

ANNAPOLIS TO NEWPORT RACE

2027



Organizing Authority (OA): Annapolis Yacht Club.
Assisted by the Ida Lewis Yacht Club, Naval Academy Sailing, and Storm Trysail Club

Event Website: http://www.annapolisnewportrace.com/

NOTICE OF RACE (NoR)
Including Amendment No.1
(Amendments in *italics*)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
All times are US Eastern Time. All fees are US dollars.

1 RULES

1.1 The event is governed by the current Racing Rules of Sailing (RRS) as of the date of the start.

1.2 The Monohull SER Ocean Category of the current US Sailing Safety Equipment Requirements and associated Appendices (US SER) in effect at the time of the race will apply as modified by this NoR. (For reference, the current version of the US SER is available at **https://www.ussailing.org/wp-content/uploads/2024/12/SER-2025.2-Monohull-Ocean.pdf)**

1.3 RRS G3, Chartered or Loaned Boats, will apply.

1.4 The International Regulations for the Prevention of Collision at Sea (IRPCAS) are applicable in situations involving non-racing boats. The Chesapeake and Narragansett Bays both include narrow channels and traffic separation zones where the right-of-way rules between vessels are quite different than when racing boats meet under the RRS. Under the IRPCAS, a sailing vessel is often the give-way vessel and must take clear action well in advance to avoid close-quarters situations.

1.5 RRS 41(c) is replaced with: "Help in the form of information freely available to all boats even if that information is only accessible at a cost. However, such permitted 'at a cost' help shall not include private forecast or advice or information customized for a particular boat or group of boats and/or her/their situation. The use of Predict Wind's weather routing tool is expressly permitted."

1.6 In the event any lifesaving equipment is lost overboard, it should be retrieved. If recovery is not possible the loss of any equipment that floats shall be reported immediately to the Coast Guard and to the race committee.

1.8 Specifics regarding modifications to the ORC Open, ORC Performance Cruiser and ORC Double Handed class rules for the 2027 Annapolis to Newport Race can be found in Attachment A.

1.9 Between the times of local sunset and sunrise, RRS Appendix RV, Reduced Visibility will apply.

2 SAILING INSTRUCTIONS and FLEET SPLITS

2.1 The sailing instructions (SIs) will be posted to the Official Notice Board on the Yacht Scoring website approximately 60 days before the first scheduled start.

2.2 Individual class splits will be posted to the Official Notice Board on the Yacht Scoring website approximately 10 days prior to the first start.

2.3 Fleet splits, as articulated in NoR 6.1 will remain fixed.

3 COMMUNICATION

3.1 The Official Notice Board is electronic and located at: https://www.yachtscoring.com/emenu/50857

3.2 The Race Office can be reached by email at raceoffice@annapolisyc.org. In Annapolis, the Race Office will be located at the AYC Sailing Center. In Newport, the race office will be located at the Newport Yachting Center. See NoR 17.2 for additional contact information.

3.3 In the starting and finishing areas, the race committee intends to monitor and communicate with boats by VHF radio on channel 73.

3.4 Each boat shall monitor VHF channel 16 from 10 minutes after the start until arriving in Newport or, if she retires, after returning to a harbor and contacting the race office.

3.5 Each boat shall continuously transmit its position using its Automatic Identification System (AIS) transceiver, required by US SER, beginning no later than 1000 EDT on the day of her start until arriving in Newport or, if she retires, after returning to a harbor and contacting the race office.

3.6 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats, except as allowed under NoR 1.5; provided, however, that routine voice or data communication with family, friends or other onshore contacts which is unrelated to race tactics, strategy or navigation may be maintained.

4 ELIGIBILITY AND ENTRY

4.1 Monohull Boats are eligible to enter one of the following divisions: ORC Open, ORC Performance Cruiser, ORC Double Handed or PHRF. If any division does not have a minimum of 5 entries by March 14, 2027, the OA may cancel that division, and entries in that division will be allowed to change to another division or receive a full refund of their entry fee, less an administrative fee of $250. Divisions may be divided into multiple classes at the discretion of the OA. The OA will consider including additional divisions if there is sufficient interest expressed.

4.2 **Boats shall have a stability rating equal to or greater than one of the following, or be a true sistership of a boat that does:**

(a) A minimum ORC Stability Index of 115
(b) A minimum ORR Stability Limit of 115
(c) A minimum RORC SSSN of 28
(d) A minimum IRC STIX of 32
(e) Meet the requirements of ISO 12217-2A

Certification of this requirement will be required on the Boat's Certificate of Compliance and Readiness.

