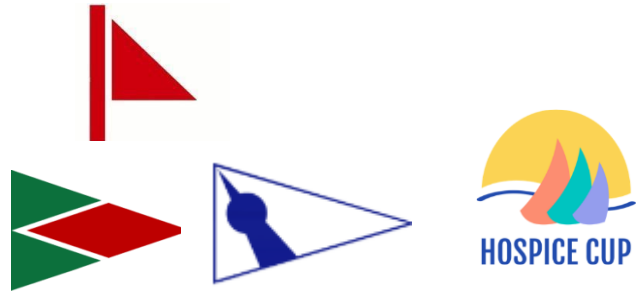


Hospice Cup XLV

Saturday, September 19, 2026
CBYRA Sanction # 318



ORGANIZING AUTHORITY
Storm Trysail Club Chesapeake Station (STC)

Assisted by:
Severn Sailing Association Junior Program (SSA)
and West River Sailing Club (WRSC)

SAILING INSTRUCTIONS_{v4}

There are three (3) separate racing areas (1, 2, and 3) with specific Sailing Instructions for each area. The instructions for each area can be found in this document as follows:

Area 1 SSAjr: (H-20, Snipe, J/22, M15, Daysailers) **VHF 69**

Area 2 WRSC: (Government Marks) **VHF 05**

Area 3 STC Chesapeake (One Design) **VHF 74**



Hospice Cup XLV

Saturday, September 19, 2026



SAILING INSTRUCTIONS

RACE AREA 1

HARBOR 20, DAYSAILERS, MELGES 15, SNIPE and J/22

1 RULES

Racing will be governed by the *rules* as defined in the current *Racing Rules of Sailing* (RRS) except as modified by the NOR or these Sailing Instructions. These sailing instructions supersede the CBYRA GSI as published in the Green Book.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Electronic Notice Board located on the Regatta Website [2026 Hospice Cup XLV - YachtScoring.com](https://2026.HospiceCupXLV-YachtScoring.com)

3 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted before 0900 hours on the day of the race, except that any change to the schedule of races will be posted by 2000 hours the day before it will take effect.

4 POSTPONEMENT ASHORE

4.1 A Postponement ashore, along with a new intended start time, may be announced on the competitors' VHF channel and posted on the Regatta Website.

4.2 A Postponement ashore will end not less than 60 minutes before the new intended start time. This changes RRS Race Signals.

5 SCHEDULE OF RACES

5.1 Three (3) to five (5) races are scheduled. One race completed will constitute a regatta.

5.2 Competitors' rendezvous will be at **1130** hours in the Severn River, 100 yards southeast of the Horn Point Shoal Mark ("HP," FI W 6.0s)

5.3 Check-in with the Race Committee signal boat is required. Please hail the RC with your sail number when passing astern of the signal boat on starboard tack. This check in shall be acknowledged by the RC.

5.4 The Warning Signal for the first race is intended to be made at 1200 hours.

5.5 No Warning Signal shall be made after 1530 hours.

6 RACING AREA -The racing area will be at the mouth of Whitehall Bay.

7 THE COURSE

7.1 The course shall be a windward-leeward course of four legs, with marks left to port. There may be a windward offset mark and there may be a leeward gate. If no offset mark is in place, boats shall round the single windward mark. If no gate is in place, boats shall round the single leeward mark. The finish line will be on the opposite side of the signal boat to the starting line.

8 MARKS

8.1 Marks will be inflatable marks.

9 THE START

9.1 Starting order for the first race shall be announced on VHF. Subsequent starts will be announced by VHF.

- 9.2 The starting sequence will utilize RRS Appendix U, Sound Signals only.
- 9.3 The starting line shall be between the hoist of an orange flag on the RC Signal Boat and the course side of a starting mark.

10 RECALLS

- 10.1 The Race Committee will attempt to notify boats identified as OCS by announcing their sail numbers on VHF. A boat may not base a request for redress on failure of the race committee to hail any sail numbers; failure of a boat to hear a hail of a boat's position in the sequence of hails; promptness of the hail. This changes RRS 61.

