



2016

USS *Constellation* Cup Regatta

Saturday ★ 8 October ★ 1100 Start



Sailing Instructions

Entry Requirements: The USS *Constellation* Cup Regatta is open to all sailing vessels over 18 feet in length. There will be two starts: Spinnaker and Non-Spinnaker / Schooner (pursuit – see full description on page). Non-spinnaker boats and schooners will be divided into three classes based on keel and rig type. All vessels must have an operational VHF radio on board and required safety gear as outlined by the US Coast Guard. Information on these requirements can be found at the following web link:
<http://www.uscgboating.org/images/420.PDF> Additional information on vessel safety checks can be found at <http://www.safetyseal.net>.

Skipper's Meeting: The Skipper's Meeting will take place at 1800, Friday, 7 October - Location TBD. All race participants are encouraged to attend this meeting as **Important Safety Information and Course Updates will be provided and there will be an opportunity to ask questions.** Parking information will be made available once a location is set.

Rendezvous & Check-in: Boats should rendezvous and check-in with the committee boat in the vicinity of Baltimore Harbor Fort McHenry Channel Green Buoy G"15" by 1130. Approximate position 39°14-46.983N 076°33-40.152W. **NOTE:** Buoy positions are Positions are approximate and only intended to facilitate locating the aid on a chart.

Starting Line and Support Vessel Location: The start line will be between the committee boat and Green Buoy G"15", Baltimore Harbor, Fort McHenry Channel. The Committee Boat will remain on station here until all boats have crossed the starting line, at which time the Committee Boat will position shift to the finish in the Inner Harbor Basin.

Finish Line: The finish line will at the Inner Harbor near Pier 1 and USS *Constellation* between the Committee Boat and an orange / yellow marker. Do not sail back over the line – keep the area clear for finishing boats.

Courses: The course will be in the vicinity of Baltimore Harbor using government marks. There will be both ALPHA & BRAVO courses. The committee boat will display either an alpha or bravo flag to designate which course is to be used. The BRAVO course will be used only by the spinnaker class and only if conditions permit.

For the most up-to-date maps and course details, please visit

www.usconstellationcup.org

Distance: The alpha course is approximately 11.25 miles
The bravo course is approximately 19 miles

Time Limits: Each yacht must finish by **1600**. Yachts not fulfilling this requirement shall be scored DNF. After you cross the finish line please proceed to your regular mooring or to tie up at Pier 1 (free of charge). **DO NOT IMPEDE THE PROGRESS OF COMMERCIAL TRAFFIC.**

Recalls: Recalls will follow CBYRA General Sailing Instructions. The Race Committee will attempt to notify premature starters on VHF channel 72.

Non-Finishers: Yachts withdrawing after the starting signal shall notify the Race Committee by calling on VHF channel 72.

Start: There will be two starts provided in this year's *Constellation Cup*. The first will be a standard 10 minute starting sequence for vessels in the spinnaker class. The second will be a starting sequence for the Pursuit start for the fin and full keel cruising class. Starting sequence will be as follows:

1200 - White warning flag goes up
1204 - White warning flag comes down
1205 - Blue preparatory flag goes up
1209 - Blue preparatory comes down
1210 - Red flag starts the Spinnaker Class
1211 - Red flag comes down
1215 - Blue preparatory flag goes up
1219 - Blue preparatory flag comes down
1220 - Red flag signals the beginning of the Pursuit Full Keel, Fin Keel and Schooner Class

Each vessel or class participating in the Pursuit Class start will be assigned a specific individual starting time - minutes and seconds - based on their vessel's respective PHRF or Schooner rating. Since the "corrected time" for each vessel is calculated at the start, the first vessel to finish the race will be the winner. Spinnaker Class corrected time will be calculated at the finish. All winners will be announced at the post-race Pier Party.

NOTE: In the USS *Constellation Cup* Regatta, the Pursuit fin and full keel class boats are non-spinnaker, generally cruising vessels. Double headsail rigs are not allowed in the pursuit class in fairness to those who may not have this option. For schooners, only the vessel's regular cruising sail plan is allowed – no awnings please!

Protests: Notice of protests shall be verbal to the Race Committee Chairman, or representative, at the committee boat within one hour of the last yacht to finish. Protests will be heard as soon as possible after the race. **Protests are discouraged as this is meant to be a fun race not counting towards any CBYRA annual point scoring.**

Awards: Trophies will be awarded by class at the Awards Ceremony. At least three boats are required to constitute a class. There will be 1st, 2nd, and 3rd place trophies for each class. At this writing there are four classes: spinnaker, pursuit full keel, and pursuit fin keel and schooner pursuit. Additional classes are welcome.

