

PRESENTED BY



MOUNT GAY RUM & SAILING WORLD

1. RULES

1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS). Boats are urged to refrain from displaying advertisements for businesses or products competing with those of the primary and support sponsors of the event.

1.2 The US Sailing Prescriptions to RRS 60, 63.2, and 63.4 shall not apply.

1.3 RRS 55 is changed by adding the following sentence to the rule: "However, the use of biodegradable sail stops while setting a sail is permitted."

1.4 Rules I.1 and I.3 of J/70 Class Rules, Part III-Section I shall apply.

2. ENTRIES

Eligible boats may be entered by completing registration with the organizing authority. The NOOD Regattas are open to those boats whose Owner and/or Skipper is a current member of their National Governing Body (US SAILING for USA members, to join call 1-800-877-2451).

3. PERSONAL FLOTATION

PFDs are required to be worn by individuals while racing aboard boats that do not have fixed keels. This modifies RRS 40. The wearing of PFDs by individuals sailing aboard all other boats is encouraged.

4. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Regatta Notice Board located East Side of the Sailing Center facing the water at the San Diego Yacht Club, and on the front deck of the Coronado Yacht Club.

5. CHANGES IN SAILING INSTRUCTIONS

Any change in the Sailing Instructions will be posted before 0900 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 on the day before it will take effect.

6. SIGNALS MADE ASHORE

Signals made ashore will be flown from the yardarm at the San Diego Yacht Club and the Flagpole at Coronado Yacht Club. Code flag AP (Answering Pennant), with two sounds (one sound when lowered) means "Racing is postponed. Do not leave the harbor area." The warning signal will be made not less than 60 minutes after the AP is lowered. The Race Committee may broadcast the anticipated time for the new initial Warning Signal on the VHF channels as described in SI 26.

7. SIGNALS MADE AFLOAT

In accordance with RRS 90.2(c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the RC signal boat displays code flag L over A with one sound signal. This means come within hail of the Race Committee boat to receive the oral changes to the Sailing Instructions.

8. SCHEDULE OF RACES

It is the intent of the Organizing Authority and the Race Committee to run as many races as practical on each day of racing up to a maximum of ten races for the event. The first warning signal is scheduled for 1230 on Friday; and for 1130 on Saturday and Sunday. No initial Warning Signal for a class will be made after 1430 on Sunday, March 16.

9. DIVISIONS, CLASS FLAGS, AND STARTING SEQUENCE

9.1. Prior to the first warning for the first race of each day, each boat shall check in with and be recognized by the Race Committee on the Race Committee vessel displaying Flag "L" by passing close aboard on starboard tack and hailing her sail number. When the boat has been recognized the Race Committee will hail the boat's sail number. Boats failing to check in may not be scored. Check in by radio will not be accepted or recognized.

9.2. Division, class flags, starting sequence and VHF Channel assignments will be posted on the Official Regatta Notice Board. Copies will be available to all competitors at registration.

10. COURSES

10.1. The courses will be displayed from the Starting Line Committee Boat. The designated course to be sailed will be displayed on a numerical placard. The approximate bearing to Mark 1 from the starting line will be signaled by numerical placard. The approximate distance to Mark 1 will be displayed on a marker board.

10.2. Competitors are advised that classes may be sent to a windward mark set at a distance different from that of a class starting previously. The proper distance to the windward mark for each class will be posted in accordance with Sailing Instruction 10.1.

10.3. Mark 2 may be replaced by a gate.

11. MARKS

Course A – Far Roads- Yellow cones, with Orange pyramids for new marks.
Course B – Near Roads Red cones, with Yellow pyramids for new marks.

Course C – South Bay Yellow pyramids, with Orange pyramids for new marks.

12. STARTING SIGNALS

12.1. 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 port end starting mark, and will be located approximately 100 yards to leeward of Mark 2.

12.2. The warning signals described in RRS 26 will be the class flags as listed in the (Division Assignments, Initial Starting Order, and Class Flags) sheet posted on the Official Regatta Notice Boards and available at registration. Competitors should be aware that the starting order may be altered at any time.

12.3. Boats not involved in a starting sequence, shall keep clear of the starting area and those boats preparing to start.

13. POSTING OF COURSES

The course will be posted at or before the preparatory signal for each class. This alters RRS 27.1.