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 To change the next leg of the course, the race committee will lay a new mark (or move the existing marks). When a subsequent change and new mark is replaced, it will be replaced by an original mark.
- 11.2 Any change of course will be broadcast on VHF only. This changes RRS 33.

12 THE FINISH

- 12.1 The finish line shall be between the hoist of a blue flag on a RC Boat and the course side of a course mark.

13 TIME LIMIT

- 13.1 If no boat in a class finishes within one (1) hour of the class start, the race shall be abandoned.
- 13.2 Boats which have not finished and are still racing 30 minutes after the first boat in their class finishes will be recorded as "Time Limit Expired" (TLE) and will receive a score two (2) points more than the number of finishers. This changes RRS 35, A5.1, A5.2 and A10. Boats leaving the course without finishing shall promptly notify the Race Committee on VHF.

14 PENALTY SYSTEM

Appendix V1 shall apply

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protests or requests for redress shall be filed online at:
<https://yachtscoring.com/emenu.cfm?eid=50641> within 1 hour after the Race Committee signal boat docks.
- 15.2 Notices of protests by the RC or PC will be posted on the Official Notice Board and emailed to inform boats.
- 15.3 Notice(s) will be posted soon after receipt to inform competitors of hearings in which they are parties or named witnesses. Protest hearings are intended to be held virtually; all parties will be emailed with details.

16 SCORING

- 16.1 RRS Appendix A4, Low Point System, will apply.

17 SAFETY REGULATIONS

- 17.1 Boats shall check in with the Race Committee Signal Boat prior to their first start of the day by hail of their sail number and receiving an acknowledgement from the RC.
- 17.2 All boats shall carry a VHF radio capable of communicating on US VHF channels.
- 17.3 A boat that retires from a race or leaves the racing area before the end of racing, shall notify the RC at the first reasonable opportunity.

18 RADIO COMMUNICATIONS

- 18.1 The RC will communicate with competitors in Area 1 on VHF channel 69.
- 18.2 Boats are encouraged to make contact with commercial traffic on VHF channel 13, as required for safety.

- 18.3 Failure to hear a broadcast, the RC's failure to broadcast, or the content of any broadcast shall not be grounds for redress.

19 COMMERCIAL TRAFFIC

- 19.1 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial traffic. A boat protested under this rule has the burden of proof that she complied with this rule. Boats shall take evasive action well in advance of any potential situations. The U.S. Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 19.2 The RC or PC may protest under SI 18.1, based on information received from any source. There is no time limit for protests filed under SI 19.1. This changes RRS 60 and 61.
- 19.3 RRS 42.3 (Propulsion - Exceptions) is changed by adding: "(j) A boat that is without way in a ship channel may use any means of propulsion to clear the channel at the approach of commercial traffic provided that, when becoming clear of the commercial traffic, the boat has not improved their position as a result of this action. A boat claiming this exception shall report the incident in writing to the protest committee within the protest time limit, with all the facts necessary to substantiate the boat's speed and change of position during the incident."

20 PRIZES & SHORE PARTY

- 20.1 Prizes in each class will be given as follows to 1st, 2nd and 3rd place finishers.
- 20.2 Sponsored trophies are underwritten by multi-year pledges from corporate or individual sponsors.
- **Sajak Family Foundation Trophy** awarded for the best performance in Cruising One Design.
 - **Geri Manning Memorial Trophy** awarded for the crew raising the most money.
 - **Donnybrook-Brendan Trophy** awarded to the team with the highest percentage of youth crew participation.
 - **The Van Metre Family Trophy** awarded to the best performance in entire Hospice Cup Fleet
 - **The Hospice Cup** is the top honor awarded for best three-year performance. It qualifies the winner to compete in the annual Hospice Regattas National Championship against representatives of the many other hospice regattas sailed nationwide, each event patterned on this original hospice regatta.
 - **Annapolis Triple Crown Charity Trophy** This trophy is a partnership between the Maryland Cures Cancer Regatta, CRAB Regatta and Hospice Cup. Racers must participate in each of the three charity regattas and fundraise. The calculation for the winner shall be the order of finish in each race and the amount of funds raised for each race. The amount of funds raised shall be given a higher multiplier (1.5) in the calculations. The skipper with best score in the three races and highest fundraising will be awarded the Triple Crown of Charity Sailing Trophy in October sponsored by Weems & Plath.

