

Sailing Instructions, Rules, and Conditions of Entry

Release – 29 April 2022

The 2022 Worrell 1000 Race

A 1000 mile race from Hollywood, Florida, to Virginia Beach, VA

09-21 May 2022

Organizing Authority: The Worrell 1000 Race Organizing Authority

Registration online at: www.worrell1000race.org.

1. Racing Rules

- 1.1. The regatta shall be governed by the *rules* as defined in current edition of “*The Racing Rules of Sailing*” (RRS) and the individual applicable Class Rules of the boats sailing, except as altered by the “Worrell 1000 Race Notice of Race” and by these “Sailing Instructions, Rules and Conditions of Entry.”
- 1.2. The official version of the Class Rules will be the Formula 18 Class Rules, [currently Class Rules, dated 05 June 2021](#). This rule set is maintained by World Sailing, and may be updated by World Sailing without notice. <https://www.sailing.org/26769.php>

2. Notices to Competitors

- 2.1. The Race Committee reserves the right to amend or append these rules as it deems necessary.
- 2.2. Notices to competitors and/or changes to these Sailing Instructions will be posted on the official race website prior to the race and posted on the Race Committee Board and/or communicated verbally during the 09:00 Skippers’ Meetings on race days. No signals other than those associated with the starts, finishes, and race status will be made ashore.
- 2.3. Daily briefings (skippers’ meetings) will be conducted prior to the start on each race day, at a time and location to be announced. These meetings are mandatory for team managers, but open for all participants to attend. Information provided at these meetings will include checkpoint-specific logistics, local regulations, parking, beach conditions, hotel rules, weather updates, and changes to these Instructions.

3. Schedule of Races

- 3.1. The warning signal for all races will be 09:55 unless otherwise announced.
- 3.2. The race will be conducted in stages with each stage starting and ending on the beach.
 - Day 1 - Monday 09 May 2022 – Hollywood, FL → Jensen Beach, FL
 - Day 2 - Tuesday 10 May 2022 – Jensen Beach, FL → Cocoa Beach, FL

- Day 3 - Wednesday 11 May 2022 – Cocoa Beach, FL ->Daytona Beach, FL
- Day 4 - Thursday 12 May 2022 – Daytona Beach, FL -> Jacksonville Beach, FL
- Day 5 - Friday 13 May 2022 – Jacksonville Beach, FL -> Tybee Island, GA
- Day 6 - Saturday 14 May 2022 – Tybee Island, GA (lay day)
- Day 7 - Sunday 15 May 2022 – Tybee Island, GA -> Folly Beach, SC
- Day 8 - Monday 16 May 2022 – Folly Beach, SC -> Surfside Beach, SC
- Day 9 - Tuesday 17 May 2022 – Surfside Beach, SC -> Wrightsville Beach, NC
- Day 10 - Wednesday 18 May 2022 – Wrightsville Beach, NC -> Atlantic Beach, NC
- Day 11 - Thursday 19 May 2022 – Atlantic Beach, NC -> Hatteras, NC
- Day 12 - Friday 20 May 2022 – Hatteras, NC -> Kill Devil Hills, NC
- Day 13 - Saturday 21 May 2022 – Kill Devil Hills, NC ->Virginia Beach, VA

4. Classes & Scoring

- 4.1. The Race shall be limited to Formula 18 Class catamarans.
- 4.2. Boats must be able to launch from and finish on the beach.
- 4.3. The Worrell 1000 Race OA shall have final discretion as to which boats are allowed to compete.
- 4.4. The event will be scored based on overall elapsed time.
- 4.5. There will be a limit of 15 entries for the race unless amended by these instructions.

5. Team Name

- 5.1. Each team shall register a Team Name.
- 5.2. Each team shall be referred to by their approved Team Name in all official releases and communications, etc.
- 5.3. The Team Name as submitted on the team entry registration, if registration is accepted, shall be considered approved unless otherwise notified by the OA.

6. Event Participation

- 6.1. The Worrell 1000 race is a private invitational event. As such, the OA reserves the sole right to accept or refuse entry and/or participation to anyone for any reason. Sailors who wish to participate should have extensive sailing experience, proven ability, and be prepared to submit a detailed sailing resume to be considered for entry.

