



## Quantum Key West Race Week 2015

### Sailing Instructions

January 18 – 23, 2015

Key West, Florida USA



#### Part I

1. Quantum Race Week Headquarters will be located adjacent to Kelly's Caribbean at the intersection of Caroline and Whitehead Streets in Old Town Key West and will be open from 1300 – 1800 on Friday January 16, 2015 (for weigh-in, bow number and bow sticker pick-up) and from 0900 to 1900 daily, January 17 – 23, 2015.
2. Admission to race week socials, prize giving ceremonies, and special events is open to all race week participants. There is no fee for access to the shoreside venue. Drinks will be served on a cash bar basis with tickets for sale on-site.
3. Seminars, panel discussions and demonstrations will take place at the shoreside venue. Refer to the race week schedule for details.
4. All boats shall stay outside the Main Ship Channel unless absolutely necessary when transiting to and from the race course. The channel is narrow making safety an issue for navy vessels, cruise ships and other vessels restricted due to draft. Boats shall not cross just ahead of ships in the channel and are asked to operate prudently while transiting in the vicinity of the channel. Boats that do not abide by this instruction will be subject to disqualification from the regatta.
5. Any commercial or editorial reference to this event must use the regatta's copyrighted name, which is *Quantum Key West Race Week 2015*. Any commercial video of the event, including website productions, must be licensed by Premiere Racing.
6. The Skipper/Owner shall be responsible for the actions of his or her crew and guests. The legal drinking age in Florida is 21. Minors will not be served and proof of age will be required. In the event of a serious breach of conduct, sportsmanship, destruction of property, underage drinking, or failure to comply with the request of any race officer, committee member or agent of race week, the skipper/owner will be held responsible and the boat or competitor may be subject to expulsion from the regatta by the race chairman.



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### Part II

#### 1 RULES

- 1.1 The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing for 2013-2016* (RRS).
- 1.2 The prescriptions of US Sailing will not apply except its prescriptions to 67 (Damages), 76.1 (Exclusion of Boats or Competitors) and Appendix R (Procedures for Appeals and Requests) which are included in their entirety on the event website under “Event Documents/Forms” as an addendum to the sailing instructions and will be posted on the official notice board.
- 1.3 The 2014 IRC Rules parts A, B and C, the PHRF Rules and Regulations as adopted and amended by the Key West PHRF Consortium, the current High Performance Rule and the 2015 Premiere Racing Safety Requirements posted on the event website.
- 1.4 The first sentence of RRS 49.2 is deleted and replaced with: “Lifelines shall comply with the deflection requirements of OSR Regulation 3.14.2 and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task.”  
The third sentence of RRS 49.2 is deleted and replaced with: “If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *ISAF Offshore Special Regulations*. If HMPE lifelines are fitted they shall have a minimum diameter of 5 mm (3/16 inches) unless otherwise specified by class rules.”
- 1.5 RRS 55, prohibiting the practice of allowing bands on spinnakers to fall in the water (even if the material used is bio-degradable), will be in effect. The Florida Department of Environmental Protection has confirmed that this practice breaks Florida law.
- 1.6 Changes to class rules:
  - (a) There are no haul-out restrictions for the Melges 24, J/70 or PHRF classes;
  - (b) The J/70 Class Rules, March 1, 2014, Part III, Section I (Event Rules) I.1 (Spare Gennaker) and I.3 (Support Boats) are invoked;
  - (c) J/111 class rule C.3.3 is changed as follows: The 650 kg maximum total crew weight is deleted and replaced with; “The maximum number of crew is eight with no weight restriction.”
- 1.7 All boats shall carry an operational VHF radio.
- 1.8 Advertising is permitted in accordance with ISAF Regulation 20, unless not permitted by class rules. Boats that intend to display advertising must so indicate on their entry, there is no fee. Class or boat manufacturer names and logos on sails and hulls will not be considered advertising. Competitors are requested to respect the brand exclusivity of the official sponsors of this event. Their participation enhances the event for all competitors.
- 1.9 If there is a conflict between languages, the English text will take precedence.