The post-race shore party and awards will be at Horn Point Marina from 1730 to 2030. Admission is \$30 for sailors and include oysters, appetizers, and one drink ticket. Proceeds from admission and drink sales go directly to Hospice Cup to support its partner charities. Donations and tips are strongly encouraged at the bars. **Shore party tickets can be purchased here:** <https://hospicecup.org/shore-party/>

20.3

21 LUNCHES & CREW GEAR

Crew lunches made by Hospice Cup partner Bread & Butter Kitchen may be ordered online until September 17 at <https://givebutter.com/2026CrewLunch>. Hospice Cup shirts, hats, jackets, and other gear may be ordered at www.hospicecup.org/merch. Additional Hospice Cup merchandise will be available at the shore party.

22 CHARITY

Hospice Cup is a charity event. Proceeds are donated to Hospice Cup, Inc., to benefit hospices in Virginia and Maryland. For information about making a tax-deductible donation, with guest privileges, or to learn about Hospice Cup, Inc., see www.hospicecup.org.

23 SUSTAINABILITY

The Hospice Cup is a Registered Clean Regatta; we place a high priority on care and stewardship of local environment and wildlife. As skippers and competitors think about their own role in protecting our shorelines and the greater Chesapeake Bay Watershed, they should encourage their crews to avoid single-use plastic bottles and instead bring reusable water bottles to this year's race. Plastic straws, bags, and other single-use plastics should be discouraged aboard all participating boats. Furthermore, RRS 55 prohibits placing trash in the water. Crews are also encouraged to retrieve any trash items seen floating in the vicinity of the racecourse, on the way out, and on the way back. Trash items leftover from crew meals or other provisioning should be disposed of responsibly onshore. Small quantities of biodegradable items accumulated underway can be brought to our composting totes at the shore party for disposal if desired.



Hospice Cup XLV

Saturday, September 19, 2026

SAILING INSTRUCTIONS

RACE AREA 2

(Hospice, PHRF, CRCA, Cal-25, J-80, and Others using Govt. Mark courses)

1 RULES

Racing will be governed by the *rules* as defined in the current *Racing Rules of Sailing* (RRS) except as modified by the NOR or these Sailing Instructions. These sailing instructions supersede the CBYRA GSI as published in the Green Book.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Electronic Notice Board located on the Regatta Website [2026 Hospice Cup XLV - YachtScoring.com](http://2026HospiceCupXLV-YachtScoring.com)

3 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted before 0900 hours on the day of the race, except that any change to the schedule of races will be posted by 2000 hours the day before it will take effect.

4 POSTPONEMENT ASHORE

- 4.1 A Postponement ashore, along with a new intended start time, may be announced on the competitors' VHF channel and posted on the Regatta Website.
- 4.2 A Postponement ashore will end not less than 60 minutes before the new intended start time. This changes RRS Race Signals.

