people for dinner:** Thursday, April 26 at SCYC \_\_\_\_\_, Friday, April 26 at BYSC \_\_\_\_\_ (Since this is a potluck at BYSC, and if you plan on attending, please make provision to bring some food item for twice your number that can be easily organized after arriving.

Entry Fee: (Checks payable to BYSC) Event \$110 (\$85 if received prior to April 10) \$ \_\_\_\_\_

Dinner at Savannah Yacht Club Wednesday, April 24, @ 33 per person: \_\_\_\_\_ persons X \$33 \$ \_\_\_\_\_

Total enclosed (Payable to BYSC, sent to Woody Norwood, PO Box 2056, Beaufort, SC 29901) \$ \_\_\_\_\_