4.3 For the ORC Open Division:

(a) Entries shall have a current ORC International or Club certificate with a APH rating of 600 or lower. https://www.ussailing.org/competition/offshore/orc/#applications

(b) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.

(c) RRS 52, Manual Power, will apply except for boats rated for their equipment to augment power.

4.4 For the ORC Performance Cruiser Division:

Entries shall have a current ORC) International or Club certificate with an APH rating of 630 or lower. (https://www.ussailing.org/competition/offshore/orc/#applications
Specific requirements for the ORC Cruiser Division are detailed in Attachment A.

4.5 For the ORC Double Handed Division:

(a) Entries shall have a valid ORC Double Handed certificate with an APH rating of 600 or lower. (https://www.ussailing.org/competition/offshore/orc/#applications)

There shall be 2 persons aboard the boat. At least one crew shall be at least 21 years of age as of the start of the race. Both crew shall have previous offshore experience.

(b) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.

(c) RRS 52, Manual Power, will apply except for boats for boats rated for their equipment to augment power.

(d) RRS 41 is changed to permit boats in the ORC Double Handed Division to communicate with each other while racing.

4.6 For the PHRF Division:

(a) Entries shall have a current PHRF of the Chesapeake (www.phrfchesbay.org) handicap certificate with a rating of at least 61 and no greater than 159.

(b) RRS 51, Movable Ballast, will apply except for boats rated with movable/variable ballast.

(c) RRS 52, Manual Power, will apply except for boats rated for their equipment to augment power.

4.7 Any three boats affiliated with the same yacht club may register as a team to compete for the Yacht Club Challenge Trophy. Multiple teams from the same yacht club are welcome provided no boat is part of more than one team.

4.8 Entries of the same design that have a minimum of 5 paid registrations in the same division by May 14, 2027 will be considered a sub-class and, in addition to their being eligible for prizes in their division/class, will receive prizes for performance within the subclass, based on corrected time in their division. The class rules of the one-design class will not apply.

4.9 Boats wishing to enter shall enter on the event website no later than 1700 on May 21, 2027.

4.10 To be considered a valid entry in the regatta, a boat shall have paid all fees and successfully fulfilled all registration, documentation, and inspection requirements. Boats that are not valid entries will not be permitted to start the race.

4.11 In its sole discretion the OA may grant a waiver to the minimum APH rating and Stability Index requirements to permit entry by a boat which the OA otherwise deems to be seaworthy and appropriately prepared to compete.

5 FEES

Entry fees are as follows:

Paid on or before:	**Fully Crewed Entry Fee**	**DH Entry Fee**
1700 Friday, December 25, 2026	$40.00 (per foot LOA)	$33.00 (per foot LOA)
1700 Friday, March 12, 2027	$42.00 (per foot LOA)	$34.00 (per foot LOA)
1700 Friday, May 21, 2027	$44.00 (per foot LOA)	$36.00 (per foot LOA)

To calculate the entry fee, round the boat's LOA downward to the nearest whole number (e,g. 39.71'=39').

5.4 Entry fees are payable in full upon registering and are non-refundable after 1700 on May 24, 2027. Entry fees, less a $250 administrative fee, will be refunded to any boat that withdraws its entry before 1700 hours on May 24, 2027.

5.5 The entry fee includes racing, awards, two tickets to the Competitors' Reception on Thursday, June 3 and entry to the Awards Party and Trophy presentation for registered crew members. Additional tickets for guests may be purchased in advance for the Competitors' Reception and the Awards Party in Newport.

6 SCHEDULE

6.1 The event schedule will be:

Date	Time	
Wed June 2	0900-1700	Onsite Registration and Tracker Pickup at the AYC Sailing Center

Thu June 3	0900-1700 1700	Onsite Registration and Tracker Pickup at the AYC Sailing Center Onsite Registration closes
Thu June 3	1800-2100	Competitor Reception at AYC Main Clubhouse
Fri June 4	1100	First Warning signal for Fleet 2 including the following Divisions • ORC Performance Cruiser • PHRF
	1115	First Warning signal for the ORC Doubled Handed Division
Sat June 5	1100	First Warning signal for ORC Open Division classes.
Mon June 7		Race office opens at the Newport Yachting Center for questions and tracker return The Race Office is manned 0900-2000, Monday June 7 & Tuesday, June 8
Wed June 9	0900-1500 1530	Race office open for questions and tracker return Awards Party and Trophy Presentation

6.2 Additional information about location, timing of social events and pricing for guest passes will be published on the event website.

7 DOCUMENTATION

7.1 The following documents shall be filed with the OA by email or postal mail no later than 1700 on May 21, 2027:

(a) A copy of the boat's life raft inspection certificate(s) complying with US SER.

(b) A copy of the boat's 406 EPIRB registration.