5 SCHEDULE OF RACES

- 5.1 The starting times for each boat in the hospice class will be posted online by Friday Sept 18 at 1800.
- 5.2 All classes shall compete in one (1) race.
- 5.3 Competitors shall rendezvous at 1100 hours in the vicinity of West River mark WR1, approximately 2.0nm south of Thomas Point
- 5.4 Check-in with the Race Committee signal boat is required. Boats shall sail or motor by the stern of the race committee signal boat and hail their sail number until acknowledged by the race committee.
- 5.5 The Warning Signal for the first PHRF class race is intended to be made at 1125 hours.
- 5.6 The Warning Signal for the first Hospice class race is intended to be made at 1200 hours.
- 5.7 No Warning Signal shall be made after 1400 hours.
- 5.8 All CRCA competitors shall display from the backstay a green flag.
- 5.9 All PHRF (A,B,C,N) classes shall display from their backstay their class flag as specified in the CBYRA General SIs.
- 5.10 Other classes are not required to display a class flag.

6 RACING AREA

2 - Chesapeake Bay, south of Thomas Point

7 THE COURSES

- 7.1 RC shall announce on VHF one of the following courses to be sailed:

Course:

- 1p Start at WR1 - 85A to port – Finish at WR1 [4.38nm]
- 2p Start at WR1 - 85A to port – 86 to port – Finish at WR1 [7.56nm]
- 3p Start at WR1 – 85A to port – 84A to port – Finish at WR1 [10.17nm]
- 3s Start at WR1 - 84A to stbd - 85A to stbd - Finish at WR1 [10.17nm]

8 The START

- 8.1 The Rule 26 class starting order will be announced on VHF.
- 8.2 The start line shall be between the hoist of an orange flag on the RC boat and the course side of WR1.
- 8.3 For classes, Other than Hospice Classes, Rule 26 of the RRS will be used for starting with the exception that all flags will be verbalized via VHF radio and will not be displayed. There will be a horn blast at each interval, which will take precedence for timing.
- 8.4 The first warning signal for is scheduled for 1125 hours.
- 8.5 The Race Committee will attempt to notify boats identified as OCS by announcing their racing numbers on VHF. Code flag 'X' will be displayed for individual recall in the event of one or more OCS starters. Failure to transmit or receive such notification will not be grounds for redress. This changes RRS 61.

9 THE PURSUIT START for Hospice classes only

- 9.1 This shall be a pursuit race with a reverse Assigned Rating Time over Distance (ToD) starting order. The boat with the slowest (largest) rating will start first and the fastest (smallest) shall start last.
- 9.2 The RC intends to signal the starting sequence as follows (this changes RRS 26):

Time	Signal	Sound
1200	Warning signal for all boats	Horn
1201	Preparatory signal for the first boat to start	Horn
1204	One Minute until start	Long horn
1205	Starting signal for the first boat to start	Horn

- 9.3 For the purposes of definition of "racing," each boat's preparatory signal is four (4) minutes prior to her scheduled start.
- 9.4 The start times for all boats will be based on their Assigned ToD handicap. The RC shall use GPS time synchronization.
- 9.5 The start time for each boat, including its time interval from the first start, shall be available Friday September 18 at 1800 hours and will be posted on the regatta website.
- 9.6 The start line shall be between the hoist of an orange flag on the RC boat and the course side of mark WR1.
- 9.7 **After the warning signal for the first start, boats shall stay clear of the starting area until 4 minutes before their scheduled starting time.**
- 9.8 RRS 29.1 is replaced with: "When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the RC shall make note of OCS and record the actual starting time. OCS boats should not attempt to restart. **Individual Recall, code flag "X," will not be used.**" This changes RRS 29.1.
- 9.9 Boats that are On Course Side will receive a scoring penalty of five (5) minutes plus the amount of time early. This changes RRS 44.3(c).
- 9.10 In the event a postponement is signaled on the water, the RC shall announce the revised start times on VHF before lowering the postponement flag.

10 THE FINISH

- 10.1 The finish line for **All Classes** shall be between the hoist of a blue flag on the RC boat and the course side of mark WR1

11 TIME LIMIT

The race may be shortened or abandoned in accordance with RRS 32. If at least one boat has finished the RC will report this on VHF and there will be no time limit for the remaining boats in that class if they wish to finish. However, the RC signal boat may not remain on station past 1530 hours. If there is no RC boat at the finish record your own GPS time and note any competitors ahead or behind you. Report your finish time, DNF, RET to the RC as soon as possible.

