



2008 GulfStreamer

May 23, 2008
Notice of Race

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2005-2008*.
- 1.2 The rules shall be in the following order of precedence: The Racing rules of Sailing 2005-2008 (USSA), The 2008 GulfStreamer Sailing Instructions, 2008 GulfStreamer Notice of Race, 2008 HRYC PHRF Rating Policies & Rules, COLREGS and any special instructions issued by the HRYC Race Committee.

2 ADVERTISING

Advertising will be restricted to Category A

3 ELIGIBILITY AND ENTRY

- 3.1 The GulfStreamer is open to all boats with a LOA of 30 ft or more.
- 3.2 The GulfStreamer Sprint is open to all boats with a LOA of 16 ft or more.
- 3.3 Eligible boats may enter by completing the attached form and sending it, together with the required fee, by May 4, 2007 to: Halifax River Yacht Club
Attn: Rich Schaufert
331 S. Beach Street
Daytona Beach, FL 32114-5089

4 FEES

- 4.1 Required fees are as follows:
GulfStreamer \$275.00
Local Sprint \$135.00

5 MEASUREMENTS

Each entrant shall fill out a HRYC Valid Rating application with thier entry form and recieve a HRYC Valid Rating.

6 SAILING INSTRUCTIONS

The sailing instructions will be mailed to the entrant with their HRYC Valid Rating and are also available at HRYC website (www.hryc.com).

7 THE COURSE

- 7.1 The 2008 GulfStreamer will consist of a common start for two consecutive races. The first leg will be a sprint race. It will start at the start line near Ponce Inlet and finish at the Daytona Beach pier, a distance of 10.6 miles. The second leg will be an ocean race. It will start at the start line, round a mark at the Daytona Beach pier and then finish at the Charleston Inlet sea bouy, a distance of 226 miles.
- 7.2 The GulfStreamer Sprint will start at the start line and finish at the Daytona Beach pier, a distance of 10.6 miles.

8 SCORING

8.1 All boats shall be scored using their HRYC Valid Rating and corrected *time on distance*.

8.2 The Race Committee reserves the right to reclassify any boat at its discretion

9 SAFETY REGULATIONS

All boats shall comply with all ISAF Category 2 requirements. The only exceptions will be:

1. A dingy, inflatable or rigid, carried on deck ready for immediate deployment may be substituted for a life raft.

2. All classes racing the Local Sprint race shall comply with all ISAF category 4 requirements.

10 SUPPORT BOATS

All support boats shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have started the race; the Race Committee signals a postponement, general recall or abandonment.

11 RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

12 PRIZES

12.1 Prizes will be given as follows:

1st overall (corrected time)

1st, 2nd, and 3rd in all classes

1st, 2nd, and 3rd with female crew

Most children

Largest fish caught

Perseverance

Corinthian

Club to Club Fleet (average of fastest 3 corrected times)

12.2 The awards banquet will be held May 25, 2007 at 1900 hrs preceded by a cocktail hour.

13 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$250,000.00 (USD).

14 FURTHER INFORMATION

For further information please contact: Halifax River Yacht Club

Attn: Rich Schaufert

331 S. Beach Street

Daytona Beach, FL 32114-5089

www.hryc.com

15 DISCLAIMER OF LIABILITY

15.1 The Race Committee will be in charge of all scheduled races. The Race Chairman or his designate will have final decision over management issues of the race, including, but not

limited to whether a boat will be allowed to compete, penalties (except protest – which will be over-seen by the protest committee), scoring, eligibility of yachts to race and time limits.

Competitors participate in the regatta entirely at their own risk. See rule 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.

Despite the schedule to race and despite the Race Committee's decision to race, it is ***ALWAYS*** the skipper's decision whether he, his vessel and/or his crew should participate in any race. The responsibility of the decision to race and any and all consequences lie ***SOLELY*** with the skipper, captain or owner/operator of the vessel. **YOU ARE RESPONSIBLE FOR THE SAFETY, HEALTH AND WELFARE OF YOUR VESSEL AND ANYONE ABOARD! YOU ARE FURTHER RESPONSIBLE FOR ACTIONS TAKEN BY YOUR CREW AND DAMAGE TO, OR CAUSED BY, YOUR VESSEL. THIS SHOULD ALWAYS GUIDE YOUR DECISION TO RACE AND YOUR ACTIONS WHILE RACING.** The Race Committee accepts ***NO*** responsibility for your decision to race and the consequences that accompany it.