#### 2 NOTICES TO COMPETITORS

- 2.1 Official notices and addenda to these sailing instructions will be posted on the official notice board adjacent to Quantum Race Week Headquarters. The “unofficial notice board” will also be available online and posted through the event website in Yacht Scoring. The jury notice board will be located at the designated jury area at the north entrance on Caroline Street.
- 2.2 Any questions concerning these sailing instructions, scoring, or any other racing issues shall be submitted in writing to Quantum Race Week Headquarters. Forms to submit inquiries are available there. All written inquiries and responses will be posted on the official notice board.

### **3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Any change to the sailing instructions will be posted on the official notice board before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect. Copies of changes will be available at Quantum Race Week Headquarters.
- 3.2 Oral changes to the sailing instructions may be given on the water by hail on the appropriate VHF channel in accordance with RRS 90.2(c).

### **4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed from a flagpole located at Quantum Race Week Headquarters.
- 4.2 One sound signal at 1000 will signal that races will start as scheduled for at least one of the divisions.
- 4.3 Code Flag AP with two sounds means “the race is postponed.” Code Flag AP over the appropriate numeral pennant(s) or class flags with two sounds means “the race is postponed for those specific divisions or classes.”
- 4.4 The race committee will broadcast its intent to the three divisions on the appropriate VHF channels at 0930 and again at 1000.

### **5 SCHEDULE OF RACES**

- 5.1 Racing is scheduled each day from Monday, January 20 through Friday, January 24. There are no scheduled lay days. For classes racing on Divisions 1 and 3, ten (10) races are scheduled of which three must be completed to constitute a series. For classes racing on Division 2, twelve (12) races are scheduled of which three must be completed to constitute a series (this changes NOR 11.1).
- 5.2 The scheduled time for the warning signal for the first class in each division for the first race each day is 1130.
- 5.3 The maximum number of races that may be run on any given day is three. The race committee will signal its intent to run another race that day by displaying flag R from the signal boat at the finish of the previous race. After finishing, competitors shall stand clear of the finishing line and observe the starting area boundaries as stated in SI 10.4 until their new starting sequence has commenced. Flag R will be lowered with one sound five minutes before the first warning is signaled for the next race of the day. The race committee will also attempt to broadcast its intentions over the designated VHF channel.

### **6 CLASS FLAGS, EVENT BOW NUMBERS & STICKERS AND SAIL NUMBERS**

- 6.1 Boats will be separated into three divisions and individual classes within each division. A list of boats by division and class will be posted on the official notice board along with the designated class starting flag. Class flags furnished to the handicap classes in Divisions 1 and 3 shall be displayed in the aft part of the boat, at least four feet above deck, at all times while the boat is racing. If such display is not feasible, class flags shall be displayed from the stern pulpit. Boats failing to display class flags may be subject to protest by the race committee only.
- 6.2 Event bow stickers shall be attached to both sides of the boat’s hull at all times while racing. For those boats not issued bow numbers, the stickers are to be mounted approximately 6-10 inches below deck level and 8-14 inches aft of the bow. For those boats issued bow numbers see SI 6.3. Instructions will be included with the bow stickers and in the Skipper’s Package. Boats failing to display bow stickers may be subject to protest by the race committee only.
- 6.3 Bow numbers will be required for the Melges 32, Melges 24, and J/70 classes only. The Melges 32s will use their permanent class bow numbers. Each boat in the Melges 24 and J/70 classes will be assigned a bow number. These bow numbers shall be displayed on both sides of the bow approximately 6-10 inches below deck level and between 8-14 inches aft of the bow. Event bow stickers shall be displayed approximately 10 inches aft of the bow numbers. Instructions will be included with the bow stickers and in the Skipper’s Package. Boats failing to display bow numbers may be subject to protest by the race committee only.
- 6.4 All boats shall display only those racing numbers (on all sails requiring numbers) under which she has entered, unless prior written approval is obtained from the race chairman. Boats not displaying the correct racing numbers may be subject to protest by the race committee only.