12 PENALTY SYSTEM

For all classes RRS 44.3 is to be used. This 20% scoring penalty requires that a yellow flag be flown and the Race Committee be notified. No turns are required.

13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protests or requests for redress shall be filed online at: [2026 Hospice Cup XLV - YachtScoring.com](https://2026.HospiceCupXLV.com/YachtScoring.com) within one hour after the Race Committee signal boat docks.
- 13.2 Notices of protests by the RC or PC will be posted on the Official Notice Board and emailed to inform boats.
- 13.3 Notice(s) will be posted soon after receipt to inform competitors of hearings in which they are parties or named witnesses.

- 14 **SCORING** Boats will be scored in the order of finish (pursuit race) or by TOT corrected elapsed times for other classes.

15 SAFETY REGULATIONS

- 15.1 All boats shall carry a VHF radio capable of communicating on US channels.
- 15.2 A boat that retires from a race, or leaves the racing area between races, shall notify the RC at the first reasonable opportunity.

16 RADIO COMMUNICATIONS

- 16.1 RC will communicate with Area 2 competitors on VHF channel 05.
- 16.2 Boats are encouraged to make contact with commercial traffic on VHF channel 13, as required for safety.
- 17 Failure to hear a broadcast, the RC's failure to broadcast, or the content of any broadcast shall not be grounds for redress.
- 17.1 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial traffic. A boat protested under this rule has the burden of proof that she complied with this rule. Boats shall take evasive action well in advance of any potential situations. The U.S. Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 17.2 Boats may not protest other boats for breaking SI 17.1. This changes RRS 60.1.
- 17.3 The RC or PC may protest under SI 17.1, based on information received from any source. There is no time limit for protests filed under SI 17.1. This changes RRS 60.2, RRS 60.3, and RRS 61.3.
- 17.4 RRS 42.3 (Propulsion - Exceptions) is changed by adding: "(j) A boat that is without way in a ship channel may use any means of propulsion to clear the channel at the approach of commercial traffic provided that, when becoming clear of the commercial traffic, the boat has not improved their position as a result of this action. A boat claiming this exception shall report the incident in writing to the protest committee within the protest time limit, with all the facts necessary to substantiate the boat's speed and change of position during the incident."
- 17.5 RRS 62.1 (Redress) is changed by adding: "(e) clearing a ship channel in compliance with SI 17.4."

18

19 PRIZES & SHORE PARTY

19.1 Prizes in each class will be given as follows to 1st, 2nd and 3rd place finishers.

19.2 Sponsored trophies are underwritten by multi-year pledges from corporate or individual sponsors.

- **Sajak Family Foundation Trophy** awarded for the best performance in Cruising One Design.
- **Geri Manning Memorial Trophy** awarded for the crew raising the most money.
- **Donnybrook-Brendan Trophy** awarded to the team with the highest percentage of youth crew participation.
- **The Van Metre Family Trophy** awarded to the best performance in entire Hospice Cup Fleet
- **The Hospice Cup** is the top honor awarded for best three-year performance. It qualifies the winner to compete in the annual Hospice Regattas National Championship against representatives of the many other hospice regattas sailed nationwide, each event patterned on this original hospice regatta.
- **Annapolis Triple Crown Charity Trophy** This trophy is a partnership between the Maryland Cures Cancer Regatta, CRAB Regatta and Hospice Cup. Racers must participate in each of the three charity regattas and fundraise. The calculation for the winner shall be the order of finish in each race and the amount of funds raised for each race. The amount of funds raised shall be given a higher multiplier (1.5) in the calculations. The skipper with best score in the three races and highest fundraising will be awarded the Triple Crown of Charity Sailing Trophy in October sponsored by Weems & Plath.

