

PRESENTED BY



# MOUNT GAY RUM & SAILING WORLD

## 1. RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS). Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

**1.2** For the Melges 24 Class only: RRS 44.1 and 44.2 are changed so that, except for breaches of Part 2 that occur within three boat lengths of a rounding mark or finishing mark, only one turn, including one tack and one gybe, is required.

**1.3** RRS 55 is changed by adding the following sentence to the rule: 'However, the use of biodegradable sail stops while setting a sail is permitted.' This also amends NOR Section 1.3

**1.4** Rules I.1 and I.3 of J/70 Class Rules, Part III-Section I shall apply.

## 2. ENTRIES

Eligible boats may be entered by completing registration with the organizing authority. The Sperry Top-Sider NOOD Regattas are open to those boats whose owner and/or skipper is a current member of their national governing body (US Sailing for USA members. To join call 1-800-877-2451).

## 3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the Compass Room at the St. Petersburg Yacht Club.

## 4. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 0800 hours on the day it will take effect, except that any change in the schedule of races will be posted by the end of protest time on the day before it will take effect.

## 5. SIGNALS MADE ASHORE

Signals made ashore will be flown from the yardarm at the St. Petersburg Yacht Club. Flag AP (Answering Pennant), with two sounds (one sound when lowered) means "The race is postponed. Do not leave the harbor area." The first warning signal will be made not less than 60 minutes after the AP is lowered. This changes Race Signals AP.

## 6. SCHEDULE OF RACES

The first warning signal is scheduled for 1000 each day. There will be no first warning signal after 1400 on Sunday. No Warning Signal for the F-18 Class will be made prior to 1200hrs on Friday February 14, 2014. This change only applies to F-18 racing on Friday. The race committee intends to run as many races as practicable each day.

## 7. DIVISIONS, CLASS FLAGS, AND INITIAL STARTING ORDER

All will be posted on the official notice board and distributed at registration. "Initial starting order" means for the first set of races on the first day races occur.

## 8. COURSES

Windward/Leeward and Triangle Courses (see course diagrams)

**8a.** The course number, approximate compass bearing, and distance from the starting line to the first windward mark will be displayed from the race committee signal boat for each division. Except when passing through a gate, all rounding marks shall be passed to port..

**8b.** An Offset Mark, Mark 1a (a small orange tomato), will be placed approximately 75 yards from mark 1 perpendicular to the course axis (see the diagrams).

**8c.** The leeward mark will be a gate. If there is only one leeward mark, it shall be rounded to port. See RRS 28.2(c).

"Distance" Race Courses

**8d.** For eligible classes described in NOR2.2, "Distance" race course descriptions are available in the enclosed Addendum #1 to the Sailing Instructions.

## 9. MARKS

**9a.** For Division A, original marks will be green tetrahedrons. The starting mark will be an orange tomato. The finishing mark will be an orange tetrahedron. The alternate finishing mark will be an orange tomato. New marks (see SIs 13 and 14) will be yellow tetrahedrons.

**9b.** For Division B, original marks will be yellow tetrahedrons. The starting mark will be an orange tomato. The finishing mark will be an orange mark. New marks (see SIs 13 and 14) will be yellow tetrahedrons.

**9c.** For Division C, original marks will be orange tomatoes. The starting mark will be an orange tomato. The finishing mark will be a yellow cylinder. The alternate finishing mark will be a yellow tetrahedron. New marks (see SIs 13 and 14) will be yellow tetrahedrons.

**9d.** When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

**9e.** "Distance" race marks are described in the enclosed Addendum #1 to the Sailing Instructions.

## 10. STARTING SIGNALS

**10a.** The warning signal for the succeeding class will be made at any time after the starting signal for the preceding class.

**10b.** The starting line will be between the staff from which an orange flag is displayed on the race committee signal boat at the starboard end and the course side of the port-end starting mark.

**10c.** A boat starting more than 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS 63.1, A4.1 and A5.

## 11. INDIVIDUAL RECALLS

The race committee will hail any boat recalled. Division A will broadcast on VHF channel 68, Division B on VHF channel 69, and Division C on VHF channel 72.

## 12. RETIRING FROM A RACE

Boats retiring from a race are requested to inform the race committee before leaving the racing area.

## 13. CHANGE OF THE NEXT LEG OF THE COURSE AFTER THE START

A change of the next leg of the course after the start will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. The race committee will display a picture of the new mark.

## 14. CHANGE OF THE FIRST LEG OF THE COURSE (DURING A STARTING SEQUENCE)

The race committee may signal a change of the first leg of the course for a class as follows: At the preparatory signal, flag C and a picture of the new mark will be displayed on the signal boat with repetitive sound signals, and will remain displayed until the starting signal.

## 15. THE FINISH

**15a.** The finish line will be between a staff displaying an orange flag on a race committee boat and the course side of the nearby finishing mark. For Courses "3", "5" and "7," the finish line will be located approximately 100 yards to windward of the windward mark. For Courses "4", "6", and "T", the finish line will be located approximately 100 yards to leeward of the leeward mark or gate and will be placed on the side opposite that of the starting mark..

