



PROTEUS RACE COMMAND

S/V RED BARON

Governor's Cup 2026

RACE OPERATIONS PACKET

Friday July 31 · warning 1555 · gun 1625 · Annapolis R2 → St. Mary's City · 68.6 nm overnight · cutoff Sat 1530

S/V Red Baron · Olson 29 · sail #63243 · PHRF RC 111 · VHF 68 · KWINDOO regatta 1245

Proteus Race Command

SAMPLE RACE OPERATIONS PACKET · AS RACED

This is the packet that raced: built from official sources, delivered race morning, and briefed to the crew before a **3rd of 8** finish as the scratch boat. The packet frames the race; the crew sails the water.

Yours is built for **your** boat, **your** rating, **your** fleet.

IN THIS PACKET

- 1 Race Run Sheet** · the whole race by time, mile, and which side of the rhumbline
- 2 ETA Chain & Handicap Targets** · race-morning run (Fri 05:41) and what each boat owes us
- 3 Bail-Out Plan** · emergency numbers, harbor ladder, the night rule
- 4 Paper Backup** · polar targets, official waypoints, current windows, finish procedure
- 5 Float Plan & Crew Sign-In** · complete before dock-out: one copy ashore, one aboard

Prepared before the warning signal: race-legal paper under RRS 41. GPS/AIS use is approved while racing this event (SI §8); this paper is the fallback when the screens die. The water is the referee.

Prepared race morning, Friday July 31, 2026 · Proteus Marine Intelligence Systems LLC · Solomons, Maryland

Order the packet for your race: proteus-marine-intelligence.com · Race Command

Race *Run Sheet*

Gun 1625 Fri · 68.6 nm Annapolis R2 → Church Point · cutoff Sat 1530 (then self-time) · VHF 68 · KWINDOW ON

TIME	MILE	LEG	WIND	CURRENT	WHERE VS RHUMB	CALLS
1625–1730	0–2.6	Start → Thomas Pt	ENE–SE 3–4	Start-area flood (foul)	Clear air first, then WEST	#1, weight fwd, drifter discipline. Clear lane beats line position.
1730–2000	2.6–10	Thomas Pt → Holland Pt	SE 3–4	Foul flood in the channel	WEST: on the shelf	Patience phase. Kedge before drifting backwards. Bank south.
2000–2200	10–15	Closing Chesapeake Bch	SSE 4–5 filling	PROBE: ebb front sweeps north to you	West → test channel edge	SOG vs knotmeter is the referee. Water turns fair → slide east.
2200–0130	15–25	CB → toward Cove Pt	SOUTHERLY ARRIVES 8–12	FAIR EBB ~1 kt: banking window	ON RHUMB: the conveyor	Drifter → hiking beat in 30 min. SOUTHERN-MOST BOAT AT MIDNIGHT. Long tacks: port to shore, stbd to conveyor. Chop is normal.
0130–0640	25–45	Cove Pt (~0350) → south	S 6–9, best pressure	Foul flood, peak ~0500	WEST: shelf relief + land breeze	Never mid-channel. LNG exclusion is a hard line. Minimize tacks.
0640–0946	45–56	Pt No Pt (0748) → Pt Lookout	S 5–8	Fair ebb returns (max 0943)	EAST: channel axis	Ride the conveyor delivery to the rounding.
~0946	56	PT LOOKOUT ROUNDING	SSW 5	Mouth ebbs OUT until ~1050: FEELS FOUL. EXPECTED.	Sea room, don't overstand → MD SHORE	The pre-briefed moment: a foul rounding is the plan, not a problem.
1050–1116	56–62	Mouth → SM Junction	S 4–5, going aft	Inflow turns FAIR from ~1050	MD shore → ease to mid-river	KITE HOIST at the junction: one-sentence call.
1116–1329	62–68.8	Junction → Church Point	SSE 5–6	Fair flood building (max 1410)	Mid-river; channel edges in the St. Mary's	Run it home. Record boats ahead/behind at the line.