## **7 RACING AREAS**

There will be three separate racing areas, one for each division. See Exhibit 1 for rendezvous locations for each division. The assigned classes for each division will be posted on the official notice board and available at registration.

## **8 COURSES**

- 8.1 Courses for each race will be selected by the race committee from those outlined in Exhibit 2.
- 8.2 The windward marks are to be rounded to port. Two windward marks may be laid (differentiated on the course board by distance to the windward mark for specific classes).
- 8.3 The course for each class, with the magnetic bearing and distance to the windward mark from the starboard end signal boat on the starting line, will be displayed on the starboard-side of the signal boat before the warning signal. If course, bearing or distance are unchanged for the succeeding class(es), there will be a blank space rather than repetition on the course board (see sample board, Exhibit 3). The race committee will attempt to broadcast the courses on the designated VHF channel prior to the warning signal for the first class.
- 8.4 Leeward Gate and Windward Offset Mark
  - 8.4.1 For all classes a leeward gate (two marks) will be used. For all classes except the Maxi 72 and GC 32 classes, the gate will be located approximately 600 feet to windward of the starboard-end signal boat. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port.
  - 8.4.2 For the Maxi 72 and GC 32 classes, the gate will be located approximately 0.25nm to leeward of the starting line (and is not depicted in Exhibit 2). The Maxi 72 and GC 32 classes are restricted from passing through the other leeward gate on their third and fifth legs of the course.
  - 8.4.3 For Division 2 only, a windward offset mark(s) will be laid. For Division 1, a windward offset mark(s) may be laid (the race committee will attempt to broadcast its intentions over the designated VHF channel). Windward offset marks will be to port of the windward mark(s), approximately perpendicular to the course axis and approximately 150-200 feet distant. The windward offset mark(s) are to be rounded to port (not depicted in the course diagrams).
  - 8.4.4 For Division 1 only, if a windward mark is changed, there will be no offset mark for the changed windward mark.

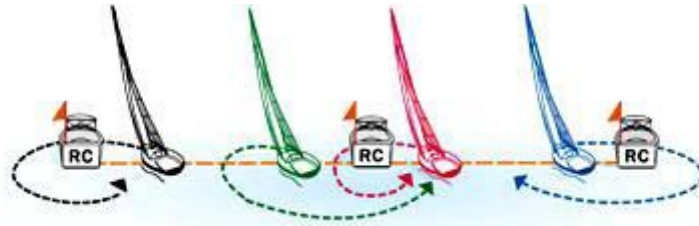
## **9 MARKS**

- 9.1 Mark 1 will be an orange inflatable tetrahedron. Marks 2S, 2P and the leeward gate marks for the Maxi 72 and GC32 classes will be orange inflatable cylinders.
- 9.2 The windward offset marks will be orange balls.

## **10 THE START**

- 10.1 The timing of the warning signal for those classes following the first class to start will vary by division depending on the number of classes in the division, wind conditions, the sailing characteristics of the boats racing and/or the need to adjust the starting line. The race committee will attempt to broadcast its intentions over the designated VHF channel.
- 10.2 The Start
  - 10.2.1 Divisions 1 and 3 only: The starting line will be between a staff displaying an orange flag on the starboard-end signal boat and a staff displaying an orange flag on the port-end line boat.
  - 10.2.2 Division 2 only:
    - 10.2.2.1 The starting line will consist of three committee boats; starboard-end signal boat, mid-line boat and port-end line boat. The mid-line boat might not be on a straight line between the starboard-end signal boat and the port-end line boat.
    - 10.2.2.2 For the J/70 class, the starting line will be between a staff displaying an orange flag on the starboard-end signal boat and a staff displaying an orange flag on the mid-line boat and between staffs displaying orange flags on the mid-line boat and the port-end line boat (not depicted in course diagrams).

- 10.2.2.3 For the Melges 24 class, the starting line will be between a staff displaying an orange flag on the starboard-end signal boat and a staff displaying an orange flag on the mid-line boat.
- 10.2.2.4 If flag I is displayed for the J/70 class start, boats subject to this rule shall sail to the pre-start side of the line around either end, or around the mid-line boat, leaving it to port as if it were the port-end of the starting line, before starting. This changes RRS 30.1. (See diagram).