**15b.** The finish line for a "Distance" race is described in Addendum #1 to the Sailing Instructions.

## 16. TIME LIMIT

**16a.** For other than a "Distance" race, the time limit for the first boat to sail a windward/ leeward or triangle course in accordance with RRS 28.1 is 2 1/2 hours. Boats that are still racing 30 minutes after the first boat that sails the course finishes will be scored TLE (two points more than the last boat to finish within the curfew in that race) without a hearing. This changes RRS 35, 63.1, A4.1 and A5.

**16b.** The Time Limit for the "Distance" race will be 1600. Any boat not finishing the course by 1600 will be scored TLE (Two points more than the last boat to finish within the curfew in the race) without a hearing. This changes RRS 35, 63.1, A4.1, and A5.

## 17. PROTESTS

**17a.** Protests shall be written on US SAILING protest forms (available at the protest desk in the Regatta Room) and delivered there within one hour of the docking of the race committee finish boat for the division involved.

**17b.** The times of protest hearings and the parties involved will be posted on the official notice board. This posting constitutes the notice required by RRS 61.1(b) and 63.2 (Time and Place of the Hearing).

## 18. POST RACE SCORING PENALTY AND PROTEST ARBITRATION

**18a.** Add new rule 44.4: A boat may take a penalty prior to the start of a protest hearing which involves her. Her penalty shall be a 40% scoring penalty calculated in accordance with rule 44.3(c), but not more than half of the difference between the boat's score prior to applying the penalty and the score for boats that are scored DNF.

**18b.** An arbitration hearing, with one representative from each boat, will be held prior to a protest hearing for each protest involving the rules of Part 2 or rule 31. No witnesses will be permitted. Based on the testimony, the arbitrator may decide that one or more boats

broke a rule and should take a penalty. If all boats are not represented, or if the arbitrator decides the incident is not appropriate for arbitration, the arbitration hearing will not be held or will be closed.

**18c.** Add to rule 63.1: An arbitrator may accept a protestor's request to withdraw the protest.

## 19. SCORING

Each boat's total score will be the sum of her scores for all races (this changes RRS A2). One race will constitute a series.

## 20. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio or other electronic transmissions while racing, nor receive special radio or other electronic communications not available to all boats.

## 21. COURTESY BROADCASTS

A designated observer may report visual signals displayed by the race committee over VHF channel 68 for Division A, VHF channel 69 for Division B, and VHF channel 72 for Division C. Errors or omissions on the part of the designated observer will not be grounds for granting redress. This changes RRS 62.1(a).

## 22. PRIZES

**22a.** Individual race and series prizes will be awarded by class.

**22b.** An award will be made to the boat which, in the opinion of The Organizing Authority and the Race Committee, had the best overall performance during the 2014 St. Petersburg Sperry Top-Sider NOOD Regatta.

## 23. PARKING

Competitors' vehicles (other than those belonging to SPYC members) shall not be parked in the St. Petersburg Yacht Club parking garage. Competitors' vehicles shall not be parked at the St. Petersburg Sailing Center or elsewhere on Demens Landing from Thursday, February 13, 2014, through Sunday, February 16, 2014. The penalty for breaking this rule will be the disqualification of the boat with which the competitor is associated from all races on the racing day closest to the breach. A boat may not protest under this rule. This changes RRS 60.1(a). Parking is available for a fee at the Al Lang Field parking lot, on the mainland just West of the Sailing Center. The hourly restrictions on street parking are strictly enforced.

## 24. MEDIA & TELEVISION

Competitors give absolute right and permission for any photograph and video footage taken of themselves or the boat they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information. The Sperry Top-Sider NOOD Regattas are official US Sailing sanctioned events.



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# COURSE DIAGRAMS

## COURSE 3

“3” (three legs): Windward, leeward, finish to windward; signaled by numeral pennant 3. Mark 2 may be passed on either hand on the first upwind leg and mark 1 may be passed on either hand on the finishing leg.

## COURSE 4

“4” (four legs): Windward, leeward, windward, finish to leeward; signaled by numeral pennant 4. Mark 2 may be passed on either hand on the first windward leg and the finishing leg.

## COURSE 5

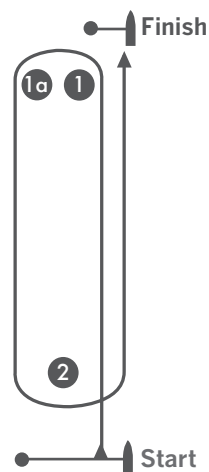
“5” (five legs): Windward, leeward, windward, leeward, finish to windward; signaled by numeral pennant 5. Mark 2 may be passed on either hand on the first windward leg and mark 1 may be passed on either hand of the finishing leg.

