

HELLY HANSEN



SAILING WORLD

2025 REGATTA SERIES

ANNAPOLIS



PROGRAM AND SAILING INSTRUCTIONS



WELCOME RACERS!

Dear competitors,

The Annapolis Yacht Club Board of Governors and Membership is looking forward to welcoming back the Helly Hansen Sailing World Annapolis Regatta Series for the 2025 event.

We take pride in our involvement with this regatta, and it is truly a highlight on the racing calendar for all clubs involved, including our friends at Eastport Yacht Club and Severn Sailing Association. We greatly appreciate the volunteers from the Annapolis area clubs who give their time for race-course management and protest committee service. It is truly a team effort.

What makes this event stand out, besides the sheer number of competitors, is the diverse formats offered to sailors: three one-design circles for windward-leeward buoy racing, a separate course for the Waszp class, a distance race for handicap classes and the Harbor 20s are returning on a river course.

In addition to competing for overall class awards, J/30 competitors are competing for the title of East Coast champion. The Alberg 30s will compete for their Maple Leaf Trophy, and the Waszp class US National Championship will be held during this year's regatta.

We are looking forward to once again hosting registration and post-race events at our Sailing Center located at 510 Severn Ave., where a large number of local and visiting competitors in this event are dry-sailed. Be sure to check out the Schedule of Events for more information on what we all know to be amazing post-race gatherings.

Please join me in thanking Helly Hansen, *Sailing World*, and other key sponsors, organizers, competitors, and race and protest committee volunteers. We hope you enjoy the regatta and your visit to Annapolis.

Sincerely,

Chris Bell
Commodore



2025 Regatta Series Schedule

ST. PETERSBURG, FL
February 14-16
St. Petersburg Yacht Club

ANNAPOLIS, MD
May 2-4
Annapolis Yacht Club

DETROIT, MI
May 30-June 1
Bayview Yacht Club

CHICAGO, IL
June 6-8
Chicago Yacht Club

MARBLEHEAD, MA
July 24-27
Boston Yacht Club

CARIBBEAN CHAMPIONSHIP
October 25-November 1
British Virgin Islands

WELCOME TO THE 2025 HELLY HANSEN SAILING WORLD REGATTA SERIES



Helly Hansen is proud to be heading into our second decade of partnering with Sailing World as the title sponsor and exclusive apparel partner for the Sailing World Regatta Series. Like the competitors, this event is the highlight of our season and seeing our SWRS family at each of the stops is what makes this event so special. Passionate sailors from professionals to enthusiasts alike are the core of the Helly Hansen brand and fuel our obsession for driving innovation in gear to enable your day out on the water.

Our partners at Team One Newport will be live on site with a pop up shop and a full range of Helly Hansen Sailing World Regatta Series apparel and our new 2025 sailing collection. With new sun protection collections, featuring UPF 50+ protection wet or dry, along with many updated inshore racing pieces in both waterproof and quick dry executions. As always you can shop our online store for the event, jump over to the QR code below.



With a long list of first to market innovations necessitated by our passion for the water, this includes the first supple waterproof fabrics in 1877, the first fleece fabrics in 1961, the first technical base layers in 1970 and many more since then. To learn more about Helly Hansen's heritage and innovations, visit the QR code below.



Team One Newport
SWRS Online Store



Helly Hansen
Heritage



HELLY HANSEN



SAILING WORLD

2025 REGATTA SERIES

sailingworld.com/regatta-series

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SAILING WORLD MAGAZINE

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TRANSFORM YOUR REGATTA

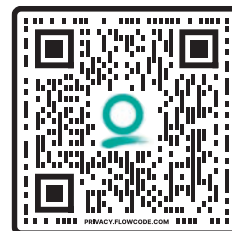
Great performance starts with great sails—but it's also about how you use them. That's why we're proud to partner with the Helly Hansen Sailing World Regatta Series to help every sailor elevate their game for their best regatta yet—no matter who made your sails.

Scan the QR code to access our on-site and virtual resources, including:

- / PRE-REGATTA WEBINARS
- / DAILY WEATHER BRIEFINGS
- / PRACTICE RACES
- / ONSITE & ON-THE-WATER COACHING
- / OVERNIGHT SERVICE



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MORE INFO



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DAVE GERBER

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CARTER CAMERON

(843) 693-9435

SCHEDULE OF EVENTS ANNAPOLIS 2025

MONDAY, APRIL 28, 2025

1200

Virtual Pre-Game Series with Quantum Sails, AYC and *Sailing World*

THURSDAY, MAY 1, 2025

1000-1830

Helly Hansen - Team One Newport shop hours

1200

Quantum Sails coaching session (all classes) with Sailing World Media Team

1630-1900

Registration

1830

Skippers meeting

FRIDAY, MAY 2, 2025

0800-1830

Helly Hansen - Team One Newport shop hours

0800

Quantum Weather

1100

First warning signal for 3-day race classes

1700-1900

Registration

1700-1900

Regatta Social: Appetizers, drinks, race videos and daily awards

1800

Mount Gay Rum Cocktail Competition

SATURDAY, MAY 3, 2025

0800-1830

Helly Hansen - Team One Newport shop hours

0800

Quantum Weather

0800-0900

Registration

1100

First warning signal for all classes

1700-1930

Regatta Social: Mission BBQ dinner, Drinks, race videos and daily awards

SUNDAY, MAY 4, 2025

0800-1700

Helly Hansen - Team One Newport shop hours

0800

Quantum Weather

1100

First warning signal for all classes

1500

No warning signal will be made after this time

1600-1830

Regatta Social: Snacks, drinks, race videos and daily awards

Awards: Overall winners and team selected for Sunsail BVI Championship

Registration and social activities will take place at the Annapolis Yacht Club Sailing Center. Regatta social passes include weekend food, including Saturday Mission BBQ, and beverages and are available for purchase on race website. Children of competitors under 18 may receive a complimentary pass.

ANNAPOLIS
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REGATTA SERIES-ANNAPOLIS
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HELLY HANSEN HERITAGE Norwegian Capt. Helly Juell Hansen founded the company in 1877, making the first supple, waterproof jacket, and allowing him and his crew to sail in rough conditions. The brand's oilskin jackets, trousers and other equipment quickly grew in popularity, giving rise to a loyal following and decades of innovations stemming from Helly Hansen's birthplace in the rugged fjords of Norway. With the introduction of Helly Tech waterproof breathable outerwear, the original fiberpile fleece midlayer, and the first technical base layer with Lifa, Helly Hansen pioneered the three-layer-system principle that sits as the basis of sailing and outdoor clothing.

HELLY HANSEN TODAY Helly Hansen is dedicated to producing the best sailing gear available for sailors of all kinds. From offshore racing to inshore sailing, coastal cruising, dinghy sailing, rainwear and marine lifestyle, Helly Hansen footwear and apparel is made to help you stay and feel alive out on the water. At the heart of every Helly Hansen product lies the spirit of the professional, because when you are confident in your gear, it lets you enjoy your time on the water. This is why Helly Hansen sailing products can be found on Olympians, national teams, world-record sailors and discerning enthusiasts around the globe. Helly Hansen is a proud sponsor of the Helly Hansen Sailing World Regatta Series, returning for the 11th year as the title this season. For more information, visit hellyhansen.com.



MOUNT GAY RUM The world's oldest rum distillery is proud to be the official spirits sponsor of the 2024 Helly Hansen Sailing World Regatta Series. The brand boasts a strong affiliation with sailing that dates back to the 17th century and continues today through its regatta sponsorships with the famous Mount Gay Rum post-race parties and the iconic Mount Gay red caps. For more information about Mount Gay Rum, please visit mountgayrum.com or follow @MountGayRum on Facebook and @MountGayRumUS on Instagram.



QUANTUM SAILS Since 1996, Quantum Sails has focused on providing the highest-performing products and the highest level of service and support to racing and cruising sailors of all levels. Quantum Sails is headquartered in Traverse City, Michigan, and boasts a network of over 70 owned and affiliated sail lofts around the globe. Today, Quantum Sails is equally relentless about delivering on its promise to help sailors pursue their passions and meet their challenges, offering a higher standard of service, customer care, education, service and mentorship.