- 10.3 One or two inflatable buoys may be tethered to the stern sides or anchor line of any start race committee boat. Any boat touching these buoys will have broken RRS 31 and shall act in accordance with RRS 44.1.
- 10.4 The starting area will extend 300 feet perpendicularly (to windward and leeward) from the starting line and radially from its ends. Boats whose preparatory signal has not been made shall stand clear of the starting area and of all boats whose preparatory signal has been made. Boats which fail to abide by these restrictions may be subject to protest by the race committee only.

## 11 RECALLS

- 11.1 The race committee will attempt to identify recalled boats by broadcast over the designated VHF channel. Failure of a boat to see or hear her recall notification and the timing and order of such hails will not be grounds for redress.
- 11.2 For those classes with bow numbers, the race committee will attempt to hail each boat by her bow number.

## 12 CHANGING THE NEXT LEG OF THE COURSE

- 12.1 RRS 33 is changed as follows:
  - 12.1.1 A signal board with the letters for the classes for which the change of course applies will be used. If the change is for the windward leg, the new mark will be a yellow inflatable tetrahedron for the first change unless the first change is for the final leg. When subsequent changes of course are signaled, the yellow and orange marks will be alternated. If the change is for a leeward leg, the original gate marks will be moved into the new position, unless the change is for the final leg.
  - 12.1.2 A course change for the final leg of a race will be signaled by a race committee boat in the vicinity of the last rounding mark(s). It will display code flags C over Q, and a signal board with the direction and/or leg length change to the finish line and make repetitive sounds. This signal (C over Q) applies only to boats sailing their final (finishing) leg. The change will be signaled before the leading boat of a class has begun the leg, although the finishing line may not yet be in position.
- 12.2 The race committee will attempt to broadcast any course changes over the appropriate VHF channel.

## 13 THE FINISH

- 13.1 For downwind finishes, the finishing line will be on the opposite side of signal boat from the starting line. The finishing line will be either between a staff displaying an orange flag on the finishing line boat and a nearby tetrahedron or between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby race committee boat.
- 13.2 For windward finishes, the finishing line will be either between a staff displaying an orange flag on the finishing line boat and a nearby tetrahedron or between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby committee boat. The finishing line will be located approximately 600 feet beyond the weather-most windward mark.

- 13.3 In the interest of starting another race in a timely fashion on multiple-race days, the race committee may assign a finish position to the last finisher(s) in a division provided that the position(s) can be determined in a reasonable manner. This changes RRS 28 and the definition *finish*.

## **14 PENALTY SYSTEMS**

- 14.1 For all classes except the Melges 32 and Melges 24, the specified penalty under RRS 44.1 for a boat that may have broken a rule of Part 2 outside the zone shall be either:
- 14.1(a) accepting a Scoring Penalty that complies with RRS 44.3. The 20% Scoring Penalty shall be not less than two places except for classes with less than five entries, it shall be one place. Submitting a written declaration at the jury desk within the protest time limit shall satisfy the requirement of RRS 44.3(b) to inform the race committee at the finishing line.
- Or
- 14.1(b) taking a One-Turn Penalty that complies with RRS 44.2. This changes RRS 44.1.
- 14.1(c) However, if a boat breaks a rule of Part 2 within the zone of any rounding or finishing marks, the penalty shall be a Two-Turns Penalty that complies with RRS 44.2, and the Scoring Penalty of RRS 44.3 shall not apply.
- 14.2 For the Melges 24 Class only: a boat that may have broken a rule of Part 2 may take a One-Turn Penalty that complies with RRS 44.2. This changes RRS 44.1.
- 14.3 For the Melges 32 Class only: a boat that may have broken a rule of Part 2 outside the zone of any rounding or finishing marks may take a One-turn Penalty that complies with RRS 44.1. However, if she may have broken a rule of Part 2 within the zone of any rounding or finishing marks, her penalty shall be a Two-Turns Penalty.
- 14.4 RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2 or RRS 31 after the incident, but prior to the protest hearing, by acknowledging the breach before arbitration or by accepting the opinion of an arbitrator. This Scoring Penalty shall be 30% of the number of boats entered in her class as calculated in RRS 44.3(c), but not less than two places. However, she shall not be scored worse than DNF.
- 14.5 If a breach of class rules is found in a one-design or handicap class, penalties shall be at the discretion of the jury, in consultation with the class management group or a non-competing class representative.
- 14.6 When the jury decides that a boat, which is party to a protest, has broken a rule and is not exonerated, it may impose a scoring penalty (which may be no penalty) at its discretion, as an alternative to disqualification. This changes RRS 64.1.