(c) The boat's completed and signed Certificate of Compliance and Readiness, including a certification that the boat meets minimum stability requirements as specified in NoR 4.2.

Boats entered in ORC classes must apply for the pertinent rating certificate with US Sailing as early as possible. No changes to the boat's configuration will be allowed after 1700 on May 15, 2027, unless authorized in writing by the OA.

7.2 The following documents shall be completed online on the regatta website no later than 1700 on May 22, 2027.

(a) Crew List form.

(b) Online Liability and Media Waiver (to be completed by all competitors).

7.3 The OA may conduct inspections of boats at any time to verify the accuracy of a boat's documentation, as well as its readiness, preparation and seaworthiness to compete.

8 CREW

8.1 There shall be a minimum of 4 persons aboard each boat (except for the ORC Double Handed Division).

8.2 There will be no sailor classification requirements beyond those stated in applicable class rules including ORC Performance Cruising rules in Attachment A.

8.3 A representative of each boat shall be available in Annapolis from 1200 Wednesday, June 2 until the boat departs for the start of the race.

8.4 The term Captain as used in this NoR means the person, whether or not the owner of the yacht, who is designated on the entry form as "Captain" and who is the "person in charge" of the yacht during the race per RRS 46. The Captain is responsible for the yacht, its handling and safety, the conduct of the crew before and after, as well as during the race, and compliance with the NoR and the Sailing Instructions.

8.5 The Captain, Navigator and Watch Captains shall have successfully completed an Annapolis-Newport, Newport-Bermuda, Annapolis-Bermuda, Marion-Bermuda, Marblehead-Halifax, Trans-Pacific, Transatlantic, or Pacific Cup Race in their respective capacities or provide a resume of their offshore experience on the entry form for review and approval by the OA.

8.6 Safety at Sea Seminar Requirements:

(a) These requirements are in addition to the requirements of US SER.

(b) A person meets the Safety at Sea training requirement when they have completed a US Sailing sanctioned Offshore or International Safety at Sea Seminar, either online or in-person, within the 5 year period prior to the start date of the race. Further information about Safety at Sea Seminars is available at: https://www.ussailing.org/education/adult/safety-at-sea-courses. International training or seminars that are equivalent in scope and content may be acceptable with written approval of the OA.

(c) For boats in the Double Handed Division, both crew shall meet the Safety at Sea training requirement.

(d) For all boats except Double Handed Division, the Captain and at least one additional crew member from each watch shall meet the Safety at Sea training requirement.

(e) All crew members are strongly encouraged to complete Safety at Sea training.

8.7 A minimum of 2 crew members must have current certification for CPR and First Aid training.

9 EQUIPMENT

9.1 It shall be the sole responsibility of the owner (or charterer) of each boat to see that she is seaworthy sailed. in hull, rig and gear and that she is properly equipped and competently crewed and

9.2 Boats will comply with the requirements of US SER Monohull Ocean, as amended by this NoR. US SER 3.39 is changed to allow boats built after January 6, 2001 that do not have a built-in on-deck life-raft compartment to use a life raft in a valise, provided they obtain written permission in advance from the OA.

9.3 While racing, the use of drones or other remotely operated equipment not aboard the boat is prohibited.

9.4 Sufficient fuel shall be aboard at the start to provide a cruising range under power of at least 100 nautical miles.

9.5 Boats shall carry a satellite phone capable of maintaining both voice and data communications. The Iridium Go Satellite Hotspot, Iridium GO Exec, and Globalstar Sat-Fi units satisfy this requirement. Devices which are only capable of text messaging, such as the Garmin InReach and Spot X, do not satisfy this requirement. All boats shall monitor their Satellite Communications equipment for incoming messages. The text message inbox shall be checked at intervals of 2 hours or less.

9.6 Boats shall carry a GPS transponder, supplied by the OA. The unit shall be mounted in accordance with the instructions supplied and a good faith effort made to maintain its operation throughout the race. The unit will provide tracking data which will be posted on the regatta website during the race. A deposit, fully refundable upon return of the unit in appropriate condition, will be required at the time of registration.

9.7 The RRS Appendix G specifies the display of racing numbers on certain sails. In the event none of these sails are set when starting or finishing, these numbers are to be displayed by alternate means.

9.8 A boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the foretriangle squared. This sail must be larger than, and in addition to the storm jib required by U.S. Sailing Monohull Ocean SER 3.33.4.

10 COURSE

10.1 The course is as follows (distance is approximately 473 nm, additional details to be provided in the SIs):

(a) Start off the mouth of the Severn River near Annapolis, Maryland;

(b) Sail south down the Chesapeake Bay, exit the Bay via the Chesapeake Channel of the Chesapeake Bay Bridge Tunnel, passing between both channel markers.