MARLOW ROPES Marlow Ropes is a global rope manufacturer specializing in synthetic high-performance ropes. Its global reputation for quality, technical innovation and superior product performance has consolidated its position as the world's premium leisure marine rope brand. With over 200 years' experience in the rope manufacturing industry, its product ranges cover superyachts, grand-prix racers, cruisers, classics, dinghies, sport boats, windsurfing and kitesurfing.



SUNSAIL For over 45 years, Sunsail has delivered unique sailing experiences in the best cruising grounds the world has to offer. Driven by its passion for sailing, Sunsail knows exactly what you need in order to have the ultimate experience on the water. From racing to cruising, it has the unrivaled voyage you're looking for, which is what makes Sunsail the world's leading yacht charter provider. Its commitment to sailors has led Sunsail to be a proud sponsor of the Helly Hansen Sailing World Regatta Series year after year. For more information, please visit sunsail.com.





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EMBRACE THE CHECKLIST

“TICKING THE BOXES” IS A PHRASE OFTEN USED BY TOP SAILING TEAMS, AND THAT’S FOR GOOD REASON. WHEN IT COMES TO WINNING RACES, THERE’S NOTHING TOO TRIVIAL FOR THE TO-DO LIST.

BY MAGGIE SHEA



IN SAILING, there are two things we can all count on when we hit the water. The first is that you will encounter some amount of uncertainty, and the second is that everyone—you, your teammates, your competitors, and even the race committee—will all eventually make mistakes. Whether we’re competing at the Olympics, the Orange Bowl or our weeknight beer-can series, each of us will have our slipups, possibly without ever knowing. The winner simply makes the fewest, or least consequential, mistakes.

Strategies for success are simply any effort that anticipates and minimizes mistakes—not necessarily eliminating them outright, because we are human after all. No single strategy is bulletproof, and everyone has a different way of seeing the world, so we have to find the approach that works for each of us, an approach that can be repeated on a daily basis.

To get started, I highly recommend a book called *Checklist Manifesto* by Atul Gawande. Gawande demonstrates how even the most skilled experts in many fields make preventable errors that can be minimized by using checklists. Pilots, for instance, follow preflight

checklists to ensure all essential safety measures are completed, rather than depending solely on memory or routine. The aviation industry accepts the fallibility of the human brain, and in sailing we should too. Whether we are checking over the boat after rigging, pushing off the dock for the first race, or packing the spinnaker between races, under stress, our brains can skip over regular and crucial steps. So, putting structure and routine around mundane but consequential tasks will go a long way in minimizing mistakes.

Over two Olympic campaigns with my teammate, Stephanie Roble, we lived by our pre-race checklist. Every day, when we hit the slipway to launch, I would say our checklist aloud to her: “Stern plug, tracker and signed out?” Without fail, she would respond: “Yes, yes, yes!” This ritual allowed us to avoid losing points or warmup time due to embarrassing procedural errors, like forgetting to sign out at the race office or filling our boat with water. If your boat has a stern plug, you know what I’m talking about. Our checklist allowed us to share the burden of routine high-stakes tasks and added predictability

to somewhat annoying questions, like, “Did you remember the stern plug?”

Equipment preparation is another area that benefits greatly from checklists. Preventive gear maintenance is a controllable variable that may not win races for you, but failing to do it can potentially cost you points, money and time. Over the past six years of Olympic sailing, our team had extensive boatwork checklists that helped us avoid losing points in a single race due to gear failure. Any time we had a gear failure on the water, we would add another line to our checklist or another item to our spare kit. We also derived some confidence from knowing that we had inspected all the pins, split rings and bolts. Knowing that your boat is in top shape is an easy confidence booster.

And this is not a routine exclusive to Olympians and professional teams. Think of how you can apply it to your weekend club racing program. It happens a lot where someone’s rushing to the boat from work, delayed in traffic or trying to find a parking spot. A checklist could and should include a simple head count, a sail inventory confirmation, and a spot check of the crucial rigging

A detailed work list ensures that no essential boatwork is overlooked before leaving the dock, and even a laminated checklist on board with your pre-race to-dos will help the team start and sail every race with the same methodical approach.

PHOTOS: WALTER COOPER

steps. To ensure it happens every week, assign one crew to confirm the checklist before dock lines are cast.

Checklist routines can also help keep communication positive and predictable. Often, our emotional reactions to the previous race—whether good or bad—permeates the post-race debrief. It can be really hard to talk about the takeaways from a race that didn’t go according to plan. This is where routine comes in. As a team, decide what questions you are going to answer and when. Then keep it consistent. We found it helpful for everyone to have a minute to regroup, grab water and cool off, and then have a predictable set of questions to answer that would help us learn and reset for the next race.

In a sport characterized by elements beyond your control, checklists and routine can minimize preventable mistakes and free up mental space for the creative decision-making that wins races.

Official

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SAILING INSTRUCTIONS

Sailing World and the Annapolis Yacht Club are co-organizing authorities (OA) for this regatta. The Annapolis Yacht Club (AYC) is the host club and will provide race management assisted by Eastport Yacht Club and the Severn Sailing Association. This is an official US Sailing sanctioned event.

The notation [NP] in the rule in these Sailing Instructions means that this rule is not grounds for a protest or request for redress by a boat. This changes RRS 60.1(a).

1. RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 For the J/70 Class: Class Rules Part III Sections I.3 (Support Boat) and I.4 (Corinthian Division) will apply. [DP]

1.3 J/105 Class Rules are modified by Article IX of the local J-105 Fleet-3 Article/Rules. This event is designated Level 1A. J/105 Fleet-3 Articles/Rules can be found at <https://www.j105fleet3.org/rules>.

1.4 The ORC Rules (orc.org) for ORC classes.

1.5 The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.

1.6 Boats shall not fly drones while racing or in the racing area. [DP]

1.7 RRS Rule 47, prohibiting the practice of allowing bands on spinnakers to fall in the water (even if the material used is biodegradable), will be in effect.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Amendments to the Sailing Instructions will be posted on the Official Notice Board (ONB) before 0800 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect. It is the responsibility of each competitor to check the ONB for any amendments or notices.

2.2 Separate Sailing Instructions (SI) will be available for the Distance Races. See Addendum 2.

3. COMMUNICATION WITH COMPETITORS

3.1 The ONB is located online at: <https://www.sailingworld.com/regatta-series-annapolis>.

3.2 All boats shall carry a VHF radio capable of communicating on US channels. This may change a class rule. [DP]

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel for each division will be stated in SI Addendum 1.

3.4 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. [DP]

3.5 Check-in: Boats shall check in on the water by motoring, or sailing on starboard tack, by their division signal boat and hailing their sail or bow number until acknowledged. There will be no check-in by radio.

4. ADVERTISING, BOW NUMBERS

4.1 Boats are to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

4.2 Boats may be required to display advertising chosen and supplied by the OA, e.g., bow stickers, bow numbers, boom stickers, and/or flags.

4.3 Bow numbers may be required for some classes.

5. SIGNALS MADE ASHORE

No official signals will be displayed ashore. Notifications to competitors will be posted on the ONB.

6. SCHEDULE OF RACES

6.1 As many races as are viable will be sailed on each scheduled day of racing. A maximum of 10 races may be sailed for each class.

6.2 The scheduled time of the warning signal for the first start of the first race each day is 1100.

6.3 On the last scheduled day of the

regatta no warning signal will be made after 1500.

7. DIVISION CLASS ASSIGNMENTS, INITIAL STARTING ORDER AND WARNING SIGNAL FLAGS

Division class assignments, initial starting order and warning signal flags will be described in Addendum 1, which will be posted on the ONB.

8. RACING AREA

8.1 The racing area will be the Chesapeake Bay near Annapolis. The general racing area of each division will be included in SI Addendum 1.