## COURSE 6

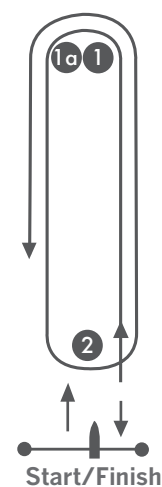
“6” (six legs): Windward, leeward, windward, leeward, windward, finish to leeward; signaled by numeral pennant 6. Mark 2 may be passed on either hand on the first windward leg and the finishing leg.

## COURSE T

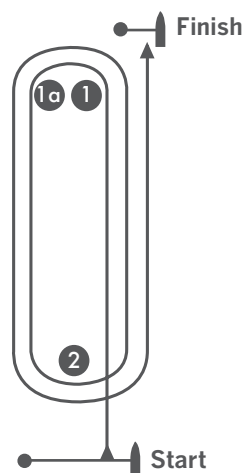
“T” (Triangle): Windward, reach to Mark “T”, reach to Mark 2/gate, windward, leeward to the finish. Signaled by Code Flag T. Mark 2 may be passed on either hand on the first windward leg and the finishing leg.



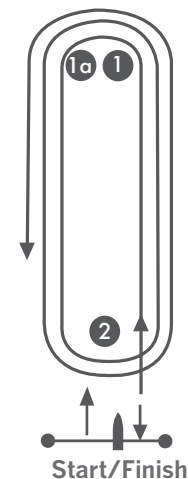
**COURSE 3**



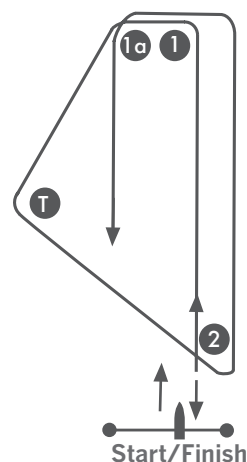
**COURSE 4**



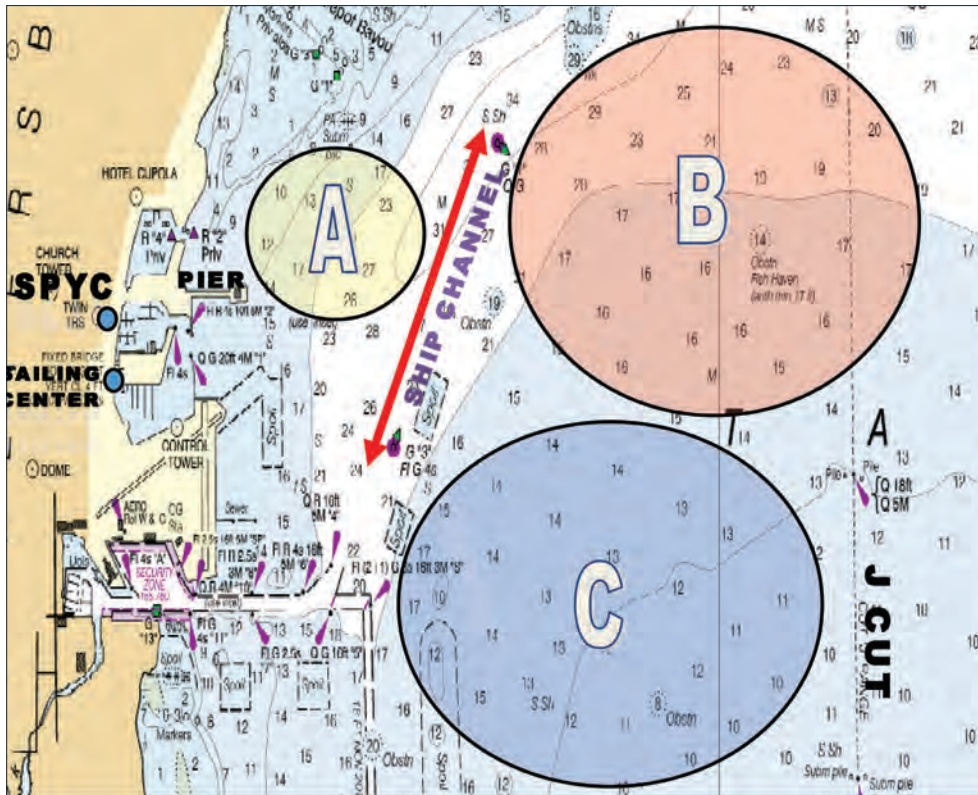
**COURSE 5**



**COURSE 6**



**COURSE T**



## CIRCLE LOCATION

Course and distance to approximate center of racing areas form SPYA harbor and breakwater.

**Circle A:** 27° 46' 30.26" N  
82° 36' 41.97" W  
.91 SM@075 Degrees

**Circle B:** 27° 46' 30.80" N  
82° 34' 54.63" W  
2.71 SM@085 Degrees

**Circle C:** 27° 45' 8.30" N  
82° 35' 31.33" W  
2.02 SM@115 Degrees