If Everything Else Is Forgotten

- 1. Evening: west and south.** Out of the foul channel, banking miles: the park is the plan working.
- 2. Midnight: the race starts.** Wind and fair ebb both arrive from the south near Chesapeake Beach: be the southern boat, live in the conveyor to 0130, western shelf until dawn.
- 3. Morning: ride east, round foul, hug Maryland, kite home.** The rounding fights until ~1050 by design, not by accident.

GPS/AIS use approved while racing (SI §8): plotter and instruments are legal this race, and this paper is the fallback when they die. The water beats the paper: SOG vs knotmeter settles every current argument in ten seconds.

ETA Chain & Handicap Targets

Race-morning run, computed **Fri 7/31 05:41** · NWS + NOAA CO-OPS live · boat polars · numbers age: the race-morning run is the freshest paper gets

WAYPOINT	COURSE	NM	WIND	ANGLE	CURRENT	SPEED	ETA
Thomas Point	190°	2.6	SE 3	-60°	+0.0	4.2	Fri 05:02 PM
Chesapeake Beach	185°	12.4	SE 3	-45°	-0.6	1.9	Fri 11:32 PM
Cove Point	164°	19.2	S 8	6°	+0.5	4.9	Sat 03:30 AM
Point No Point	170°	15.5	SSW 8	30°	-0.4	3.9	Sat 07:28 AM
Point Lookout	194°	6.4	SSW 5	16°	+0.1	3.1	Sat 09:30 AM
St. Mary's Junction	300°	6.0	SSW 5	-90°	-0.6	4.3	Sat 10:55 AM
Finish · Church Pt	358°	6.7	S 5	-178°	-0.4	2.5	Sat 01:36 PM

Course = true heading to that mark. Angle = wind off the bow (inside ~40° means beating; we tack; the speed shown is progress made good toward the mark). Current: + helping / - against, knots. Speed = expected boat speed over that leg.

Finish Sat 01:36 PM · elapsed 21.2 h · 1.9 h inside the Sat 1530 cutoff

Point Lookout call (Sat 09:30 AM): approach on the fair morning bay ebb, but the river mouth is still ebbing OUT until ~1050. Expect a foul rounding, take MD-shore relief immediately; inflow turns fair from ~1050 (max ~1410).

Beating the Fleet on Handicap: How Far Back Each Boat Must Finish

WE ARE THE SCRATCH BOAT: every number is that boat's full-race allowance at our elapsed 21.2 h. **A boat beats us on corrected only if it finishes closer behind us than its allowance.**

DIABLO 5:18 the match race: 5:18 back over ~21 h is nothing; if we can see them behind us at the line, it is close	BASTA 22:15 behind us to save their time	ORION 34:37 behind us to save their time	GUN 45:33 behind us to save their time
GLISSADE 56:52 behind us to save their time	TALARIA 74:52 behind us to save their time	SCOUT 166:41 behind us to save their time	CERTS verified 7/30 all 8 against the PHRF Valid List; this race scores on the Random Course column

Allowances above assume our elapsed 21.2 h (RC 111 vs each boat's Random Course rating). **A longer race grows every allowance; a fast race shrinks every debt.**

Ratings verified against the rating authority's live list, not the entry page. The scoring column is stated in the SIs for this event; where an RC elects the column after racing, the packet carries both.

Bail-Out *Plan*

Olson 29, draft ~5 ft · marina details verified 7/23. **CALL AHEAD before diverting;** depths and transient space change

EMERGENCIES: VHF 16 → USCG Sector Maryland-NCR · TowBoatUS 800-391-4869 · Sea Tow 800-473-2869

Race Night: Southbound Jul 31 / Aug 1

Solomons / Patuxent entrance (abeam ~2300–0100): home water is THE night bail-out: deep, well-lit, familiar in the dark. Boat or crew degrading in the first half → retire into the Patuxent.