Sailing Instructions

1 RULES

- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2** The rules shall be in the following order of precedence: U.S. Sailing (USSA Rules, The GulfStreamer Sailing Instructions, GulfStreamer Notice of Race, and any special instructions issued at the skipper's meeting immediately before the race.

2 NOTICES TO COMPETITORS

- 2.1** Notices to competitors will be posted on the official notice board located at the Halifax River Yacht Club in Daytona Beach, Fl and will also be posted on the HRYC website (www.hryc.com).

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1** Any change to the sailing instructions will be posted before 0900 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hrs on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1** No Signals made ashore will be displayed at any time.

5 SCHEDULE OF RACES

- 5.1** The 2008 Gulf Streamer will consist of a common start for two consecutive races. The first race will be a sprint race. It will start at the start line and finish at the Daytona Beach pier. The second race will be an ocean race. It will start at the start line and finish in Charleston SC.
- 5.2** The scheduled time of the warning signals will be May 23, 2008 at 1625 hrs EDST.

6 THE COURSE

6.1

1. From the start line, racers will continue north, passing between the Daytona Beach pier and a mark approximately 200 yards east of the pier.
2. The line between the pier and the mark will be the finish line for the sprint race.
3. Racers will continue north to the Charleston harbor "A" buoy, leaving it to port.
4. Racers will finish at the Charleston harbor "A" buoy.
5. Racers will be responsible for taking their own finishing times.

7 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions: None

8 THE START

- 8.1** Races will be started by using rule 26 with the warning signal given 5 minutes before the starting signal.
- 8.2** The starting line will be between the committee boat and the starting pin to the east of Ponce Inlet.
- 8.4** The starting sequence will be as follows:
1. Prior to the preparatory signal five short blasts of the horn will be sounded to alert the fleet.
 2. Five minutes before the start of the race a preparatory signal of a white flag will be raised and displayed for a period of one minute.
 3. Four minutes before the start of the race the white flag will be lowered.
 4. Four minutes before the start of the race a blue flag will be raised and displayed for a period of three minutes.
 5. One minute before the start of the race the blue flag will be lowered.
 6. The race will start upon the raising of the red flag one minute after the blue flag has been lowered.
 7. An single audible signal will be sounded upon the raising of all flags.
 8. The raising of a flag constitutes the official signal.

9 RECALLS

- 9.1** Display of code flag “X” and one sound signal shall signal individual recalls. A boat recalled will be notified by hail and on VHF channel 72. Boats starting early and not restarting properly shall be penalized 30 minutes.
- 9.2** Display of the “First Repeater Flag” and two sound signals shall signal a general recall.

10 POSTPONEMENT

- 10.1** Display of the “Answering Pennant” and two sound signals shall signal a postponement. After a postponement the “Answering Pennant” shall be lowered with a sound signal one minute before raising the white warning flag.
- 10.2** If weather conditions require a 24 hour postponement, announcement will be made at the skippers meeting.

11 THE FINISH

- 11.1** The sprint race finishing line will be between the north east corner of the Daytona Beach pier and a buoy approximately 300 yards east.
- 11.2** The ocean race will finish when the Charleston harbour “A” buoy is passed within 100 yards and bears 270 degrees magnetic.
- 11.3** Racers will take their own finishing times for the ocean race and convey them to the race committee as soon as possible. A boats time will be taken when the **HELMSMAN** passes through the finish line.

12 TIME LIMITS

12.1 Time limits are as follows:

<i>Class</i>	<i>Time limit</i>
Cruising	65 hrs
Spinnaker and Non Spinnaker	65 hrs

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest forms are available at HRYC and from the race committee. Protests shall be delivered within the protest time limit.

13.2 For each class, the protest time limit is 1100 hrs the 25th of May 2008. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.3 and 62.2.

13.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room, located at a place and time to be determined by the race committee.

13.4 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

13.5 A list of boats that, under instruction 14.4, have acknowledged breaking rule 42 or have been disqualified by the protest committee will be posted before the protest time limit.