7. Registration and Entry Fee

- 7.1. Team registration will be available online or by printed mail registration.
- 7.2. The entry fee is \$2,000 USD.
- 7.3. The entry fee is due in full on 30 July 2021.
- 7.4. For entries not received by the deadline, at the discretion of the OA, any deposit will be forfeited, and the team at the top of the alternate team list will, upon payment by the alternate team of their entry fee, be entered into the event.
- 7.5. An alternate team that is offered a registration slot must pay their entry fee in full not later than 15 (15) days after that alternate team is offered a registration slot, or by 30

- July 2021, whichever is later. Failure to timely pay in full will result in the next alternate team being awarded the open registration slot.
- 7.6. Printable entry forms will be available on the Worrell1000 Race website (<http://www.worrell1000race.org>) or by request and must be signed by the boat's owner and all team members.
 - 7.7. Checks or money orders should be made payable in US funds to: Worrell 1000 Reunion Race, Inc.
 - 7.8. For the purposes of these Sailing Instructions and for consideration of initial starting position (section 16.3), entries will not be considered official until the registration fee is paid in full.
 - 7.9. Mail entries and fees to: Worrell 1000 Race, 100 Pinewood Road #311, Virginia Beach, VA 23451, USA.
 - 7.10. If an entry is not accepted, the registration fee will be returned.
 - 7.11. Once an entry fee is paid, it is held in escrow. The entry fees will not be disbursed to the Race account until the start of the race.
 - 7.12. Once paid, entry fees are non-refundable, however at the sole discretion of the Organizing Authority, a fully paid registration fee may be transferred to a team on the alternates list.
 - 7.13. Should the race not start due to the sole fault of the Organizing Authority or due to an act of God that prevents the race from starting, the escrowed funds will be returned in full to each team, less any credit card or bank transaction fees incurred.

8. Official Entry

- 8.1. To Qualify as an official Entry, a team and all of its members shall:
 - a) Complete, sign, and submit a team registration form.
 - b) Complete, sign and submit an individual registration form including waiver for each sailing team member, the team manager, and any shore crew members.
 - c) Provide proof of liability insurance.
 - d) Provide proof sailing ability.
 - e) Agree to conduct themselves and their team in accordance with these Rules and Conditions of Entry.

9. Sailing Teams

- 9.1. Each entry/team shall consist of at least two (2) sailors and a shore crew of at least one (1) person.
- 9.2. Each Team shall have a designated team manager. All official communication with the Race Committee during the race will be made with/by a designated team manager, and not with individual sailors or shore crew members. The Race Committee encourages and welcomes daily communication in this manner.
- 9.3. A Team consists of all members of the sailing team and shore crew, and all shall be officially registered.
- 9.4. The combined weight of the sailing crew shall comply with applicable class rules on crew and corrector weight. Class rules regarding moveable ballast are waived for this event only to allow Camelback and similar hydrations systems. Hydration systems shall not be considered corrector weight.

- 9.5. Crew weigh-in shall be performed before the start of the first race. Replacement crew will be weighed at the earliest possible time following notification of the Race Committee.
- 9.6. Checks of crew weight shall be conducted at the discretion of the Race Committee, and shall include a weigh-in of all teams at the Tybee Island checkpoint.
- 9.7. Any team selected for a check of crew weight at the completion of a leg of the race shall immediately be accompanied by a race official from the finish area to the weigh-in. Failure to comply with a race official's directions shall incur a penalty at the discretion of the Race Committee.
- 9.8. A violation of Class Rules on boat, crew and corrector weights shall result in a penalty that may be less than DSQ. Any penalty assessed is at the discretion of the Race Committee and not subject to redress.

10. Sailing Team Member Replacement

- 10.1. The same sailing team members shall sail the entire race.
- 10.2. Sailing team members shall sail the entire leg of each race without stopping, unless a serious injury or illness occurs which requires replacement. The Principal Race Officer (PRO) shall be informed immediately of any injuries and/or need for crew replacement.
- 10.3. Replacement of one sailing crew member may be allowed for reason of serious injury or illness only and shall not incur any penalty for the first occurrence.
- 10.4. Any subsequent replacement for reason of serious injury or illness shall incur a one (1) hour penalty on the leg for which the replacement is made, and an additional one (1) hour penalty for any subsequent replacement.
- 10.5. Replacement of a sailing crew member for any other reason than serious injury or illness will not be allowed.
- 10.6. It is at the sole discretion of the PRO to allow substitution and impose substitution penalties (e.g., a medical doctor's written recommendation may be required).