Questions: If you have any questions, please call Michael Brassert at 646-456-8288 or Chris Rowsom at 410-952-7008.

Dockage: Participating vessels are encouraged to take advantage of FREE DOCKAGE available on Pier 1, *Constellation* Dock, and discounted dockage at the Douglass Meyers Maritime Park Pier.

For Pier 1 docking, please contact:

Chris Rowsom, Executive Director
Historic Ships in Baltimore
410.539.1797 x402
crowsom@historicships.org

For Douglass/Myers Pier docking, please contact:

Richard Slingluff, Facilities Manager
Living Classrooms Foundation
410.935.3786
richard@livingclassrooms.org

For Additional Information:

Historic Ships in Baltimore
USS *Constellation* Cup Race Committee
Pier 1, 301 East Pratt Street, Baltimore, MD 21202
410-539-1797 / FAX 410-539-6238
Historic Ships Website: www.historicships.org
Race Website: www.ussconstellationcup.org

VERY IMPORTANT, PLEASE READ!

IMPORTANT NOTE - COMMERCIAL TRAFFIC: COMMERCIAL TRAFFIC, LARGE SHIPS, TUG BOATS, WATER TAXIS, ETC., HAVE RIGHT OF WAY AS THE “STAND-ON” VESSELS AT ALL TIMES AND RACE PARTICIPANTS WILL BE THE “GIVE-WAY” VESSELS. RACE PARTICIPANTS SHOULD KEEP A LOOKOUT POSTED AT ALL TIMES AND STAY WELL CLEAR OF ANY COMMERCIAL TRAFFIC. BALTIMORE’S HARBOR IS AN ACTIVE COMMERCIAL PORT. SHIPS UNDERWAY MAY NOT LOOK LIKE THEY ARE MOVING, BUT IN FACT, THEY ARE MOVING QUITE QUICKLY AND ARE EXTREMELY LIMITED IN THEIR MANEUVERABILITY AND THEIR ABILITY TO SEE YOU OVER THEIR HIGH BOWS. FOR YOUR SAFETY, STAY WELL CLEAR OF ALL COMMERCIAL TRAFFIC AND STAY OUT OF THE SHIPPING CHANNEL! IF YOU HAVE ANY QUESTIONS REGARDING YOUR POSITION RELATIVE TO A COMMERCIAL VESSEL AND ITS MOVEMENTS THEY CAN BE HAILED ON VHF CHANNEL 13 USING PROPER RADIO PROTOCOLS. THE WATER TAXIS DO NOT MONITOR VHF.

SPECIAL NOTE REGARDING THE WATER TAXI: PLEASE CONSIDER THE WATER TAXI VESSELS AN OBSTRUCTION AND STEER WELL CLEAR. DO NOT CROSS THEIR BOW OR GIVE THEM ANY REASON TO THINK THAT YOU ARE IMPEADING THEIR PROGRESS OR IMPOSING A SAFETY RISK FOR THEIR PASSENGERS. FAILURE TO COMPLY WITH THIS REQUEST WILL RESULT IN AUTOMATIC DISQUALIFICATION FROM THIS RACE AND MAY IMPACT YOUR ELIGIBILITY FOR FUTURE CONSTELLATION CUP RACES.

OUR ABILITY TO HOST THIS RACE IN BALTIMORE HARBOR IS CONTINGENT ON ALL VESSELS RESPECTING THE ABOVE CONSIDERATIONS. OUR APOLOGIES FOR THE STRIDENT TONE OF THESE REQUESTS, BUT RUNNING A SAFE RACE AND HAVING AS LITTLE IMPACT ON REGULAR INNER HARBOR OPERATIONS ARE ISSUES THAT WE HAVE TO TAKE VERY SERIOUSLY. BEYOND THAT – LET’S HAVE FUN OUT THERE!



2016

USS *Constellation* Cup Regatta

Saturday ★ 8 October ★ 1100 Start



WHAT IS A PURSUIT RACE?

In pursuit racing, the mileage of the course is pre-calculated, all the boats racing are handicapped using their respective PHRF ratings to determine how much time any one boat would 'owe' another over that course and - rather than start all at once and figure out the corrections after the finish - the corrections are built into each boat's starting time. So, if we were to hold a two boat pursuit race with a boat rated to give the other 10 seconds per mile in a 20-mile pursuit race – faster rated boat would start 200 seconds after slower rated boat. The faster boat then 'pursues' the slower boat to try to make up its handicap. Whichever boat crosses the finish line first wins the race.

In the USS *Constellation* Cup Regatta, the Pursuit classes are non-spinnaker, generally cruising boats or schooners. Double headsail rigs are not allowed in the pursuit class, in fairness to those who may not have this option.