## **15 PROTESTS**

- 15.1 A boat intending to protest is requested to notify the finishing line boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.
- 15.2 Protest forms are available at the jury desk and completed protest forms should be delivered to the jury desk as soon as possible. The protest time limit will be one hour after the division signal boat docks, except for those boats moored at Stock Island, for which the protest time limit will be 90 minutes after the division signal boat docks. The protest time limit for each division will be posted on the jury notice board.
- 15.3 Protest notices will be posted as soon as possible after they are delivered to the jury desk to inform competitors where and when there is a hearing to which they are party. Protest hearings will be scheduled to start as soon as possible after the notices are posted. The jury will attempt to hear protests in the order of receipt. Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the jury desk.
- 15.4 It is each boat's sole responsibility to check the jury notice board at the end of the protest filing time to see if she is cited in a protest. Failure of any party to appear when called for a hearing will be considered by the jury as grounds for proceeding under RRS 63.3(b).
- 15.5 When protests are heard by an international jury, its decisions will be final in accordance with RRS 70.5. The jury may be split into panels in accordance with RRS N1.4(b). The time limit for filing a written request for a hearing under RRS N1.4(b) is one hour after the decision is announced. Decisions of a national jury are subject to appeal.

- 15.6. On the last day of the regatta a request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day, or no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.

## **16 ARBITRATION**

- 16.1 For protests involving an alleged breach of a rule of Part 2 or RRS 31, a short arbitration meeting will be held prior to a protest hearing. This changes Part 5, Section B of the RRS.
- 16.2 After a written protest is delivered to the jury desk, one representative from each boat who was onboard at the time of the incident will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. Protests not resolved by arbitration will be forwarded to the jury.
- 16.3 A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 or RRS 31 shall receive a penalty score of 30% as detailed in SI 14.4.
- 16.4 The acceptance of an arbitrator's opinion cannot be grounds for redress or be appealed.
- 16.5 The arbitrator will not be a member of the panel that hears the protest, but will be permitted to observe the testimony given to the panel and offer testimony. This changes RRS 63.3(a).

## **17 SCORING**

- 17.1 With the exception of the Melges 32, Melges 24, and J/70 classes, a boat's series score will be the total of her race scores without exclusion. For the Melges 32, Melges 24, and J/70 classes, a boat's worst score will be excluded from her series score if six or more races have been completed subject to RRS 90.3(b).
- 17.2 Handicap scoring will be as follows:
- 17.2.1 PHRF classes will be scored using the handicaps provided by the Event PHRF Consortium using time on time scoring.
- 17.2.2 IRC Classes will be scored using IRC Time Correction Factor using time on time scoring.
- 17.2.3 The High Performance Handicap Subclass (HPR) will be scored using handicaps provided by the current High Performance Rule using time-on-time scoring.