11. Sponsorship, Hull Decals, and Sponsor Advertising

- 11.1. Advertising will be unlimited, with special provisions below (amends RRS 80 and some class rules).
- 11.2. Teams may be sponsored and display advertising and/or graphics on their sails, gear, equipment, apparel, vehicles, etc.
- 11.3. Any advertising and/or graphics and anything advertised shall be neat and in good taste and meet generally accepted moral and ethical standards. Any advertising which is political, religious, racial, or propaganda-related shall not be displayed on a boat or personal equipment.
- 11.4. Any advertisement and/or graphics shall not conflict or compete with the race sponsor(s) or the OA.
- 11.5. It is at the sole discretion of the OA to allow or disallow any graphics and/or advertising for any reason.
- 11.6. The Team Name (as defined) shall be clearly visible and printed or affixed to both sides of the mainsail in five (5) inch tall (minimum) high contrast lettering.

- 11.7. The Race Management shall have the exclusive right to use each team's boat hulls forward of the front cross beam for the display of race and/or race sponsor(s) decals. Said decals shall:
 - a) Represent or depict sponsors of the Worrell 1000 Race and not individual teams.
 - b) Be affixed to each hull in approximately the same manner, number, configuration and position.
 - c) Be affixed to the boat hulls prior to skipper's meeting on the first day of racing.
- 11.8. Race organizers/officials shall be permitted reasonable access to each boat in order to apply, maintain and/or replace said decals as necessary.
- 11.9. Boats with damaged or missing decals may not be allowed to start any leg of this race. It shall be the responsibility of each team to notify race officials of damaged or missing decals as soon as possible upon completing a leg.
- 11.10. The term hull(s) as used in this rule shall include the deck (top), sterns, and both sides of each hull, not including the rudder blades or dagger boards.

12. Required Safety Equipment and Equipment

- 12.1. One (1) US Coast Guard (USCG) approved floatation device capable of supporting their full weight shall be worn by each sailor while racing.
- 12.2. Each boat shall have a minimum of one USCG approved throwable floatation device aboard while racing.
- 12.3. All floatation devices shall be in reasonably new & *undamaged* condition.

Note: It is the opinion of the RC that modifying a USCG-approved PFD for the purpose of securing safety gear does not, for the purposes of these instructions only, nullify the USCG certification for the purposes of meeting the rule. However, the amount and location of flotation may not be altered in any way. It will be at the sole discretion of the Race Committee to allow USCG-approved PFDs modified in such a way to be utilized. It is the sole responsibility of the individual sailor to ensure that he/she is in compliance with all Local, State, & Federal Laws and Regulations during the event.

- 12.4. One (1) whistle, secured as personal gear to each sailor while racing.
- 12.5. One (1) signal mirror with lanyard.
- 12.6. One (1) personal safety strobe, secured as personal gear to each sailor while racing.
- 12.7. One (1) knife or cutting device, secured as personal gear to each sailor while racing.
- 12.8. One (1) for each person on board, heavy duty line and attachment to secure crew to boat. Crew-end Attachment must incorporate a quick release under-load mechanism.
- 12.9. One (1) Safety line, at least fifty (50) feet in length, to be used for towing.
- 12.10. One (1) Handheld Marine VHF Radio Transceiver, manufacturer rated "Submersible" or in waterproof bag per boat, with lanyard. Batteries should be fully charged. It is highly recommended that one be secured as personal gear to each sailor.
- 12.11. One (1) GPS, manufacturer rated "Submersible" or in waterproof bag with lanyard. Batteries should be fully charged.
- 12.12. One (1) 406 MHz PLB with a valid & current NOAA registration and a battery with valid date stamp secured as personal gear to each sailor while racing. Each PLB NOAA UIN# shall be provided to Race Management.