13.6 Breaches of instructions 15.3, 19.1, 22, 23 and 24 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

13.7 Decisions of the protest committee will be final as provided in rule 70.4.

13.8 All boats shall carry at all times a protest form and a standard protest flag.

14 SCORING

14.1 All boats shall be scored using their PHRF rating and corrected *time on distance*.

14.2 The race committee reserves the right to reclassify any boat at its discretion

14.3 Scoring will be the low point system.

14.4 . Additional scoring points:

DNC (Did Not Complete)	# of entrants +1
DNS (Did Not Start)	# of entrants +1
OCS (Over Course Side)	# of contestants +1
DNF (Did Not Finish)	# of contestants +1
RAF (Retired After Finishing)	# of entrants +1
DSQ (DiSQualified)	# of entrants +1
DNE (Disqualified, Not Excludable)	# of contestants +1
DGM (Disqualified, Gross Misconduct)	# of entrants +5
BFD (Black Flag Disqualification)	# of entrants +5
ZFP (Z Flag Penalty)	# of entrants + 20%
SCP (Scoring Penalty Taken)	# of entrants + 20%
TLE (Time Limit Expired)	last place +1

15 SAFETY REGULATIONS

15.1 Check-in: Boats shall sail within hailing distance of the committee boat, and state their class and sail number.

15.2 A boat that retires from a race shall notify the race committee as soon as possible.

- 15.3** All boats shall carry all the necessary safety equipment required by law, regulation, or class rules.
- 15.4** All boats racing in the ocean race shall comply with all ISSA Category 2 requirements. The only exception will be: a dingy, inflatable or rigid, carried on deck ready for immediate deployment may be substituted for a life raft. All boats racing in the sprint race shall comply with all ISSA Category 4 requirements.
- 15.5** All skippers **MUST** sign a *Certificate of Compliance* which states that each yacht meets the requirements of ISSA Category 2 or Category 4, depending upon the course raced.

16 REPLACEMENT OF CREW OR EQUIPMENT

- 16.1** Substitution of competitors will not be allowed without prior written approval of the race committee.
- 16.2** Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee before the end of the skippers meeting.

17 EQUIPMENT AND MEASUREMENT CHECKS

- 17.1** A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 17.2** Boats shall be a minimum of 30 feet LOD. Exceptions will be individually considered by the race committee. Request for exemption shall be submitted, in writing, with entry application.

18 OFFICIAL BOATS

- 18.1** Official boats will be marked with a race committee flag.

19 SUPPORT BOATS

- 19.1** All support boats shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have started the race, committee signals a postponement, general recall or abandonment.

20 RADIO COMMUNICATION

- 20.1** A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

21 PRIZES

- 21.1** Prizes will be given as follows:
- 1st overall (corrected time)
 - 1st, 2nd, and 3rd in all classes
 - 1st, 2nd, and 3rd with female crew
 - Most children
 - Largest fish caught
 - Perseverance
 - Corinthian
 - Club to Club Fleet (average of fastest 3 corrected times)

22 DISCLAIMER OF LIABILITY

22.1 The race committee will be in charge of all scheduled races. The race chairman or his designate will have final decision over management issues of the race, including, but not limited to whether a boat will be allowed to compete, penalties (except protest – which will be over-seen by the protest committee), scoring, eligibility of yachts to race and time limits.