The post-race shore party and awards will be at Horn Point Marina from 1730 to 2030. Admission is \$30 for sailors and include oysters, appetizers, and one drink ticket. Proceeds from admission and drink sales go directly to Hospice Cup to support its partner charities. Donations and tips are strongly encouraged at the bars. **Shore party tickets can be purchased here:** <https://hospicecup.org/shore-party/>

20 LUNCHES & CREW GEAR

Crew lunches made by Hospice Cup partner Bread & Butter Kitchen may be ordered online until September 17 at <https://givebutter.com/2026CrewLunch>. Hospice Cup shirts, hats, jackets, and other gear may be ordered at www.hospicecup.org/merch. Additional Hospice Cup merchandise will be available at the shore party.

21 CHARITY

Hospice Cup is a charity event. Proceeds are donated to Hospice Cup, Inc., to benefit hospices in Virginia and Maryland. For information about making a tax-deductible donation, with guest privileges, or to learn about Hospice Cup, Inc., see www.hospicecup.org.

22 SUSTAINABILITY

The Hospice Cup is a Registered Clean Regatta; we place a high priority on care and stewardship of local environment and wildlife. As skippers and competitors think about their own role in protecting our shorelines and the greater Chesapeake Bay Watershed, they should encourage their crews to avoid single-use plastic bottles and instead bring reusable water bottles to this year's race. Plastic straws, bags, and other single-use plastics should be discouraged aboard all participating boats. Furthermore, RRS 55 prohibits placing trash in the water. Crews are also encouraged to retrieve any trash items seen floating in the vicinity of the racecourse, on the way out, and on the way back. Trash items leftover from crew meals or other provisioning should be disposed of responsibly onshore. Small quantities of biodegradables items accumulated underway can be brought to our composting totes at the shore party for disposal if desired.



Hospice Cup XLV

Saturday, September 19, 2026
CBYRA Sanction # 318



SAILING INSTRUCTIONS RACE AREA 3

1 RULES

Racing will be governed by the *rules* as defined in the current *Racing Rules of Sailing* (RRS) except as modified by the NOR or these Sailing Instructions. These sailing instructions supersede the CBYRA GSI as published in the Green Book.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located on the Regatta Website [2026 Hospice Cup XLV - YachtScoring.com](https://2026.HospiceCupXLV-YachtScoring.com)

3 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted before 0900 hours on the day of the race, except that any change to the schedule of races will be posted by 2000 hours the day before it will take effect.

4 POSTPONEMENT ASHORE

- 4.1 A Postponement ashore, along with a new intended start time, may be announced on the competitor's VHF channel and posted on the Regatta Website.
- 4.2 A Postponement ashore will end not less than 60 minutes before the new intended start time. This changes RRS Race Signals.

5 SCHEDULE OF RACES: ONE-DESIGNS

- 5.1 At least three (3) races are scheduled. However, fewer races may be sailed depending on conditions and one race will be sufficient to constitute a regatta.
- 5.2 Competitors shall rendezvous at 1000 hours in the vicinity of R2, FI 2.5s (CBYRA "X"). The racing area is shown in Figure A-1.
- 5.3 The Warning Signal for the first race is intended to be made at 1100 hours.
- 5.4 No Warning Signal shall be made after 1530 hours.

6 RACING AREA: Chesapeake Bay, between R2 and Thomas Point.

7 THE COURSES

- 7.1 The courses will be windward-leeward, twice around, and the leeward mark or gate will be above the Start/Finish line.

- 7.2 No later than the Warning Signal, the course to be sailed, the approximate heading, and the distance to the first mark will be announced on VHF.
- 7.3 Rounding marks shall be passed to port.
- 7.4 RC may set a leeward gate. If a leeward gate is placed, boats shall pass between the two marks. If a gate mark is missing, the remaining leeward mark shall be left to port.
- 7.5 RC may set a weather offset mark. If used, the weather offset mark shall be passed to port.
- 7.6 The leeward mark/gate is not a mark of the course during the first or last leg of the course. If the offset mark is missing, the remaining weather mark shall be left to port.
- 7.7 When the first mark of the course is to be a change mark, this will be announced on VHF.