- 12.13. One (1), waterproof flashlight with lanyard. Secured as personal gear to each sailor while racing. Batteries should be fully charged.
- 12.14. One (1) cellular phone in a transparent, waterproof bag. The Race committee shall be provided with the number of the cellular phone. Communication between sailing and ground team members is permitted during the race, however, ground team members are not permitted to communicate from any vessel on the water.
- 12.15. Each boat shall have on board one (1) marine grade compass, three (3) day/night flares (in-date), and waterproof charts comprising the entire coastal area of the race for that day while racing. [Compass and charts may be electronic \(e.g., wearable, handheld, fixed-mount, etc.\) but shall comply with the following;](#)
 - 12.15.1. [If a team elects to use electronic charts, they shall be marine charts that include lights, markers, obstructions, depth, etc., and a second device with the same charts shall be required as a backup.](#)
 - 12.15.2. [If a team elects to use an electronic compass, a second compass shall be required as a backup.](#)
- 12.16. Equipment inspections will be performed before the first race. Additional inspections may be performed at the discretion of the Race Committee before subsequent races or after any leg of the race. Equipment losses or malfunctions during legs of the race shall be corrected before the start of the next leg. [Failure to comply with safety requirements shall result in a penalty that may be less than DSQ at the discretion of the Race Committee and not subject to redress](#)

13. Tracking

- 13.1. Boat tracking is mandatory. Each boat is required to have on board a Satellite Tracker affixed to the boat in such a manner that it has a clear view of the sky and is able to successfully transmit data to the Satellite Tracking System. Satellite trackers are required to be activated and functional in “tracking mode” at all times while racing.
- 13.2. Satellite trackers will be provided by the Race Committee, however, Teams shall be responsible for any damage or loss of the device.

14. Communication While Racing

- 14.1. The sailing team, while racing:
 - a) May only communicate by radio or other device with their shore crew or others, provided the shore crew or other is on shore or an appendix of the shore.
 - b) May communicate with anyone without restriction or penalty if they are in distress.
- 14.2. Violation of communication rules shall result in immediate disqualification.
- 14.3. It is the responsibility of the team manager to be the point of contact for the team while the race is underway. The team manager shall be available by mobile telephone at all times while the race is underway.
- 14.4. It is the responsibility of each team to be in contact with their team manager as soon as reasonably possible after any reportable incident via the use of VHF radio or cellular phone. It is then the responsibility of the team manager to be in contact with the Race Committee as soon as reasonably possible regarding the same.

15. Sail and Boat Measurements and repair/Replacement

- 15.1. It shall be the responsibility of each sailing team to have their platform and sails properly measured and marked in conformance with class rules. Teams shall be required to provide a valid measurement certificate, and may be measured again at any time during the event at the discretion of the Race Committee.
- 15.2. Sails and boats (including masts and spars) shall be used for the entire race except when damaged beyond repair. *Replacement of any major equipment, including sails, will be reported to, and approved by the Race Committee before commencement of the start sequence of the next leg.* Note: The definition of major equipment shall be at the sole discretion of the Race Committee.

16. Starts and Course

- 16.1. Beach Starts – for all starts, all boats shall start on land in a line on the beach parallel to the water. The standard five-minute sequence (RRS 26) using visual signals shall be used. Visual Signals shall take precedence over any sound signals. The starting line shall consist of two orange flags on the beach, approximately parallel to the surf, with signal flags displayed between them. The class or warning flag in all sequences shall consist of a red pennant, similar to the international code flag B. The preparatory flag will be international code flag P. If a boat, including crew and equipment, are on the course side of the starting line during the period one minute prior to the start signal, they will be penalized as described below. The starting line may be divided into two rows, one behind the other. The second row shall start one minute after the first row, depending on conditions, with time calculated from the initial starting signal. If the rearmost row is delayed more than one minute (e.g., postponement), finish and elapsed times will be adjusted accordingly. The second row start shall be signaled with the raising (or unfurling) of the original starting flag with an optional sound signal (these instructions amend RRS 26).
- 16.2. On the Course Side (OCS) and Postponements – for beach starts it is the responsibility of the team to know the position of the boat and whether or not they are OCS. No recall flags will be flown (amends RRS 29). *In place of recalls, RRS 29 and 30 are amended as follows: any boat that is OCS within one minute and/or at the start signal shall be assessed a 30 minute penalty for a first infraction as determined by the Race Committee. A second infraction by the same team shall incur a one hour penalty. A third infraction by the same team shall incur a DSQ for that leg of the race, and the team shall be assigned the finish time of the last-place team plus two hours.* If necessary, a postponement will be signaled by four (4) long sounds (amends RRS 27.3).
- 16.3. Initial start positions for the first leg will be determined in order of official acceptance of registrations. Subsequent leg start positions shall be determined by the uncorrected finish times of the previous leg. Boats that are not in their assigned start position at the time the preparatory flag is displayed may be assigned additional penalties at the discretion of the RC.
- 16.4. Starting boats may be assisted by one ground crew from the beach into the surf on a course perpendicular to the surf only. Surf is defined as that portion of the water between the land and the beginning of shore-breaking waves. Sailing crew may make use of paddles to further assist them through the surf. These permitted actions change RRS rule 42. While in the surf, a course parallel to the beach may be made only if they do not violate another team's right of way.