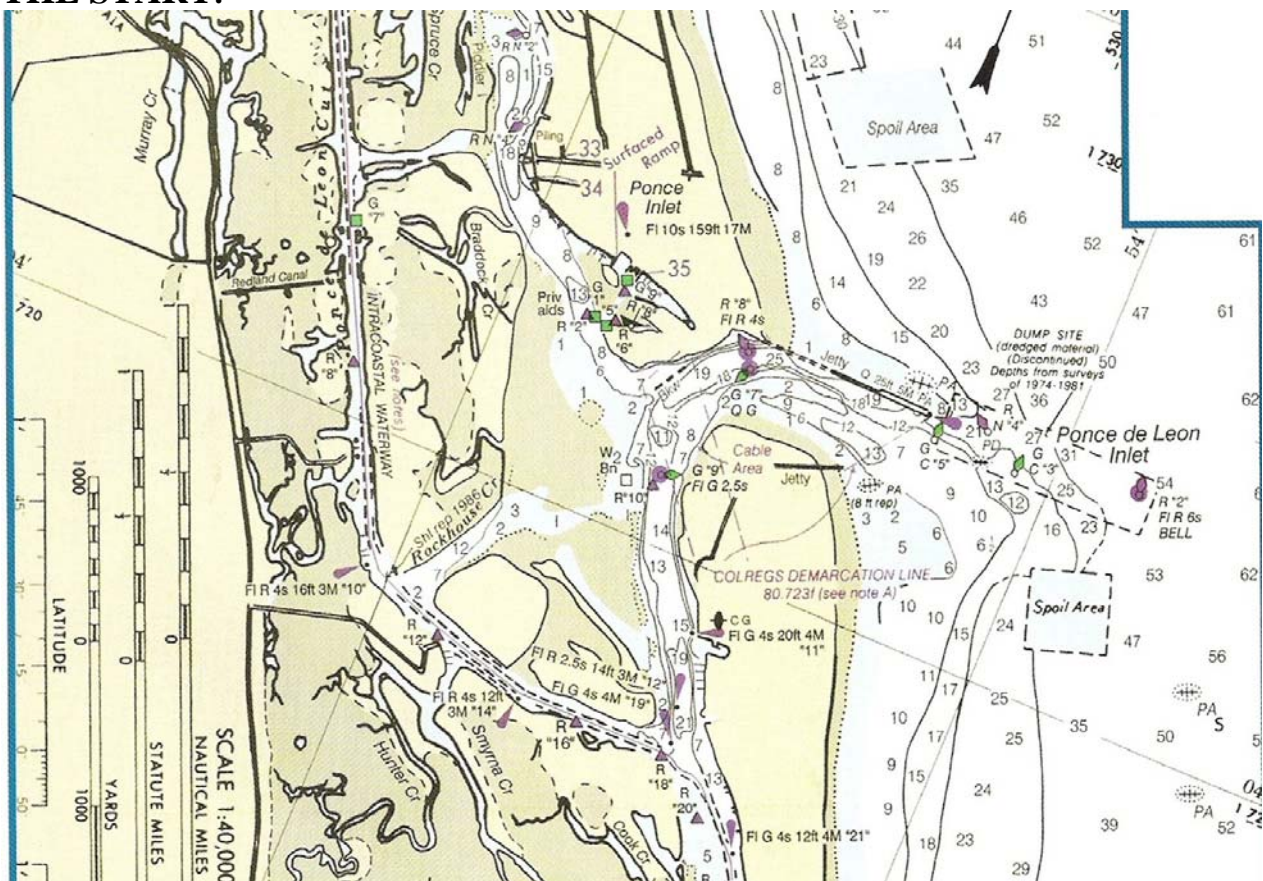
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23 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$250,000.00 (USD).