8 MARKS

- 8.1 Marks will be orange or yellow inflatables.

9 THE START

- 9.1 The starting line will be between a staff displaying an orange flag on the RC Signal Boat, and the course side of starting mark on the port end of the line.
- 9.2 The intended starting order will be announced on VHF.
- 9.3 The class in sequence will be announced via VHF radio.
- 9.4 Rule 26 of the RRS will be used for starting with the exception that all flags will be verbalized via VHF radio and will not be displayed. There will be a horn blast at each interval, which will take precedence for timing. This changes RRS 26.
- 9.5 There may be a break in the starting sequence which will be announced on VHF. Failure to receive such notification will not be grounds for redress.

10 RECALLS

The Race Committee will attempt to notify boats identified as OCS by announcing their sail numbers on VHF. No X flag will be flown. Failure to transmit or receive such notification will not be grounds for redress. This changes RRS 29 and 61.

11 CHANGE OF COURSE

To change the next leg of the course, the RC will lay a new mark, or move an existing mark. Course changes will be announced on VHF. This changes RRS 33.

12 THE FINISH

The finish line shall be between the staff on the RC Signal Boat displaying an orange flag and the course side of the finishing mark.

13 TIME LIMIT

RRS 35 (Time Limit) is replaced by: "If the first boat in her class does not finish within two (2) hours, the race shall be abandoned. Boats still racing twenty (20) minutes after the first boat in her class finishes, and not subsequently retiring, being penalized or given redress, will be scored TLE (Time Limit Expired, see Scoring) and should proceed to the starting area if another race is scheduled.

14 PENALTY SYSTEM

Appendix V1 shall apply.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protests should be filed at: [2026 Hospice Cup XLV - YachtScoring.com](http://2026HospiceCupXLV-YachtScoring.com) within one hour after the Race Committee signal boat docks.
- 15.2 Notices of protests by the RC or PC will be posted on the Official Notice Board and emailed to inform boats.
- 15.3 Notice(s) will be posted soon after receipt to inform competitors of hearings in which they are parties or named witnesses. Protest hearings may be held virtually; all parties will be emailed with details.

16 SCORING

- 16.1 RRS Appendix A4, Low Point System, will apply.
- 16.2 One (1) scored race is required to constitute a series.
- 16.3 A boat's series score will be the total of her race scores. This changes RRS A2.
- 16.4 Boats to be scored TLE and not thereafter retiring, being penalized or given redress will be scored points equal to the number of boats finishing within the time limit plus two (2) points by the race committee without a hearing. This changes RRS A4.2 and A5.
- 16.5 One-design scoring will be granted for any class with at least three (3) entries

17 SAFETY REGULATIONS

- 17.1 Boats shall check in with the RC Signal Boat prior to their first start of the day by hail of their sail number (or name if no sail number) and an acknowledgement from the RC.
- 17.2 All boats shall carry a VHF radio capable of communicating on VHF channels 9, 13, 16 and monitor 72, the RC channel for Race Area 3.
- 17.3 A boat that retires from a race, or leaves the racing area between races, shall notify the RC at the first reasonable opportunity.
- 17.4 Penalties for breaking SIs 16.1, 16.2, 16.3, or RRS 55 may be less than disqualification if the protest committee so decides.

18 RADIO COMMUNICATIONS

- 18.1 RC will communicate with competitors on VHF channel 74.
- 18.2 Boats are encouraged to make contact with commercial traffic on VHF channel 13, as required for safety.
- 18.3 Failure to hear a broadcast, the RC's failure to broadcast, or the content of any broadcast shall not be grounds for redress.