8.2 Approximately 60 minutes prior to the first scheduled warning signal, the race committee will announce the location of the race committee signal vessel on VHF radio.

9. COURSES

9.1 The courses are as shown in the Course Diagrams and Descriptions.

9.2 Prior to the warning signal, the race committee signal vessel will announce on VHF radio the course to be sailed, the approximate distance between the leeward and windward marks, and the approximate compass bearing of the first leg of the course.

10. MARKS

10.1 Marks will be described in SI Addendum 1.

10.2 When the first mark of the course is to be a change mark, the race committee signal vessel will display flag "C" prior to the warning signal, accompanied by a series of repetitive sound signals and announce on VHF radio that the first mark will be a change mark.

11. THE START

11.1 Races will be started using RRS 26.

11.2 Prior to the warning signal, the race committee will announce the next class to start on VHF radio.

11.3 The starting line will be between a staff displaying an orange flag on the race committee signal vessel at the

SAILING INSTRUCTIONS

starboard end and either the course side of the starting mark or a staff displaying an orange flag on the race committee vessel at the port end.

11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes. [DP]

11.5 A boat that does not start within five minutes after its starting signal will be scored "Did Not Start" without a hearing. This changes RRS A4 and A5.

12. RECALLS

The race committee may announce on VHF radio boats identified as OCS. A boat may not base a request for redress on the failure to hear or receive the announcements, the timeliness of announcement or the order in which boats are announced. This changes RRS 62.1(a) and RRS/US U5.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 The race committee may, without signal, move a mark to change the direction up to 5 degrees or the length up to 5% of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark. This changes RRS 33.

13.2 The race committee may, when signaled in accordance with RRS 33, lay a new mark, as described in SI Addendum 1 (or move the finishing line or gate) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14. THE FINISH

The finishing line will be between the staff displaying a blue flag on the race committee finishing vessel and either the course side of the nearby finishing mark or the staff displaying a blue flag on a race committee vessel on the other end.

15. PENALTY SYSTEM

15.1 US Sailing Prescription Appendix V

- Alternative Penalties will apply.

15.2 Penalties after racing: RRS Appendix T - Arbitration will apply.

16. TIME LIMIT

16.1 If no boat sails the course and finishes within two hours, the race will be abandoned.

16.2 Boats failing to finish 30 minutes after the first boat in each class sails the course and finishes will be scored TLE (Time Limit Expired, see Scoring) and should proceed to the starting area if another race is scheduled. The race committee boat at the finishing line will lower the blue flag with a long sound signal when the 30-minute period has expired for all classes. This changes RRS 35, A4 and A5.

17. HEARING REQUESTS

17.1 The protest time limit is 60 minutes after the division signal boat docks. The time will be posted on the ONB.

17.2 Hearing request forms, scoring inquiry forms, and penalty acceptance forms can be found: <https://www.annapolisyc.com/racing/raceoffice>. They shall be delivered to the AYC Race Office by the protest time limit, by email to: raceoffice@annapolisyc.org. If not submitted online, forms can be delivered to the Jury Secretary on the 3rd Floor of AYC's Sailing Center, 510 Severn Ave.

17.3 The time limit for requesting redress based on a scoring inquiry is 30 minutes after posting of the results of the scoring inquiry. Except on the last day of the event, if this time limit is after 2000 hours, it is extended to 0830 the following morning. This changes rule 62.2.

17.4 The protest committee intends to conduct hearings in person at the AYC Sailing Center. The protest committee will post a notice on the event's protest committee console on the Yacht Scoring website to inform competitors of the schedule and location of hearings in which they are parties or named as witnesses.

18. SCORING

18.1 One completed race shall constitute a series.

18.2 A boat's series score will be the total of its race scores without discard.

18.3 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 points by the race committee without a hearing. This changes RRS A4.1, A4.2 and A5.

18.4 ORC classes will be scored using the TOT 5-Band windspeed ratings. Decisions on course type and wind speed, will not be grounds for redress.

18.5 When the race committee receives a scoring inquiry form, it will review its records and respond as soon as practicable.

19. SAFETY REGULATIONS

19.1 A boat that retires from a race shall notify the race committee as soon as practicable. [DP]

19.2 RRS 40 (Personal Buoyancy) is replaced by: "It shall be the individual responsibility of each competitor to wear adequate personal buoyancy when conditions warrant."

19.3 A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe. [NP]

19.4 The race committee or protest committee may protest a boat for breaking SI 19.3 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, 61.3 and 63.6.

20. RISK STATEMENT

20.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states: "The responsibility for a boat's

SAILING INSTRUCTIONS

decision to participate in a race or to continue racing is hers alone." By participating in this event, each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA 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.

20.2 The skipper/owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations, as well as the host club's restrictions or with any reasonable request of the organizing authorities, race officers, regatta committee members, or their representatives, may result in the disqualification of the boat and its

exclusion from the regatta.

20.3 It is the skipper's obligation to ensure that each crewmember's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

21. PRIZES

21.1 Prizes will be awarded, after racing on Sunday, to the top-three finishers of each qualifying class.

21.2 Each class winner is eligible for the 2025 Helly Hansen Sailing World Regatta Series Championship scheduled for October 2025 in the British Virgin Islands. One class winner's name will be drawn from a hat at the conclusion of the awards.

21.3 Class Trophy: Boats in classes participating in three or more events of the series will qualify for the Sailing World Regatta Series Class Champion Award, which will be based on cumulative race scores from three events:

a) The same boat must be used in all three events.

b) The helmsperson must be the same for all three events.

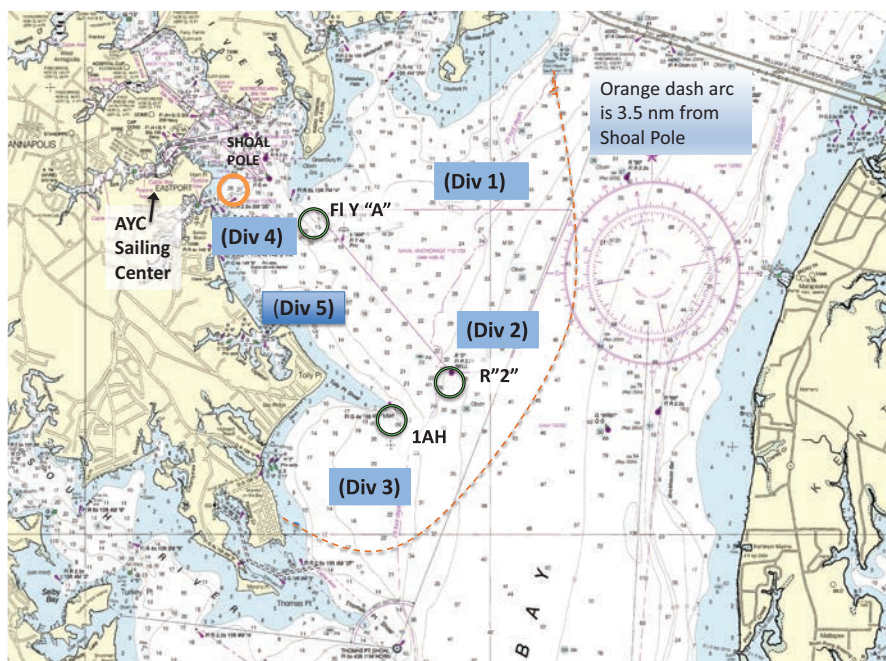
c) A boat's series score will be the total of its points in its three best events. If there is a tie between two or more boats, each boat's finishing position in its three best events will be listed in order of best to worst. At the first point(s) where there is a difference, the tie shall be broken in favor of the boat(s) with the best score(s). If a tie remains between two or more boats, they shall be ranked in order of their last qualifying event.

21.4 Additional prizes may be awarded to the top Junior Team (under 21 years of age) and top Mixed Plus Team (50% or more female) to any one-design class with a minimum of 12 boats registered.