- 16.5. In the event of an on-the-water team emergency, assistance is expected to be rendered by other sailing teams. Teams rendering assistance should make every effort to document the time spent lending assistance, which may be subtracted from their finish time at the discretion of the Race Committee. Teams receiving assistance from other sailing teams will not be penalized for that leg; however, assistance from any source other than another racing team may result in a time penalty or disqualification. Failure to render assistance to fellow sailing teams is also grounds for penalty and/or disqualification at the discretion of the Race Committee. This requirement changes RRS rule 41.
- 16.6. All teams must start each race leg within one hour of the start signal for that leg or be scored DNS.
- 16.7. DNS penalty is the last-place finisher's elapsed time for the leg plus (6) six hours. Teams that incur three DNS penalties are disqualified without a hearing, and without appeal. This changes RSS scoring and redress rules.
- 16.8. There may be course restrictions applied near Cape Canaveral as necessary. These will be posted via amendments to these Sailing Instructions, posted to race information board, and/or communicated verbally each day at the skippers' meeting. It is the sole responsibility of each individual team member to be aware of any imposed course restrictions.
- 16.9. The following GPS coordinates represent the approximate location of the start/finish for each checkpoint. NOTE: These approximate locations are subject to change without notice due to conditions, and this change will not be subject to redress.

Hollywood, FL: 26°1'37.80"N, 80°6'51.68"W

Jensen Beach, FL: 27°15'54.53"N, 80°12'2.20"W

Cocoa Beach, FL: 28°22'8.72"N, 80°36'5.31"W

Daytona Beach, FL: 29°13'29.75"N, 81° 0'19.88"W

Jacksonville Beach, FL: 30°18'10.35"N, 81°23'27.69"W

Tybee Island, GA: 31°59'37.79"N, 80°50'42.65"W

Folly Beach, SC: 32°39'10.80"N, 79°56'24.73"W

Surfside Beach, SC: 33°36'59.92"N, 78°57'37.40"W

Wrightsville Beach, NC: 34°12'10.38"N, 77°47'50.53"W

Atlantic Beach, NC: 34°41'47.36"N, 76°46'50.30"W

Cape Hatteras, NC (ORV Ramp 49 Frisco Beach): 35°13'55.61"N, 75°36'16.43"W

Kill Devil Hills, NC: 36°1'3.32"N, 75°39'25.69"W

Virginia Beach, VA: 36°51'29.18"N, 75°58'34.90"W

17. The Finish

- 17.1. The finish shall be between two orange flags on the beach forming a gate, approximately parallel to the surf. A strobe light may be visible on the South Flag if the finish is in low light. Ground crew may visually assist teams in finding the finish, but may not interfere with other teams or the Race Committee.
- 17.2. Finishers in the surf immediately in front of the finish line have the right of way over finishers behind them, but once finished, must clear the line as soon as possible. Competitors shall make every effort to avoid contact with a finish gate mark and/or persons holding the mark. Making incidental contact with a gate mark will not be grounds for a penalty, however, if a boat causes the gate to move significantly or be dropped by the attendant, that boat will be required to refinish.