19 COMMERCIAL TRAFFIC

- 19.1 A boat may not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial traffic. A boat protested under this rule has the burden of proof that she complied with this rule. Boats shall take evasive action well in advance of any potential situations. The U.S. Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 19.2 Boats may not protest other boats for breaking SI 18.1. This changes RRS 60.1.
- 19.3 The RC or PC may protest under SI 18.1, based on information received from any source. There is no time limit for protests filed under SI 18.1. This changes RRS 60.2, RRS 60.3, and RRS 61.3. RRS 42.3 (Propulsion - Exceptions) is changed by adding: "(j) A boat that is without way in a ship channel may use any means of propulsion to clear the channel at the approach of commercial traffic provided that, when becoming clear of the commercial traffic, the boat has not improved their position as a result of this action. A boat claiming this exception shall report the incident in writing to the protest committee within the protest time limit, with all the facts necessary to substantiate the boat's speed and change of position during the incident."
- 19.4 RRS 62.1 (Redress) is changed by adding: "(e) clearing a ship channel in compliance with SI 18.4."

20 PRIZES & SHORE PARTY

20.1 Prizes in each class will be given to 1st, 2nd, and 3rd place finishers.

20.2 Sponsored trophies are underwritten by multi-year pledges from corporate or individual sponsors.

- **Sajak Family Foundation Trophy** awarded for the best performance in Cruising One Design
- **Geri Manning Memorial Trophy** for the racing crew raising the most money
- **Donnybrook-Brendan Trophy** awarded to the team with the highest percentage of youth crew participation
- **The Van Metre Family Trophy** awarded to the best performance in entire Hospice Cup Fleet
- **The Hospice Cup** is the top honor awarded for best three-year performance; it qualifies the winner to compete in the annual Hospice Regattas National Championship against representatives of the many other hospice regattas sailed nationwide, each event patterned on this original hospice regatta.
- **Annapolis Triple Crown Charity Trophy** This trophy is a partnership between the Leukemia Cup, CRAB Regatta and Hospice Cup. Racers must participate in each of the three charity regattas AND fundraise. The calculation for the winner shall be the order of finish in each race and the amount of funds raised for each race. The amount of funds raised shall be given a higher multiplier (1.5) in the calculations. The skipper with best score in the three races and highest fundraising will be awarded the Triple Crown of Charity Sailing Trophy in October sponsored by Weems & Plath.

The post-race shore party and awards will be at Horn Point Marina from 1730 to 2030. Admission is \$30 for sailors and include oysters, appetizers, and one drink ticket. Proceeds from admission and drink sales go directly to Hospice Cup to support its partner charities. Donations and tips are strongly encouraged at the bars. **Shore party tickets can be purchased here:** <https://hospicecup.org/shore-party/>

21 LUNCHES & CREW GEAR

Crew lunches made by Hospice Cup partner Bread & Butter Kitchen may be ordered online until September 17 at <https://givebutter.com/2026CrewLunch>. Hospice Cup shirts, hats, jackets, and other gear may be ordered at www.hospicecup.org/merch. Additional Hospice Cup merchandise will be available at the shore party.

22 CHARITY

Hospice Cup is a charity event. Proceeds are donated to Hospice Cup, Inc., benefitting non-profit hospice partners in Maryland. For information about making a tax-deductible donation or to learn about Hospice Cup, Inc., see www.hospicecup.org.

23 SUSTAINABILITY

The Hospice Cup is a Registered Clean Regatta, we place a high priority on care and stewardship of local environment and wildlife. As skippers and competitors think about their own role in protecting our shorelines and the greater Chesapeake Bay Watershed, they should encourage their crews to avoid single-use plastic bottles and instead bring reusable water bottles to this year's race. Plastic straws, bags, and other single-use plastics should be discouraged aboard all participating boats. Furthermore, RRS 55 prohibits placing trash in the water. Crews are also encouraged to retrieve any trash items seen floating in the vicinity of the racecourse, on the way out, and on the way back. Trash items leftover from crew meals or other provisioning should be disposed of responsibly onshore. Small quantities of biodegradables items accumulated underway can be brought to our composting totes at the shore party for disposal if desired.