Smith Creek (inside Point Lookout, ~38°03'N): the Potomac-mouth refuge: Point Lookout Marina, Ridge MD, lift + repairs. If it goes wrong at the Potomac, this is the door.

St. Mary's River: past the junction buoy you can anchor almost anywhere in protected water.

NIGHT RULE: with crew injury or rig damage after dark, favor a FAMILIAR, LIT entrance (Solomons, Smith Creek) over a closer but strange one.

Harbor Ladder: North to South

WHERE	WHAT'S THERE	CONTACT
Annapolis / Severn	Bert Jabin Yacht Yard (Back Creek): 75-ton lift, 9+ ft, every trade within 2 mi. Shelter: Whitehall Bay / Mill Creek.	VHF 16 · (410) 268-9667
Galesville / West River	Hartge Yacht Harbor & Yard: full-service, protected, well-marked river. Shelter: Rhode River anchorage (no facilities, all-weather).	(410) 867-2100
Herring Bay / Deale	Herrington Harbour North: THE mid-route repair answer: 85-ton lift, engine, rigging, glass, electronics. 7 ft. Hail outside the jetties.	VHF 9 · (410) 867-4343
Rose Haven	Herrington Harbour South: fuel, transients, protected basin.	(410) 741-5100
Chesapeake Beach	Rod 'N' Reel (Fishing Creek): easiest western-shore entrance, fuel. CAUTION: ~4.5 ft dockside, tide-dependent for our 5 ft draft. Not a yard.	(301) 855-8450
Calvert Cliffs · THE GAP	No all-weather harbor. Flag Harbor Yacht Haven (St. Leonard): private, no transients, 20-ton lift, shoal-prone entrance: GENUINE EMERGENCY ONLY, call first.	(410) 586-1915
Solomons / Patuxent	Strongest repair cluster on the route. Zahniser's (full-service, VHF 9), Spring Cove (fuel), Calvert Marina, Washburn's. Shelter: Mill Creek inside Drum Pt.	(410) 326-2166 · (410) 326-2161
Point Lookout / Potomac	Smith Creek → Point Lookout Marina: lift + repairs, the Potomac-mouth door.	(301) 872-5000

By Failure Type

Engine (sails fine): keep sailing toward the biggest harbor with a yard (Solomons, Herrington North, Annapolis); TowBoatUS for the final entrance, not a tight strange channel under sail.

Rig / structural: reduce load, nearest protected water NOW (Rhode River, Herring Bay lee, Mill Creek), then assess. Don't press for a better harbor on a compromised rig.

Crew / medical: nearest dock with road access: Rod 'N' Reel, Herrington South, Annapolis. VHF 16 for anything serious.

Squall line inbound: you're faster to shelter than you think at 6 kn, but slower than the gust front: anchor in a lee EARLY rather than racing a black sky to a marina entrance.

Every packet's bail-out page is verified for the race's course and the boat's draft before it ships; harbors, depths, and transient space are re-checked against current local information.

Paper Backup • *if the phones die*

Everything on this page also lives in the plotter and instruments (GPS/AIS approved while racing, SI §8): this sheet is the no-electronics fallback. Boat polars · official KWINDOO coordinates · NOAA predictions pulled 7/30–31.

Polar Targets: Helm Numbers by Wind Speed

TRUE WIND, KT	4	6	8	10	12	14	16
Beat · TWA off the wind	45°	43°	41°	38°	37°	36°	36°
Beat · target speed	2.5	3.6	4.3	4.8	5.0	5.1	5.2
Run · gybe TWA	139°	145°	149°	152°	159°	166°	165°
Run · target speed	2.4	3.4	4.4	5.3	6.0	6.6	7.0

Sailing higher than beat TWA or lower than gybe TWA and faster than target = fine. Slower than target at those angles = something is wrong (trim, weight, kelp).