## **18 SAFETY REQUIREMENTS**

- 18.1 Boats shall comply with Premiere Racing's Safety Requirements for this event (posted on the event website and available from Premiere Racing). In the event that class rules for an eligible one-design class conflict with the safety requirements for this event, then the class rules will take precedence.
- 18.2 All persons in the J/70, Melges 24 and one-design class boats in the PHRF, HPR and IRC classes who otherwise meet the special regulations for safety requirements but whose manufactured as-built design does not meet the requirements for lifelines classes, shall wear Personal Flotation Devices (PFD's) while racing except briefly while changing or adjusting clothing or personal equipment.
- 18.3 A man-overboard procedure shall be practiced aboard each boat at least once by the crew racing in the regatta prior to the first race of the series. A dated record of such practice should be signed by participating crew members and kept aboard the boat (Section 5 of Premiere Racing's Safety Requirements for Quantum Key West Race Week 2015 posted on the event web site and available from Premiere Racing).
- 18.4 A boat that retires from a race or does not intend to start a scheduled race shall promptly report this to the race committee on station via hailing on the designated VHF channel and receive acknowledgement. If this is not possible she shall promptly report her actions to Quantum Race Week Headquarters on shore.

## **19 CREW WEIGH-IN / REPLACEMENT OF CREW**

- 19.1 PHRF, J/70 and HPR boats shall sail with the same crew in all races unless written permission to change crew has been granted by the race chairman. Any request for changes in crew or crew numbers must be submitted to the race chairman in writing prior to the race in which the change is to take place. Any approved crew change for a PHRF and HPR boat must stay within the boat's "Base Crew Weight Limitations."
- 19.2 Entrants in the one-design classes that have an established crew weight limit and require weigh-ins must have their crews weighed-in by 1000 Monday, January 19.
- 19.3 With the exception of the J/70 class, crew substitutions are allowed in all one-design classes. In classes that require crew weigh-ins, entrants desiring to substitute crew must have substitute crewmembers weighed-in prior to 1000 on race day (Tuesday–Friday) at Quantum Race Week Headquarters. A crew substitution card, with the name of the substitute (who meets all one-design class requirements) and crewmember replaced, must be submitted when being weighed-in and signed by a designated race committee official. Crew substitution cards are available at Quantum Race Week Headquarters.
- 19.4 A cameraman, approved by Premiere Racing and the class, for video taping aboard a boat while racing, will not be counted against the crew weight limits or maximum crew limits. This modifies rules pertaining to crew weight limits.

## **20 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with class rules, Safety Requirements, submitted PHRF handicap information (if applicable) or the sailing instructions. On the water a boat can be instructed by the race committee to proceed immediately to a designated area for inspection.

## **21 SUPPORT BOATS**

- 21.1 All support boats must register at Race Headquarters prior to the close of registration on January 18, 2015. Support boats shall conspicuously display the sail numbers of the boats they are servicing.
- 21.2 Media, support and spectator boats shall monitor the applicable race committee VHF channel, shall stay clear of the starting area and shall not interfere in any way with boats racing or with the race committee. Failure to comply may result in the protest and disqualification of the racing boat associated with any offending ancillary boat.

## **22 RACE COMMITTEE BOAT CONTACT AND DAMAGES**

It is the responsibility of the owner or skipper of any race boat having contact with a race committee boat (tackle included) to file a report at Race Headquarters immediately following racing.

## **23 RADIO COMMUNICATION**

- 23.1 The race committee may not respond to transmissions from competitors except to acknowledge retirements, protests, penalties reported, or requests for emergency assistance. The race committee will use the following VHF Channels for communication:
- Division 1 – Channel 71
  - Division 2 – Channel 72
  - Division 3 – Channel 73
- 23.2 Race committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, etc. are a courtesy only. Failure of the race committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 62.1(a).
- 23.3 Competitors shall not use any electronic device (including scanners) which can receive UHF frequencies from 1030 until racing has concluded on each of the five race days. See RRS 41. Except for the specified race committee VHF channel(s), no competitor shall make radio, cell phone or computer transmissions, or receive radio, cell phone or computer communications during that time frame, except in the case of an emergency. The only other exception is that a crewmember may place or receive a cell phone call of a personal nature that does not involve the exchange of information that could affect the boat's outcome in the race. The skipper/owner shall be responsible for all communications activity aboard his/her boat. Boats that do not comply with this instruction will be subject to disqualification from the regatta.