22. PHOTOGRAPHERS AND TV RIGHTS

Competitors give absolute right and permission to the OA and its sponsors for any photographs or video footage taken of themselves or their competing boat to be published in any media whatsoever, for either editorial or advertising purposes, or to be used in press information.

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DISTANCE RACE SAILING INSTRUCTIONS

Sailing World and the Annapolis Yacht Club are co-organizing authorities (OA) for this regatta. The Annapolis Yacht Club (AYC) is the host club and will provide race management assisted by Eastport Yacht Club and the Severn Sailing Association.

The notation [NP] in the rule in these Sailing Instructions means that this rule is not grounds for a protest or request for redress by a boat. This changes RRS 60.1(a).

1. RULES

- 1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2** Per RRS 42.3 (i), a competitor may use their engine or other method to propel themselves to avoid impeding or interfering with commercial vessel traffic that is underway, provided that competitor does not gain a significant advantage. Any use of the boat's engine is to be reported in writing to the race committee. [DP]
- 1.3** The US Sailing Prescriptions to RRS 63.1 and 63.2 shall not apply.
- 1.4** Boats shall not fly drones while racing or in the racing area. [DP]
- 1.5** RRS Rule 47, prohibiting the practice of allowing bands on spinnakers to fall in the water (even if the material used is biodegradable), will be in effect.

2. CHANGES TO SAILING INSTRUCTIONS

Amendments to the Sailing Instructions will be posted on the Official Notice Board. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.

3. COMMUNICATION

- 3.1** The Official Notice Board is located online at: <https://www.sailingworld.com/regatta-series-annapolis>.
- 3.2** All boats shall carry a VHF radio capable of communicating on US channels. This may change a class rule. [DP]
- 3.3** On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 06.
- 3.4** 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. [DP]

3.5 Check-in: Boats shall check in on the water by motoring, or sailing on starboard tack, by their division signal boat and hailing their sail or bow number until acknowledged. There will be no check-in by radio.

4. ADVERTISING

- 4.1** Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.
- 4.2** Boats may be required to display advertising chosen and supplied by the OA, e.g., bow stickers, bow numbers, boom stickers, and/or flags.

5. SIGNALS MADE ASHORE

No official signals will be displayed ashore. Notifications to competitors will be posted on the Official Notice Board: <https://www.sailingworld.com/regatta-series-annapolis>.

6. SCHEDULE OF RACES

1 100 warning signal for all distance race classes.

7. COURSE

Courses for the distance race are as described in Distance Race SI Attachment 1. Note that different classes may sail different courses. The course to be sailed by each class will be posted on the Official Notice Board by 0900 on the day to be sailed and on a whiteboard on the side of the signal boat.

8. MARKS

- 8.1** The starting mark will be the nearby government mark.
- 8.2** The rounding marks will use CBYRA Region III Standard Race Marks as described in Distance Race SI Attachment 2. Government marks "1AH" (Tolly Point), R "4" (off Greenbury Point), Thomas Point Light, and the Bloody Point Bar Warning Light shall be passed on the channel side at all times.

9. THE START

- 9.1** Races will be started using RRS 26.
- 9.2** The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and course side of the starting mark.
- 9.3** The class flag for the distance race start for all classes will be Pennant 4.
- 9.4** The race committee will attempt to hail on VHF 06 any boats that are OCS. A boat may not base a request for redress on the failure to hear or receive the announcements, the timeliness of announcements or the order in which boats are announced. This changes RRS 62.1(a).
- 9.5** A boat that does not start within 10 minutes after its starting signal will be scored "Did Not Start" without a hearing. This changes RRS A4 and A5.

10. THE FINISH

The finishing line will be between a staff with a blue flag displayed on the RC vessel and the course side of R "2" at the mouth of the Severn River (Mark X).

11. PENALTY SYSTEM

- 11.1** US Sailing Prescription Appendix V1 - Penalty at the Time of an Incident, will apply.
- 11.2** RRS Appendix T - Arbitration will apply.

12. TIME LIMIT

- 12.1** RRS 35 is replaced by SI 12.
- 12.2** The time limit will be 1500 hours. If there is a postponement before the first warning signal, the time limit will be extended by the duration of that postponement, but not to exceed one hour.
- 12.3** If no boat in a class sails the course as required by RRS 28 and finishes within the time limit, the race committee shall abandon the race for that class.
- 12.4** Boats failing to finish 60 minutes after the first boat finishes shall be scored TLE (Time Limit Expired).

13. HEARING REQUESTS

- 13.1** The protest time limit is 60 minutes after the race committee finish boat docks. The time will be posted on the Official Notice Board.
- 13.2** Hearing request forms, scoring inquiry



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DISTANCE RACE SAILING INSTRUCTIONS

forms, and penalty acceptance forms can be found online at or on the event website under General Race Forms. They shall be delivered to the race office by email to <https://www.annapolisyc.com/racing/raceoffice>.

13.3 Hearing requests shall be delivered to the race office by the protest time limit.

13.4 When the race committee receives a scoring inquiry form, it will review its records and respond as soon as practicable. The time limit for requesting redress based on a scoring inquiry is 30 minutes after posting of the results of the scoring inquiry. Except on the last day of the event, if this time limit is after 2000 hours, it is extended to 0830 the following morning. This changes rule 62.2.

13.5 The protest committee intends to conduct hearings in person at the AYC Sailing Center. The protest committee will post a notice on the event's protest committee console on Yacht Scoring to inform competitors of the schedule and location of hearings in which they are parties or named as witnesses.

13.6 The race committee will post a list of race committee scoring actions no later than the protest time limit.

14. SAFETY REGULATIONS AND WITHDRAWALS

14.1 [DP] A boat intending to withdraw from racing shall attempt to notify any race committee vessel by hail on VHF channel 06 of its withdrawal before leaving the race area.

14.2 [NP] A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains and bay pilots have been encouraged to report any incident they observe.

14.3 The race committee or protest committee may protest a boat for SI based on information received from any source. The protest time limit does not apply. A written statement from the US Coast Guard, a ship captain or a bay pilot will be accepted as evidence without the author present. This changes RRS 60.2, 60.3, 61.3 and 63.6.

15. SCORING

15.1 PHRF will be scored using Time-on-Time (TOT).

15.2 Corrected times for ORC classes will be calculated using ORC Time-on-Time ratings. The race committee will assign the appropriate course type and rating prior to scoring. The decision on the scoring parameters used for the race including course details and wind details shall not be grounds for a request for redress by the boat. This changes RRS 60.1(b).

15.3 Boats 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 points by the race committee without a hearing. This changes RRS A4.1, A4.2 and A5.

16. RISK STATEMENT

16.1 Competitors participate in the regatta entirely at their own risk. RRS 3 states:

"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. The OA and AYC 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.

16.2 The skipper/owner of each boat participating in the regatta shall be responsible for the behavior of each member of the crew of his/her boat both on the water and while ashore. The destruction of property, the breach of reasonable standards of good sportsmanship by any crew member, or any other person associated with the boat, or the failure of any of those persons to comply with the state and local laws, guidelines and recommendations, as well as the host club's restrictions or with any reasonable request of the organizing authorities, race officers, regatta committee members or their representatives, may result in the disqualification of the boat, and its exclusion from the regatta.

16.3 It is the skipper's obligation to ensure that each crewmember's waiver is reflected on the waiver list prior to closing of on-site registration and check-in.

17. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with

a minimum cover of \$500,000 per incident or the equivalent. Competitors shall be prepared to supply proof of insurance upon request by the OA.

18. PRIZES

Prizes will be awarded after racing on Sunday to the top-three finishers of each qualifying class.