14. INDIVIDUAL RECALLS

Will be signaled in accordance with RRS 29.1. The Race Committee will endeavor to hail any OCS boat by VHF radio or "loud-hailer". Specific VHF channel assignments will be noted on the Official Notice Board per Instruction 9.2.

15. SPARE

16. RETIRING FROM A RACE

Boats retiring from a race are required to inform the Race Committee before leaving the race course, or by calling SDYC or CYC (as appropriate) upon returning to shore.

17. CHANGE OF COURSE FOR THE NEXT LEG

The change marks will be as described in SI 11 MARKS. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. A reminder: Flag C over a class flag will indicate that a change has been made for that class only. The absence of a class flag(s) under a signal flag indicates that the signal applies to all classes.

18. CHANGE OF COURSE BETWEEN STARTS

If there is a significant wind shift during a series of starting sequences, the Race Committee may signal a change of course the start sequence for a class as follows: At the preparatory signal, flag C will be displayed until the starting signal. The new mark will be as described in SI 11 MARKS. When, in subsequent

change of course a new mark is replaced, it will be replaced with an original mark.

19. THE FINISH

The Finish Line will be between a staff displaying an orange flag on a Race Committee boat and course side of the nearby finishing mark. It will be located approximately 100 yards to windward of Mark 1, for Courses 3 and 5. For Courses 4 and 6, the finish mark will be placed on the side of the Race Committee boat opposite that of the starting mark. Flag "A" displayed on a finishing boat indicates that there will be no further racing that day.

20. TIME LIMIT

If no boat in a class sails the course and finishes within two and one-half hours of the start for that class, the race for that class will be abandoned. Boats that have started, are still sailing, and have not finished within 30 minutes (adjusted for any handicap that might be applied) after the first boat to finish in their class will be scored TLE (Time Limit Expired.....see SI 24.2). This changes Rule 35, A4 & A5.

21. SUBSEQUENT RACES

The starting signals for any subsequent race will be made as described in the Sailing Instructions — SI 12 STARTING SIGNALS.

22. PROTESTS

22.1. A boat intending to protest shall comply with Rule 61.1(a). In addition, a boat intending to protest is requested to report her intention and the boat(s) being protested to the Race Committee at the finish or upon retiring. (This changes RRS 61.1(a).)

22.2. Protests will be heard at the Coronado YC on Friday and Saturday, and at the San Diego YC on Saturday and Sunday. For boats sailing on the Far and Near Roads Courses, protests shall be in writing and delivered to the Dockside Room on the east side of SDYC Sailing Center and must be submitted within one hour of the docking of the Race Committee finish boat for the course area involved. For boats sailing on the South Bay Course, protests must be submitted to the CYC Front Office within one hour of the docking of the South Bay Race Committee finish boat. Protest forms are available at the official notice board at SDYC and the front office at CYC.

22.3. The times of protest hearings and the parties involved will be posted on the official notice board. This posting constitutes the notice required by RRS 63.2 (Time and Place of the Hearing).

22.4. On the last day of the regatta, the time limit for requesting redress or reopening a hearing is one hour after the decision is announced or the protest time limit, whichever is later. This changes the time limits in Rules 62.2 and Rule 66.

23. PROTEST ARBITRATION

(This changes RRS 60.1, 63.1, 63.6, and 66)

23.1. Arbitration hearings may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing.

23.2. After protests are turned in, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted.

23.3. After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:

- 1) There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter goes to the jury for a hearing.
- 2) There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) have the option of accepting a 40% alternative penalty (calculated as in RRS 44.3(c)) or submitting the matter to the jury for a hearing. If the penalty is accepted, the matter cannot be reopened or made the subject of a redress request.
- 3) The matter should go to the jury for a hearing.

23.4. When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest..

24. SCORING

24.1. Each boat's total score will be the total of her race scores. No race scores will be excluded.

24.2. Boats scored TLE will receive points equal to the number of boats that finished within the Time Limit (SI 20) plus two (2) points. Such score shall not exceed the number of entries plus one (1) point. This changes A4 and A5.