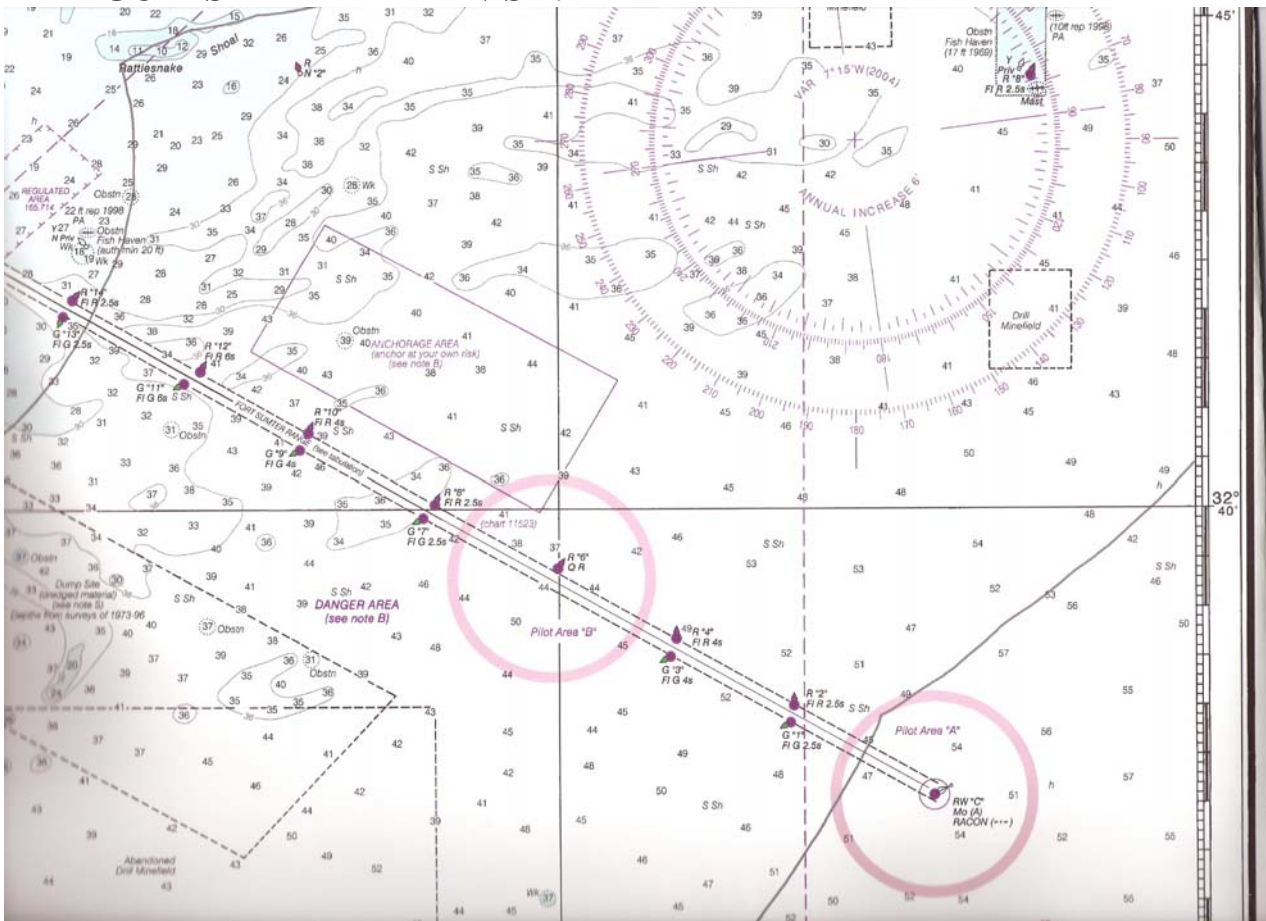
THE START:



THE SPRINT FINISH:



THE GULFSTREAMER FINISH:



IMPORTANT PLEASE READ

1st. Addendum to Gulfstreamer Race Instructions 5/20/2008

- Skippers with a draft of 5' or more should leave early from the club due to expected lower than usual tides.
- Pat Adsit will take your finishes by phone 386-451-1224 The competitors should call in their time as soon as possible after finishing. They should give their boat name, sail #, date of finish, and time of finish in 24 hr format.
- The Charleston sea buoy is identified on the chart with this information:
 - o "C" RW Mo (A) Wh: If my translation is correct, this means: The buoy does not have a number. It is identified with the letter "C". "C" differentiates it from others along the Carolina coast (Charleston).
 - o It is equipped with a Racon (Radar transponder beacon) that transmits the letter "K" that could be observed on a vessel's radar screen. The RACON transponder will send the image of a segmented fan with the buoy at its apex; it does this shortly after receiving your radar signal.
 - o In hours of darkness it shows a white light that flashes the Morse code sequence for the letter "A". That is, ". _".
 - o It sounds a whistle.
 - o The charted location of the buoy is: 32° 39.655' N 079° 40.860'W
 - o The calculated distance from our #2 sea buoy to the Charleston sea buoy is 223.71 nautical miles. This is the straight line distance and does not take into consideration the additional distance imposed by the sprint race nor deviations in course to take advantage of the Gulf Stream.
 - o The "Sea Buoy" is what is called a "Safe Water" mark. This indicates clear, deep water when approached from any direction- nothing more. Its colors are red and white. They, and only they are always Red And White striped.
- The position the Charleston sea buoy using the latest version of the Nobletec plotting software, off chart #US3SC10M is N 32-37.093, W 079-35.479.
- There will not be a floating mark indicating a gate at the end of the sprint race. You need to be close enough to the pier end to be readily identified by the Race Committee. Any boat deemed to be too far from the pier by the RC calling the finish will not be scored.