- 17.3. A maximum of two ground crew from each team may be on the course side of the gate to assist a boat with finishing. The team manager on shore is responsible to designate and report these ground crew members to the Race Committee. If a boat receives assistance by more than two ground crew while OCS and not finished it may be subject to penalty and/or disqualification at the discretion of the Race Committee. Emergency assistance may be provided in the surf as per SI 17.4.
- 17.4. **It is at the sole discretion of the Beach Master/Race Officials on scene as to determine whether emergency assistance is necessary, and only they will indicate when it is allowed for more than two ground crew to be OCS to render assistance without penalty.**
- 17.5. Any team not finishing a leg before the start signal for the next leg will be scored DNF without a hearing and without redress. Any boat not finishing a leg of any stage will receive a time penalty of the finishing time of the last boat plus six (6) hours without a hearing and without redress. Teams that incur three DNF penalties are disqualified without a hearing, and without appeal. This changes RSS scoring and redress rules.

18. Protests and requests for Redress

- 18.1. A boat intending to protest shall inform the other boat at the first reasonable opportunity by hailing "protest." If the other boat is beyond hailing distance, the protesting boat shall inform the other boat and the PRO within one hour of the finish of the protesting boat (amends RRS 61.1).
- 18.2. A protest/redress form shall be completed and submitted to the PRO no later than ninety (90) minutes after the finish time of the protesting boat, and must be presented by the team manager to the PRO or his delegate (This amends RRS 61.2).

19. Release Waiver and Liability and Insurance

- 19.1. It is a mandatory condition of entry that all team members shall execute a Release Waiver (part of the Entry Form) before participating in this event.
- 19.2. This Waiver states in part that the team member (signer) has read and fully understands these Rules and Conditions of Entry and that as a condition of their participation in this race they fully and without reservation agree that:
 - a) They shall make every possible effort to comply with these Rules and Conditions of Entry.
 - b) That any violation or infringement of these Rules, willful or otherwise, shall be subject to the penalties as set forth in these Rules and Conditions of Entry and in some cases shall result in immediate disqualification.
 - c) Their participation in this event is at their own risk, and nothing in these Rules, implied or otherwise, shall reduce or absolve them of their **SOLE AND INESCAPABLE RESPONSIBILITY** for their own safety and wellbeing during this event.

20. Miscellaneous

- 20.1. During the race, crews must take every precaution to avoid hitting indigenous wildlife, especially endangered species such as whales, manatees, and sea turtles which are native to the race area. When on known sea turtle nesting beaches, marked turtle nests

shall be given a wide berth, and boats will be left with hulls perpendicular to the water or as the Race Committee instructs. Failure to observe correct positioning of boats, and/or any disturbance of nesting areas, whether intentional or unintentional, may result in immediate disqualification at the discretion of the PRO.

- 20.2. It shall be entirely at the discretion of the Race Committee to amend, abridge, or change these instructions prior to the start of each leg of the race. Official changes will be posted on the Race Committee Board and/or communicated verbally during the Skippers' Meetings at 09:00 on race days. It is the responsibility of each team to be current with race notifications.

21. Team Conduct

- 21.1. A team or team member may be disqualified or refused registration for:
 - a) Any illegal, unsportsmanlike, or disruptive action(s) or behavior.
 - b) Flagrant or repeated violation of these Rules and Conditions of Entry.
 - c) Any action(s) behavior, or encouragement of another to engage in action(s) or behavior, that is intended to circumvent, violate, or disregard any of these Rules and Conditions of Entry.

22. Appeals

- 22.1. There is no right to appeal RC decisions for this event.

23. Interpretation

- 23.1. It shall be the responsibility of each individual team member to thoroughly read and understand these Rules and Conditions of Entry.
- 23.2. Violation of any individual Rule or section of a Rule of these Rules and Conditions of Entry or failure to enforce said violation shall not invalidate or otherwise affect any other Rule(s) or section of a Rule of these Rules and Conditions of Entry.
- 23.3. If there is any question with regard to interpretation, definition, or the language of these Rules, then the individual should seek a clarification from the PRO.
- 23.4. The PRO upon receipt of a clarification request in writing shall:
 - a) Respond in writing to the team managers of all registered teams.
 - b) Note the response in appropriate form (amendment or appendix) and post on the Official Notice Board.