19. PHOTOGRAPHERS AND TV RIGHTS

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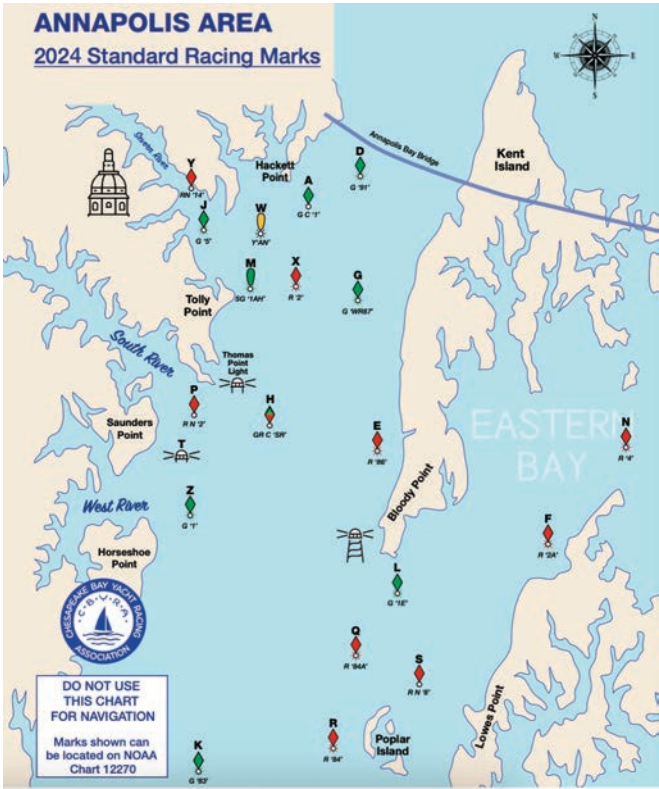
View Our Fleet



DISTANCE RACE MARK LOCATIONS AND COURSES

CBYRA REGION III - STANDARD MARK LOCATIONS

SI 8.2 states: Government marks "1AH" (Tolly Point), R "4" (off Greenbury Point), Thomas Point Light, and the Bloody Point Bar Warning Light shall be passed on the channel side at all times.



MARK	GOVT. ID	CHARACTERISTICS	LOCATION	LAT 38 N	LON 76 W
A	GC "1"	Hacket Point Shoal Buoy 1		58.20	24.87
D	G "91"	FI G 4s	Chesapeake Channel – Lighted Buoy 91	58.99	23.11
E	R "86"	FI R 4s	Chesapeake Channel – Lighted Buoy 86	51.97	23.55
F	R "2A"	FI R 4s	Eastern Bay – Entrance Lighted Buoy 2A	50.56	18.22
G	G "WR87"	Q G	Chesapeake Channel – Lighted Buoy WR87	55.97	23.55
H	GR C "SR"	South River – Junction Buoy SR		53.66	25.87
J	G "5"	FI G 4s	Severn River – Lighted Buoy 5	58.30	27.72
K	G "83"	FI G 4s	Chesapeake Channel – Lighted Buoy 83	45.13	26.66
L	G "1E"	FI G 4s	Eastern Bay – Entrance Lighted Buoy 4	49.12	22.13
M	SG "1AH"	FI G 4s	Severn River – Light 1AH	56.15	26.17
N	R "4"	FI R 4s	Eastern Bay – Entrance Lighted Buoy 4	52.59	15.08
P	RN "2"	South River – Entrance Buoy 2		53.74	27.87
Q	R "84A"	FI R 2.5s	Chesapeake Channel – Lighted Buoy 84A	47.59	24.69
R	R "84"	FI R 4s	Chesapeake Channel – Lighted Buoy 84	45.46	25.11
S	RN "8"	Eastern Bay Polar Is. Narrows – Buoy 8		47.12	20.88
T	Fixed	FI (2+1)R 6s	Wester River – Saunders Point Shoal Junction Light	53.03	28.62
U	RC Choice	Inflatable Drop	May be set by RC at Starting Line		
V	RC Choice	Inflatable Drop	May be set by RC as 1		
W	Y "AN"	FI Y 4s	Severn River – NOAA Lighted Buoy AN	57.82	26.81
X	R "2"	FI R 2.5s	Severn River – Lighted Buoy 2	56.50	25.48
Y	RN "14"	Severn River – Buoy 14		59.15	28.67
Z	G "1"	FI G 4s	West River – Lighted Buoy 1	51.85	26.99



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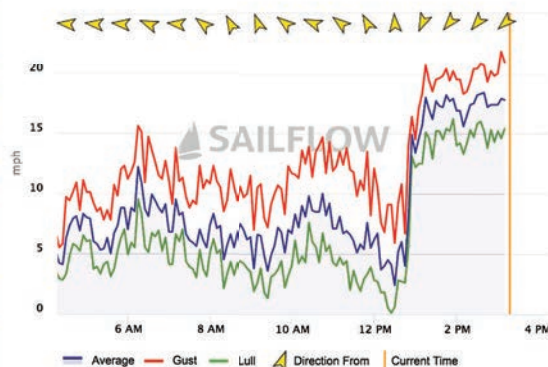
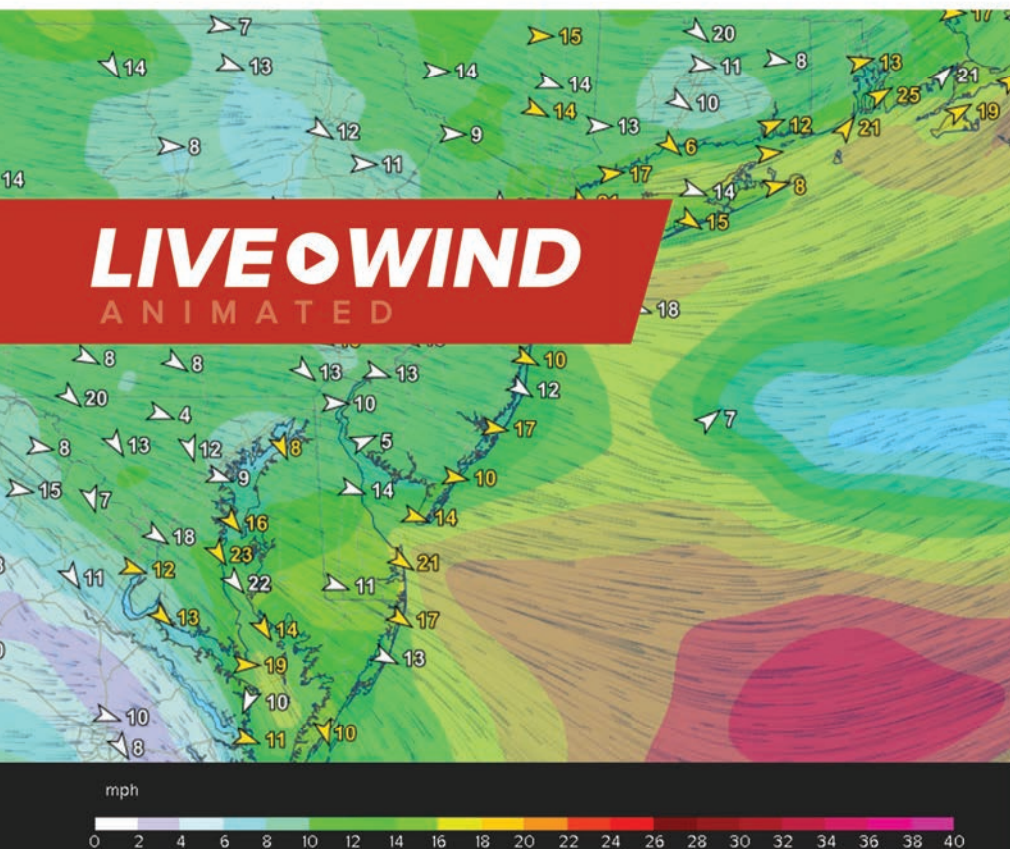
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ORC'S AMERICAN PROVING GROUND

WITH A SENSIBLE AND DELIBERATE APPROACH TO GROWING THE FLEET, ORC RACING ON THE CHESAPEAKE IS ON THE UP.