## **24 PRIZES**

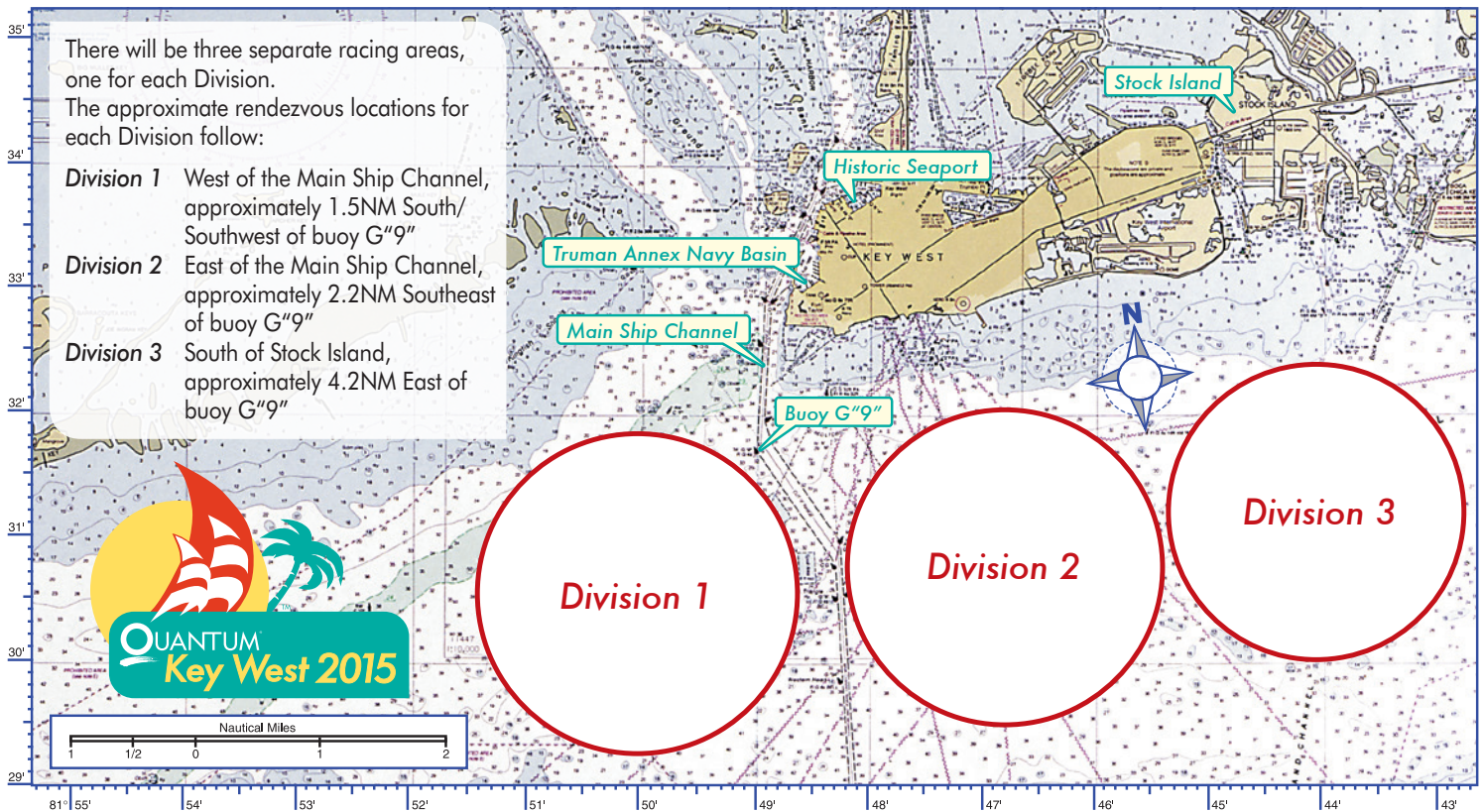
- 24.1 Class awards for first, second and third place will be presented daily to classes with six or more boats. Smaller classes may receive first, or first and second place awards. On multiple race days, class awards will be presented based on combined scores for the day.
- 24.2 A “Boat of the Day” award will be presented to the class winner whose class, in the opinion of the Race Committee, featured the closest, most competitive racing each day. The winners of the Boat of the Day awards will receive a distinctive, handcrafted Chelsea Shipstrike Clock.
- 24.3 Class awards for first, second and third place in the overall series will be presented on Friday, January 23, 2015 to classes with six or more boats. Smaller classes will receive first, or first and second place overall series awards.
- 24.4 The following one design championships will be recognized on Friday, January 23, 2015:
- \* Melges 32 Midwinter Championship
  - \* Melges 24 Midwinter Championship
  - \* J/70 Midwinter Championship (The Marlow Trophy)
  - \* J/70 Midwinter Corinthian Championship
  - \* J/111 Midwinter Championship
- 24.5 The Quantum Boat of the Week Trophy will be awarded to the class winner whose class, in the opinion of the Race Committee, featured the closest, most competitive racing for the series.