Official Waypoints: GPS Re-Entry Backup (KWINDOO / RC Course)

MARK	LAT	LON	LAT (D° M.M')	LON (D° M.M')
Start mid-line (R2)	38.9417	-76.4269	38° 56.50' N	76° 25.61' W
Thomas Point Lt (stbd)	38.8983	-76.4367	38° 53.90' N	76° 26.20' W
Chesapeake Beach gate	38.6917	-76.4583	38° 41.50' N	76° 27.50' W
Cove Point gate	38.3833	-76.3467	38° 23.00' N	76° 20.80' W
Point No Point Lt (stbd)	38.1281	-76.2903	38° 07.69' N	76° 17.42' W
POINT LOOKOUT rounding	38.0250	-76.3236	38° 01.50' N	76° 19.42' W
St. Mary's junction "M"	38.0756	-76.4339	38° 04.54' N	76° 26.03' W
Finish · Church Point	38.1880	-76.4396	38° 11.28' N	76° 26.38' W

Current Windows on Paper (NOAA predictions: the clocks, frozen)

Fri evening: start-area flood (foul) through the drift; mid-bay fair ebb opens from the SOUTH: Cove Pt from ~1800, reaching Chesapeake Beach ~2000–2200 (the probe), start area not until ~2200.

Overnight: fair ebb rides with us to ~0130, then foul flood mid-bay, peak ~0500: the reason for the western shelf until dawn.

Sat bay side: ebb turns fair 0638, max ~0943, holds to ~1300 (Pt No Pt authority): the morning conveyor.

Sat river mouth: ebbing OUT (foul) until slack 1052 · fair inflow 1052–~1730, max 1412. **Any rounding before ~1050 fights the mouth: planned.**

Finish & Radio Procedure (SIs)

Check-in: pass astern of the RC boat on starboard tack and hail. Warning 1555, gun 1625, VHF 68, KWINDOO tracker on before the start.

Finish: line = orange flag on RC ↔ Church Point cross. In darkness, illuminate the sail numbers. Record the boats ahead and astern at the line: it settles protests and scoring.

After the Sat 1530 cutoff: self-time at the point where the Church Point cross bears 090° Magnetic off the starboard bow; record the time and report it at the Muldoon Center.

GPS/AIS: approved while racing (SI §8): the plotter and this sheet are both legal mid-race.

Scoring: PHRF, Random Course column per the SIs; all 8 certs verified against the PHRF Valid List 7/30.

Float Plan & Crew Sign-In

Complete before dock-out. Leave one copy ashore, keep one aboard in the nav station.

VESSEL: S/V Red Baron · Olson 29 · sail #63243 · PHRF RC 111 · draft ~5 ft · VHF: race ch 68, emergencies ch 16

VOYAGE: Governor's Cup: depart Galesville ~1230 Fri Jul 31 · start Annapolis R2 1625 · 68.6 nm to St. Mary's City · expected finish Sat ~1000–1500 (cutoff 1530) · overnight at St. Mary's College · return leg Sun Aug 2, depart ~0630, Solomons ~1230.

IF NOT HEARD FROM by Sat 1800: call the shore contact below, then USCG Sector Maryland-NCR via 911 or VHF 16 relay.
TowBoatUS 800-391-4869 · Sea Tow 800-473-2869. Live race tracking: KWINDOO (regatta 1245).

SHORE CONTACT (holds this plan): name _____ phone _____

Crew Aboard

#	CREW NAME (SIGN IN)	CELL PHONE	EMERGENCY CONTACT	CONTACT PHONE	MEDICAL / ALLERGIES
1					
2					
3					
4					
5					
6					
7					

Return Check-In

Finished / arrived St. Mary's: date _____ time _____

All crew accounted for: **YES / NO**

Shore contact notified of safe arrival: _____ (initials)

Return leg departure Sun: time _____

Back alongside Solomons: date _____ time _____

Shore contact notified, float plan CLOSED: _____ (initials)

A float plan only works if someone ashore knows to worry: hand this to the shore contact, not the chart table.