BY DAVE REED

GIVEN THE DENSE and diverse concentration of performance-leaning sailboats in the Chesapeake, there is a deep heritage of racing that spans nearly a century. Over the years, practically every handicap rating rule has been applied in the interest of fair, competitive and fun racing, with some enduring more than others. In Annapolis today, PHRF and ORC coexist and serve their respective owners, but ORC is being embraced by a fast-growing number of owners who are keen to race under an objective rating system that accommodates an astonishingly diverse fleet of designs. As Exhibit A, look no further than the ORC scratch sheet of this year's Helly Hansen Sailing World Regatta Series, which spans from a sporty Melges 24 to a 12-ton C&C 44.

"ORC is growing nicely and we're solid," says John White, who has been successfully racing his vintage Abbott 33 alongside the area's more modern and grand-prix designs. "If you're going to seriously race handicap in the Chesapeake, ORC is really the only good choice. Everyone sees it."

ORC was new to the US seven years ago when Annapolis YC race officials founded ORC of the Chesapeake, but it is gaining greater traction every year White says.

"This initial interest was driven by a problem identified throughout the US, that the prevailing handicap systems could not fairly handicap an increasingly diverse selection of boats populating local

fleets," says ORC measurer Dobbs Davis, the Annapolis-based advocate of the rule who has spearheaded its US rollout. "Small, light, fast sportboats, for example, may on average perform the same as larger heavier boats, but much differently as the wind conditions vary away from the average, and so the ratings were rarely ideal on most days in a sailing season."

ORC's multiple rating options, Davis says, offer a solution, as does the system's ability to rate boats objectively based on real measurement data rather than owner-declared data for sails, rigs and other parameters.

Once Annapolis' more serious sailing teams embraced ORC, many of the area's rank-and-file racing programs soon followed suit. "Within a year of ORC use in our area we saw racing participation increase by about 20 percent," says Jonathan Bartlett, past commodore of Annapolis YC. "We started with just the fastest boat classes, but this has grown in acceptance to nearly all our classes now."

ORC of the Chesapeake's Open division provides the highest level of handicap racing on the bay and includes windward/leeward, government mark and point-to-point races. In contrast, the Performance Cruiser division consists of crossover designs only, which are eligible for races that sail courses using government marks or so-called "destination races."

"ORC Chesapeake's largest event to date has supported three classes in ORC Open and a Performance Cruiser division

with as many as two classes," White says. "Given that, it's clear the Performance Cruising is working, as is the Open. It's proven that boats of all ages can win and that's what's great about it. You don't have to have a new boat, you just need to have a well-prepared boat."

A steady increase in entries and the number of participating clubs and events over the past three years is a strong indication ORC of the Chesapeake's measured efforts are paying off White says. The organization has been steadfast in controlling the number of ORC events to prevent owner burnout while providing for a variety of racecourses to ensure enjoyable races for all classes. In 2024, there were 17 events on the ORC of the Chesapeake calendar, with a wide variety of formats: three regattas had windward/leeward racing, three were overnight distance races, and the remainder were daytime destination and distance races.

"These trends are very encouraging, and we think we've managed to get a lot of boats that were sitting at the dock to come out to race," White says.

The group initially embraced ORC Club certificates, which provide an easy on-ramp for boat owners because a full measurement is not required. As ORC has become more widely embraced, however, more owners have taken the step toward securing a proper measurement. Currently, more than half of the group's participants have ORC Club certificates, with the rest having

measured ORCi certificates.

While the prospect of getting fair ratings has gained ground in other fleets across the US, another significant challenge for growing ORC's popularity in local fleets has been getting local race committees trained on how to use more sophisticated scoring tools to unlock the potential





for more fair racing. This has meant a significant effort to educate race managers on how to best score races based on course geometry and wind conditions during the race.

"This is an ongoing effort," White says, "and we're fortunate to have a deep bench of talent at Annapolis YC who have been managing ORC races throughout the US, so

we benefit from their experience and guidance. The challenge is sharing this knowledge among the clubs and races with less experience."

White's Abbott 33 was a personal "COVID project," and racing it under ORC was an afterthought, he says, but, "We sailed it, got measured and realized it would work, and it does work."

But it works because the boat is meticulously prepared, which is the same fundamental for success in one-design racing or any other rating system. "You can buy an old boat that's not worth much money, not spend a ton on it and do fine," White says. "Every boat will have its day. Our fleet has a huge mix, and the results are

ORC teams set off for the first mark of the course at the 2024 Helly Hansen Sailing World Regatta Series in Annapolis.

PHOTO: WALTER COOPER

always mixed, which is what it's supposed to be. Well-sailed boats with ORC Club certificates being able to co-mingle with the fully measured boats is pretty slick."



RACE RESULTS ANNAPOLIS 2024

FINAL CUMULATIVE RESULTS

Alberg 30				
1	197	Laughing Gull	Patrick Seidel	17
2	562	Windswept	Lanny Helms	20
3	USA	247 Argo	T.C. Williams	34
J/22				
1	USA 1464	Hot Toddy	Jeffrey Todd	39
2	USA 1536	WHAT? NoooWaaay	Tod Hiller	39
3	USA 1076	Baby Doll	Glenn Darden	48
J/22 - Junior Team				
1		Teenage Dirtbags		120
J/24 (Sat/Sun)				
1	USA 4182	Hillman Capital	Mark Hillmant	8
2	USA 3479	Rush Hour	Pat FitzGerald	17
3	USA 4006	Buxton	Peter Rich	24
Albacore - North American Championship				
1	USA 8261	Gale Warning	Barney Harris	19
2	CAN 7919	Lucky Jador	Stephanie Mah	23
3	8250	Fire and Ice	Paul Clifford	30
Albacore - North American Championship - Mixed Plus				
1		Second Wind		57
WASZP				
1	Can 3528	WPG CANADA	Adrien De Pas	22
2	7	Red Rocket	Shane Kilberg	44
3	USA 3535	N/A	Daniel Draper	62
Melges 15				
1	USA 482	BrewJax	Britton Steele	18
2	USA 242	Electric Pickle	Mike Schroff	23
3	393	Between the Sheets	Madeleine Schroeder	29
Melges 15 - Mixed Plus				
1	17	Electric Pickle		23
Etchells				
1	USA 1405	Caramba	Gregory Hryniewicz	20
2	USA 105	Cash Money	Matt Lalumiere	21
3	USA 1007	USA 1007	Rob Hoffman	29
J/30 - East Coast Championship				
1	53273	Bebop	Bob Rutsch & Mike Costello	23
2	USA 63300	Avita	Dan Watson	28
3	USA 63102	Avenger	David Johnson	28
Viper 640 - Atlantic Coast Championship				
1	USA 298	Robot Flamingo	Jimmy Praley	25
2	333	Glory Days	Jay Rhame / Peter Beardsley	
			Rachel Beardsley	30
3	USA 244	Sidewinder	Travis Yates/	
			Dave Hillmyer/JeffEiber	37.5
Viper 640 - Atlantic Coast Championship - Mixed Plus				
1	253	Plymouth Satellite		116