## **25 DISCLAIMER OF LIABILITY**

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.

*End*

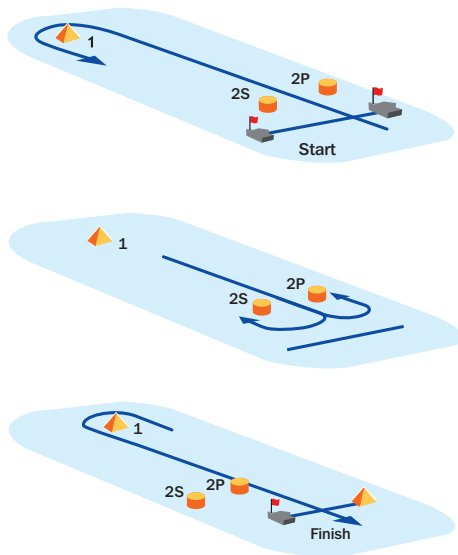
## Exhibit 1 – Racing Areas Diagram



## Exhibit 2 – Course Diagrams *Offset Marks and Maxi 72 /GC 32 Leeward Gate Not Depicted*

### Course 4 FOUR (4) LEGS:

START – 1 – 2S/2P – 1 – FINISH (LEEWARD)

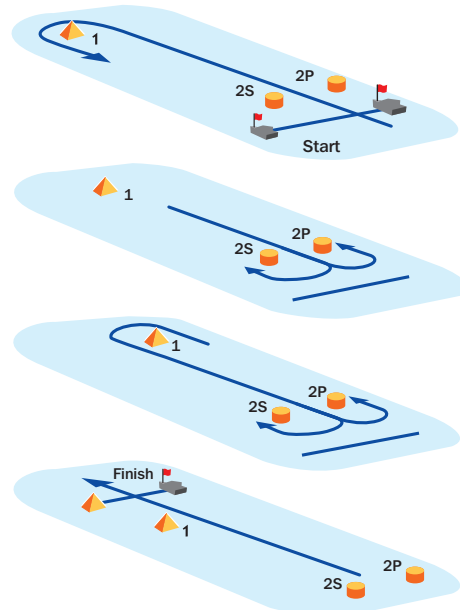


### Course 6 SIX (6) LEGS (NOT DEPICTED):

START – 1 – 2S/2P – 1 – 2S/2P – 1 – FINISH (LEEWARD)

### Course 5 FIVE (5) LEGS:

START – 1 – 2S/2P – 1 – 2S/2P – FINISH (WINDWARD)



### Course 7 SEVEN (7) LEGS (NOT DEPICTED):

START – 1 – 2S/2P – 1 – 2S/2P – 1 – 2S/2P – FINISH (WINDWARD)

## Exhibit 3 – Sample Course Board diagram

| A-B | C-E | (Classes)   |
|-----|-----|---|
| 4   |     | (All classes sail course 4)   |
| 300 |     | (Magnetic bearing to the first mark for all classes is 300.                                     |
| 2.2 | 1.7 | Approximate distance to the first mark for Classes A-B is 2.2 NM and for Classes C-E is 1.7 NM) |