(c) Pass the Chesapeake Light Tower to port; and

(d) Finish off Newport Neck, Rhode Island. Details regarding the finish line location will be provided in the SIs.

11 PENALTY SYSTEM

11.1 RRS 44.3, Scoring Penalty, will apply as changed by the SIs.

11.2 The penalty for breaking a rule of the US SER or other non-Part 2 RRS or IRPCAS Part B rules may be less than disqualification at the discretion of the protest committee.

12 SCORING

12.1 In classes using the PHRF rating system, corrected times will be calculated using PHRF Time-on-Time scoring. A boat's corrected time will be her elapsed time multiplied by (A / (B + PHRF Rating)). The A and B factors will be stated in the SI.

12.2 ORC Classes will be scored Single number A/P, unless conditions dictate an alternative scoring option.

13 PRIZES

13.1 All entrants will be awarded a participation plaque.

13.2 A prize for the Overall Winner will be awarded for the boat in the ORC Open fleet with the lowest corrected time.

13.3 Prizes will be awarded to the boat with the fastest elapsed time for the race and the first to finish boat starting on the alternative day.

13.4 Prizes will be awarded to the top 3 boats based on corrected time in each class. Additional prizes may be awarded at the discretion of the OA.

13.5 A complete list of prizes to be awarded will be published in the SIs.

14 RISK STATEMENT/DECISION TO RACE

14.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority, AYC and /or personnel supporting this regatta will not accept, and are not subject to, any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14.2 By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

15 INSURANCE

15.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of $300,000 combined single limit per incident or shall be a vessel representing a U.S. Government agency. Competitors are solely responsible for obtaining the required coverage.

16 MEDIA RIGHTS AND ADVERTISING

16.1 By entering this regatta, the owner (or charterer) and crew members on competing yachts grant at no cost the absolute right and permission to use their names, voices, images, likenesses, and biographical material, as well as representations of their yacht in any media (including television, print and internet), to the Organizing Authority, the Annapolis Yacht Club, assisting clubs, and the event sponsors.

16.2 Boats may be required to display advertising chosen and supplied by the organizing authority.

17 FURTHER INFORMATION

17.1 Annapolis Yacht Club will make electronic guest cards available to competitors for use of the Club's facilities during the week before the Start. A Guest Card registration link will be sent to all competitors and crews prior to onsite registration.

17.2 Contact Information:

Email: info@annapolisnewportrace.com
Mail: Annapolis-Newport Race Committee, PO Box 908, Annapolis, MD 21404
By phone: Before the start: 410-858-4964 After the start: Published in Sailing Instructions.
Fax (before the start only): 410-267-6153

ATTACHMENT A

BELOW ARE THE MODIFICATIONS TO THE ORC RULES FOR THE 2027 ANNAPOLIS TO NEWPORT RACE FOR THE FOLLOWING THREE ORC DIVISIONS.

Please note these are different rules and criteria than those used by ORC of the Chesapeake LLC for racing in the Chesapeake Bay north of the Chesapeake Bay Bridge Tunnel.

ORC OPEN:
No modifications to current ORC rules.

ORC PERFORMANCE CRUISER:

1) Yacht must be classified as an IMS Cruiser/Racer on its valid ORC certificate
2) Headsails: Two (2) Luffed Headsails with with an area greater than 90% of the foretriangle area may be carried onboard and flown. There are no restrictions on the number and use of Luffed Headsails flown from the forestay which are smaller than 90% of the foretriangle area. Only one Luffed Headsail may be flown at a time unless a second is flown from a fixed (non-adjustable) inner forestay permanently attached to the mast and deck. If used, the headsail flown from the inner forestay must have a Luff Perpendicular (LP) measurement not greater than 100% of the horizontal distance between the front side of the mast and the intersection of the inner forestay with the deck.
3) Spinnakers: One (1) spinnaker may be carried onboard and flown. Maximum girth must be greater than 85% of the length of the foot of the sail.
4) Additional Permitted Sail: Each boat will be permitted to carry onboard and fly one (1) additional sail from one of the three following descriptions:
   a) Headsail Set Flying with a maximum girth less than 75% of the length of the foot of the sail.
   b) Code 0 with a maximum girth of 75% or greater, but less than 85% of the length of the foot of the sail.
   c) Spinnaker with a maximum girth greater than 85% of the length of the foot of the sail.
5) Professional Sailors: a maximum of one (1) Category 3 sailor may be onboard who may not steer unless the Category 3 sailor is an owner of the boat.

ORC DOUBLE HANDED:
No modifications to current ORC rules.