J/70 (World Qualifier)				
1	USA 34	Casting Couch	Cate Muller-Terhune	16
2	BER 1328	Hedgehog (Corinthian)	Alec Cutler	30
3	USA 49	Savasana	Brian Keane	39
J/70 (World Qualifier) - Junior Team				
1	74	Help I'm New		119
J/70 (World Qualifier) - Mixed Plus				
1	95	Bella		99
J/80				
1	USA 788	More Cowbell	Sarah Alexander	20
2	USA 590	Kopp-Out (aka_The_Lasso)	Thomas and Jennifer Kopp	26
3	USA 1150	Scamp	J.R. Maxwell	33
J/80 - Mixed Plus				
1	97	More Cowbell		20
J/88				
1	USA 75	Church Key Chris and Liz Chadwick		22
2	USA 56	Whirlwind William Purdy		25
3	USA 40	Hiwassee John Bell 2		5
J/105				
1	USA 242	PATRIOT	Ray Wulff	27
2	USA 67	MAYHEM	Doug Stryker	38
3	USA 303	Velvet Hammer	Brian & Kristen Robinson	43
J/105 - Mixed Plus				
1	40	London Calling		127
Beneteau First SE (Sat/Sun)				
1	FRA 135	JEF	Sebastien Vallee	2
2	USA 57	The Electric Mayhem	Pete Lalli	4
3	USA 119	Hydra	Todd McCurdy	6
Beneteau First SE (Sat/Sun) - Mixed Plus				
1		Hydra 6		
Cal 25 (Sat/Sun)				
1	1569	Fahrvergnuggen	Alisa Finney	3
2	USA 478	Love Shack	Barton Goldenberg	5
3	USA 1226	White Cap	Dan Buan	6
Cal 25 (Sat/Sun) - Mixed Plus				
1		Harlequin		10
ORC (Sat/Sun)				
1	USA 38012	ZUUL	Benedict Capuco	2
2	USA 10777	Time Machine	Bruce Irvin	5
3	USA 53408	Aunt Jean	James Sagerholm	7
Harbor 20 (Sat/Sun)				
1	USA 321	Trinity	Ed Holt	12
2	USA 326	Yellow Jacket	Scholz Sullivan Syndicate	32
3	USA 325	Puffin	Bell Carty	36
Harbor 20 (Sat/Sun) - Mixed Plus				
1		Skimmer 41		

RISING THE TIDE

THE HELLY HANSEN SAILING WORLD REGATTA SERIES' MOUNT GAY RUM DRINK RECIPE CONTEST RETURNS.

WE ALL KNOW the preferred spirit of the sailing gods, and all we all know that it can be savored in so many ways. We are, of course, talking about Mount Gay Rum: Eclipse, Black Barrel, Extra Old and the many other special blends—all of them silky and full-flavored, delivering to our taste buds a complex explosion of vanilla, banana, honey, ginger, nutmeg and so much more. Whatever the preference for our Mount Gay elixir, be it neat, chilled, mixed with tonic and garnished with a lime, or paired with fruit juices or, yes, even ice cream, it's a cocktail that calls for another.

No matter how you serve it, the essence of Barbados always radiates.

Sir John Gay Alleyne, credited for perfecting this versatile Bajan spirit back in the 18th century, would likely lean neat, but were he alive today to judge the Helly Hansen Sailing World Regatta's Mount Gay Rum Recipe Contest, he would no doubt cast his vote for mixologist Mark Macke's Low Tide Old Fashioned, our undisputed 2024 winner in St. Petersburg (and, frankly, the best of the entire series).

The ingredients of Macke's winning concoction were curious yet simple, but the delivery to the judging panel's palate was complex. The submitted recipe card read: 2 ounces Mount Gay Black Barrel, 1/3 ounce banana liqueur, five drops angostura bitters and four drops Peychaud's Aromatic Cocktail Bitters.

How to make Macke's Low Tide Old Fashioned is even simpler: Mix ingredients in a stirring glass, then dress



your cocktail glass with a dark simple syrup and generous ice ball, layer the rum and add the banana liqueur. Dust with a grate of cinnamon and garnish with a cinnamon stick, dried banana chip and cherry of choice. Sit back, sip, savor and let your worries go out with the tide.

While it seemed doubtful Macke's Low Tide would be topped this year in St. Petersburg, the master mixologist did it again with an alchemist's mix. Macke, a sail trimmer on board Michael Cichon's Beneteau Oceanis 41 *Va Bene*, had been mixing in his home laboratory for months before he aproned and delivered another winner. Macke's "Rum Reviver" was so ravishing and complex

that he shared only its ingredients and portions.

Can someone in Annapolis top the Rum Reviver? The bar is high but the judges await.

Entrants (a sign-up link is at the QR code below) will be provided Mount Gay Rum and basic mixers, but mixologists are encouraged to bring their special ingredients. With limited mixing stations available, selected teams will be announced at the skippers meeting on Thursday evening and on the regatta's social channels.

Mixing starts Friday after racing from 4:30-5:30 pm, with judging and sampling to follow. —Dave Reed



RUM REVIVER

Ingredients:

1 1/2 oz Mount Gay Black Barrel
 3/4 oz Cointreau
 1/2 oz Remy Martin VSOP Cognac
 1 oz Lillet Blanc Aperitif
 1 oz strained lemon juice
 1/3 oz simple syrup
 3 drops vanilla extract
 Absinthe and garnish with fresh mint

How to Make:

Call Mark Macke (at left) or experiment



THE ANNAPOLIS EDITION OF THE MOUNT GAY RUM COCKTAIL COMPETITION IS SET FOR FRIDAY, MAY 2, AT THE AYC SAILING CENTER. SIGN UP YOUR TEAM WITH THE QR CODE ABOVE AND GET MIXING.

THE J/29 CLASS, TOGETHER AGAIN

THE GLORY DAYS OF J/29 ONE-DESIGN RACING ON THE CHESAPEAKE WANED DECADES AGO, BUT THIS SPARK PLUG FROM THE EASTERN SHORE IS DETERMINED TO RELIGHT THE FLAME.

BY DAVE REED



AIR. FUEL. SPARK. WHOOSH.

And just like that, J/29 class racing has been reignited on the Chesapeake Bay. It's been ages since these late-1980s vintage one-designs have met en masse, but at this year's Helly Hansen Sailing World Regatta Series in Annapolis, seven J/29 owners were cajoled and herded from their slips by Liz Principe, the class's new motivator-in-chief.

"There is a new energy among the owners," Principe

says. "And that's really motivating me. It's been at least 12 years, so we're pretty stoked about what's going on here."

Principe, who hails from Cambridge, Maryland, and races on the shallow reaches of the Eastern Shore's Choptank River, sailed as a teenager with her father, but it was passive. Only when she accepted an offer from her boss and was exposed to racing on a Tartan 10 did she realize what she'd been

missing all along.

"They taught me the foredeck because I was light and athletic," she says, "and everything about it was wonderful."

Over eight immersive years in a sport that befits her energetic and results-driven personality, Principe relocated herself from the foredeck to the tiller when she was gifted a Catalina Capri 30. "We had some amazing wins with that boat," she says, but last July, she purchased a masthead/

outboard-model J/29, called it *The Doghouse*, and launched her "first real racing boat."

This particular J/29 was discovered on the hard across the bay in Solomons, Maryland. The longer Principe longed for it, the lower the price kept dropping, until it finally hit her price point. It was in good shape, needing only the TLC common to balsa-cored boats of the late 1980s.

"Coming out of the Capri, the boat was seriously fast

and fun," she says.

Principe and her teammates promptly became a force in the Eastern Shore PHRF scene and, "When we started winning," she says, "more people wanted to come and crew."

Having too many crewmembers on call was a good problem to have, she says, but soon came her epiphany: "I said, 'We have this great boat, so let's go do something bigger with it.'"

Bigger being one-design racing, of course.

As commodore of the Eastern Shore Sailing Association, Principe tapped connections at sailing organizations up and down the Chesapeake, and social media outreach and emails allowed her to quickly connect with other J/29 owners to propose a simple goal of restarting one-design class racing in the US.

Responses from owners were universal: "They were all like, 'Yeah! Let's do it,'" she says.

Hands went up not only in the Chesapeake, but from surprising locations afar as well—from owners in Texas, Ohio, New Jersey, New England and elsewhere. "They all wanted to restart this J/29 class, so it's gone from being a Chesapeake thing to a national one," she says. "It's baby steps, but we're getting there."

According to J/Boats, Rod Johnstone introduced the J/29 in 1982 as a versatile, lightweight and upwind-capable race boat

that possessed the best traits of the J/24 and the J/30. Before production ended in 1987, the final hull popped from the molds was No. 298. Principe admits she has no idea how many are still sailing and where.

With three boats traveling in from New Jersey's Riverton YC for the Annapolis Helly Hansen Sailing World Regatta, Principe has been hustling to make the experience a positive one for the fleet, sourcing free housing and organizing informal low-cost gatherings, including an evening with Annapolis' beloved sailmaker and storyteller Wilbur "Papa" Keyworth, a J/29 champion from the class's formative years, whose primary advice to Principe is to "make it fun."