25. COMMUNICATION

All competitors are encouraged to carry VHF radios. RRS 41 and 60.1(a) are modified to prohibit a competitor from protesting another if this is a violation of class rules. Radios may be turned on and used in accordance with SI 14, 26 and in the event of an emergency requiring outside assistance or to notify the Race Committee of a boat's intent to withdraw from racing.

26. COURTESY BROADCASTS

An unofficial designated observer may report all visual signals displayed by the Race Committee over Division specific VHF channels. Reference VHF Channel assignments in Instruction 9.2. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the Race Committee's visual signals which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be considered as grounds for redress.

27. PRIZES

27.1. Overall series prizes will be awarded by class.

27.2. An award will be made to the boat which, in the opinion of the Organizing Authority and the Race Committee, had the best overall performance during the 2014 San Diego Sperry Top-Sider NOOD Regatta.

28. BOW STICKERS

Easily removable bow stickers provided in the Skipper's package, shall be attached to the forward 25% of both sides of the boat's hull at all times while racing. The stickers are to be carried with the top approximately 6"-10" below deck level and with the leading edge approximately 10"-20" aft of the bow.

29. MEDIA AND TELEVISION

Competitors give absolute right and permission for any photograph and video footage taken of themselves or the boat they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

30. HAULING

For boats sailing on the Far and Near Roads Racing Areas, keel boats are prohibited from hauling during the period following the first signal of the first day, Friday, March 14, 2014 until racing is concluded Sunday, March 16, 2014. Centerboard classes are exempt from this restriction. Keel boats wishing to haul due to damage must request permission from the Jury prior to hauling.

NOTICE

Racing yachts encountering non-racing craft shall conform to the Inland Rules of the Road. No racing vessel has rights of way over a large vessel in the channel and shall keep well clear of all deep draft ships. RRS 60.2, 63.1 and A5 are modified to add that the Race Committee may directly disqualify a yacht infringing this rule without a hearing.

NAVAL PROTECTION ZONE: The Naval Protection Zone in a 500 yard regulated area of water surrounding all US Naval Vessels of 100' or more. All vessels within 500 yards of a US Naval Vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. NO VESSEL IS ALLOWED WITHIN 100 YARDS OF A US NAVAL VESSEL. These zones are permanently in effect.



The Sperry Top-Sider NOOD Regattas are official US Sailing sanctioned events.

COURSE DIAGRAMS

COURSE 3

“3” (Three Legs): This course is windward, leeward, finish to windward. The marks shall be rounded in order of 1, 2, finish. Mark 2 may be left on either hand on the first windward leg and Mark 1 may be left on either hand on the finishing leg.

COURSE 4

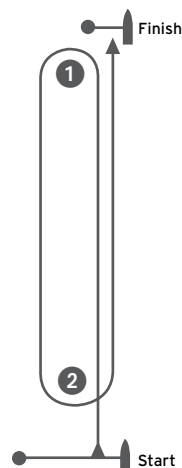
“4” (four legs): This course is a windward, leeward, twice around, finish to leeward. The marks will be rounded in the order of 1, 2, 1, finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.

COURSE 5

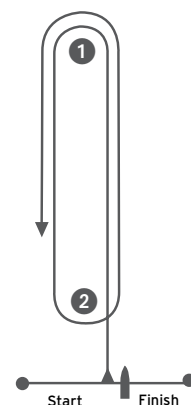
“5” (five legs): Windward, leeward, windward, leeward, finish to windward; signaled by numeral pennant 5. Mark 2 may be passed on either hand on the first windward leg and mark 1 may be passed on either hand of the finishing leg.

COURSE 6

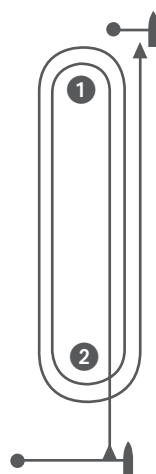
“6” (six legs): This course is a windward, leeward, three times around, finish to leeward. The marks shall be rounded to port in the order of 1, 2, 1, 2, 1, finish. Mark 2 may be left on either hand on the first windward leg and on the finishing leg.



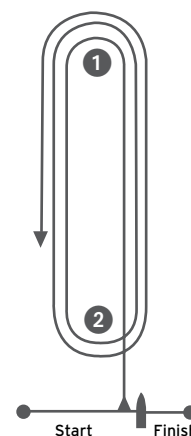
COURSE 3



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