"Back in the day, we had a lot of parties," Keyworth says. The adventures he had with his J/29 *Moonbeam* is stuff of legends. "In the early days of the class everyone saw how much fun we were having racing in MORC. Eventually, we got a couple of one-design starts just like Liz is doing, and the class started growing from there. At one point, we had about 20 of them around here—and hosted the first North Americans in Annapolis in 1985."

With fleets in Hampton, Virginia, and Cape May, New Jersey, Keyworth says, there was quite a bit of travel between the two locations as owners committed to sailing

the big regattas of the mid-Atlantic, including Atlantic City Race Week. "At the peak of the class, we had about 15 boats in Cape May for the NAs," Keyworth says. "One of the things that really kept the class going was the get-togethers—the cookouts and the socials—and Liz is grasping that and injecting it into the teams that will show up for this event."

Fifteen or even 20 boats would be a pipe dream for Principe, so, for now, she's plenty content with simply getting one-design J/29 racing off the ground again. "We will have seven on the line, and for the J/29 fleet and the first time, that's pretty good," she says.

While the Helly Hansen Sailing World Regatta Series may be the first one-design start in a long time, Principe says, there's still much work to be done in reestablishing the semblance of an organized class. It's a monumental task, but she's not alone; her new friends from the Texas, Ohio and New England fleets are stepping up as well to advance Principe's efforts.

"I think what happened to the class was that the skippers got older, and the boats did too. It requires a lot of dedicated crew, which I can relate to," Principe says. "Finding six or seven crew can be a real challenge for some owners."

The immediate goal is getting the formal class structure back up and running again, reaching out to owners and contacts to uncover idle boats and owners and re-engaging them. "I know there are some J/29s in Essex (Connecticut) on the hard," she says, "so eventually, I'm going to go and find those



Liz Principe, above and at the helm of her J/29, The Doghouse, is leading the charge to reunite her fellow owners and restart J/29 one-design class racing in the US.

PHOTO: ELIZABETH PRINCIPLE/
FACEBOOK

and see if we can get them back out on the water and racing. Sometimes it's just a matter of talking to the owners and showing them that there's something happening. That's the sales lady in me—it just takes getting feet on the ground, finding these people, and generating excitement."

The J/29 is considered to be an excellent PHRF boat, and that's where many of them have landed over the past few decades, which may complicate a pure one-design resurgence, but that's a low-priority concern for Principe. They're willing to overlook strict class-rules compliance for now. "In this first go-around, we won't be picky. We're just happy to have everyone out sailing together. It's going to be a really cool event. The other owners are so happy to have this re-engagement happening."

"THEY ALL WANTED TO RESTART THIS J/29 CLASS, SO IT'S GONE FROM BEING A CHESAPEAKE THING TO A NATIONAL ONE. IT'S BABY STEPS, BUT WE'RE GETTING THERE."

MEET THE ON-THE-WATER TEAM

DICK NEVILLE

Dick is chairman of the Storm Trysail Club Race Committee and co-chair of the Annapolis YC race committee. He is from Annapolis and has been a race officer for 25-plus years. He has been fortunate to be invited to help run regattas in locations like South Africa, Croatia, Sardinia, the Caribbean, Michigan, Florida and Rhode Island. His favorite place to sail or be on the water is the Caribbean.

HARRY FOOT *Chief Judge*

Harry is a US Sailing national judge and RAJ for Area C. He has been judging since his tenure as the commodore of the BBYRA in 2002. Active with many fleets, he is also a Flying Scot member and has been on its championship committee for the past 10 years.

KEVIN REEDS *Div 3 Distance Race*

Kevin is a national race officer. He has run races at all levels, from junior events to world championships, for more than 20 years. He is also a lead instructor for US Sailing's Advanced Race Management Seminar and the immediate past chair of AYC's race committee.

TARAN TEAGUE *AYC Div 3*

Taran, hailing from Annapolis YC and Storm Trysail, is a World Sailing international race officer and a US national race officer. She is past chair of the US Sailing Race Management Committee and an advanced race management instructor. Racing for many years at national and international events, she is a racer running races for sailors. As an IRO she enjoys the opportunity to travel around the country and internationally to support our sport.

SHARON HADSELL *EYC Div 2*

Sharon is a national race officer and the US Sailing Area C race officer. She has been running regional and national events for 29 years. Her training in race management began in earnest during the pre-Olympic events and the 1996 Olympics. This remarkable opportunity to learn from so many nations' very best race officers has led to a continuing dedication to pay it forward by teaching and mentoring other new race officers. She is a past commodore of Eastport Yacht Club and a past race committee chair for EYC. She serves on the US Sailing Area Race Officers Work Group and works with a US Sailing subcommittee on mentoring and looking at ways to meet WS's goal of 50 percent women race officers by 2028.

GREG CUKOR *SSA Waszp Course*

Greg is a regional race officer in Area B and the appeals chair for the Eastern Long Island Yachting Association. He has run local, regional and national team and fleet racing events as PRO for Severn Sailing Association. He is a past chair of the junior sailing program and of the race committee at the Gibson Island Yacht Squadron, and past commodore of the Peconic Bay Sailing Association. He currently races an Etchells with Fleet 15 at the Shelter Island Yacht Club.

LUKE SHINGLEDECKER

Luke is an active ILCA sailor, junior sailing dad and Chesapeake Bay Cruiser. He has sailed and raced inshore and offshore boats of all sizes. He has served as ILCA fleet captain and commodore at Severn Sailing Association. Luke started running races when he was 15 at Cowan Lake Sailing Association and has been a principal race officer at Severn Sailing Association for 16 years.

LINDA AMBROSE *AYC Harborside Director*

Linda has worked at AYC since 2006, beginning her career with the club as the regatta manager. Linda has been involved with the race committee over the years in Florida and the Caribbean, and continues to serve as a member of AYC's race committee and is the club's chief scorer. She is a racing sailor herself, having crewed for many years on multiple programs in classes including J/80, J/105, J/109, J/120 and J/122s.

ANNAPOLIS BERTHING/LAUNCHING/BOAT STORAGE



In coordination with AYC, EYC and SSA, *Sailing World* welcomes out-of-town boats to Annapolis on May 2-4, 2025, for the Helly Hansen Sailing World Regatta Series. Each club offers limited boat access upon request. (Yard staff tips accepted.) City Moorings, ASS and Jabins Yacht Yard offer space for a fee. Contact/fleet information is below. If your fleet is not listed, email regattas@sailingworld.com.

ANNAPOLIS YACHT CLUB

There are two cranes for launching and storage available at the AYC Sailing Center located at 510 Severn Ave. Storage Requests: AYC Dock Master, 410-320-4304 or dockmaster@annapolisyc.org

Harbor 20 **Melges 15**
J/70 **Sonar**
J/80

EASTPORT YACHT CLUB

There is one crane for launching and storage at the Eastport YC located at 317 First St. Storage Requests: Waterfront Manager, Preston Senior, waterfront@eastportyc.org

Melges 15
Viper 640

SEVERN SAILING ASSOCIATION

There are three cranes for launching and storage at the Severn Sailing Association located at 311 First St. Storage Requests: SSA Office Manager, Cathy Bishop, office@severnsailing.org

J/22 **Lightning**
J/24 **29er**
J/70 **Waszp**

ANNAPOLIS SAILING SCHOOL

There is one crane for launch and limited storage for a few keelboats and dinghies. ASS is located at 7001 Pembe Beach Road. The ASS storage fee is \$100/Albacores, \$250/keelboats Wednesday through Sunday with limited availability. Storage Requests: ASS Manager, Ricky Nelson, 410-267-7205

Albacore

Keelboats: J/22, J/24, J/80

BERT JABINS YACHT YARD

Slips, boat lifts and marine services offered.

7310 Edgewood Road
Contact: 410-268-9667

EASTPORT YACHT CENTER

Slips, boat lifts and marine services offered.
726 2nd St.
Contact: 410-280-9988

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