



2017 Newport to Ensenada Race

April 28-30, 2017

SAILING INSTRUCTIONS

Newport Ocean Sailing Association

P.O. Box 7485, Newport Beach, CA 92658

newporttoensenada.com 949-644-1023

Race Headquarters in Ensenada, Mexico is located at the Hotel Coral, Ensenada, Baja California, Mexico and commences operations at 2000, April 28, 2017. NOSA Headquarters EMERGENCY telephone: 949-607-8629; Hotel Coral telephone +52 646-175-0000; Hotel Coral telephone from USA 800-862-9020

1. GENERAL

- 1.1 Newport Ocean Sailing Association (NOSA), the Organizing Authority (OA) for the 2017 Newport to Ensenada Race, invites skippers of eligible boats to enter under the conditions of the Notice of Race (NOR).
- 1.2 PHRF of Southern California (PHRF) is the Rating Authority (RA) for monohulls.
- 1.3 Ocean Racing Catamaran Association (ORCA) is the Rating Authority (RA) for multihulls.
- 1.4 A class has been provided for boats wishing to sail a LONG COURSE starting in Newport Beach, leaving San Clemente Island to port and finishing in Ensenada.
- 1.5 The term Skipper as used herein is defined as the person who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as it relates to the Racing Rules of Sailing or any matters related to the 2017 Newport to Ensenada Race. The Skipper is responsible for compliance with the rules, the boat, its handling, safety and the conduct of its crew before, during and after the race.

2. RULES

2.1 All boats in the 2017 Newport to Ensenada Race will be governed by the rules as defined in The Racing Rules of Sailing (RRS) <http://www.ussailing.org/race-officials/rules/> and the US Safety Equipment Regulations, (USSER), US Coastal Race level, except as modified by the Notice of Race and the Sailing Instructions. The equipment requirements are available at: http://www.ussailing.org/wp-content/uploads/DARoot/US_SER_2016.1%20with%20cx.pdf

2.2 Boats racing the Long Course will comply with the Offshore Level of the USSER.

2.3 The U S Sailing Equipment Requirements (USSER) COASTAL Level are changed for the following sections:

- USSER 2.4.4 Lifelines is changed to allow boats the option to be equipped with the original equipment lifelines supplied by the boat manufacturer or as class rules specify.
- USSER 3.1.2 PFD requirement for crotch or leg straps to be attached to the PFD is waived.
- USSER 3.6.2, 3.6.4, 3.6.6 SOLAS flare is changed to allow these boats to carry only USCG required flares.
- USSER 3.8.2 Hand Held VHF radios with the DCS/GPS built in capability is waived.
- USER 4.3.2. The requirement of:

At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority, is waived for the 2017 Newport to Ensenada International Race.

The OA (NOSA) strongly recommends that person(s) in charge and others take the opportunity to attend upcoming seminar(s), including, when available, the 'On-Line' version.

2.4 For boats competing in a One-Design class, the relevant class rules will also apply.

2.5 Advertising on a boat shall comply with the requirements of ISAF Regulation 20 for Category A.

2.6 US Sailing Prescriptions to Rules 60, 63.2 and 63.4 shall not apply. This changes Rules 60 and 63.

2.7 The notification requirements of RRS 61 and 63 are satisfied for filed protests by posting protests pending on either the Official Race Results Board or the adjacent Official Notice Board in Ensenada.

3. CHANGES TO THE RULES

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3.1 Rules Part 2, "When Boats Meet" is changed as follows: Rules Part 2, "When Boats Meet" is replaced between the hours of local sunset and local sunrise by Part B--Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (IRPCAS).

- 3.2 Rule 51 is changed as follows: Movable Ballast allows the movement of sails that are not set.
- 3.3 RRS 50.2 Spinnaker Poles; Whisker Poles and RRS 50.3 Use of Outriggers is changed as follows: Allow the use of fixed and retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- 3.4 Rule 52 is changed as follows: Manual Power allows the positioning of movable ballast by power on boats as designed and as rated by the RA. All movable ballast systems shall be capable of manual operation if powered systems are inoperable.
- 3.5 Rule 55 is changed as follows: Allow for the disposal of biodegradable material used to band spinnakers.
- 3.6 Rule 62, Redress, is changed as follows: Allow for interference in the race by a government authority.
- 3.7 RRS 64.1, Penalties and Exoneration is changed as follows: Add: (d) For other than Part 2 infractions, the Protest Committee may penalize a boat by adding additional time to her corrected time.
- 3.8 Rule 44.3 is changed as follows: Scoring Penalty will be used for Part 2 violations except that the penalty will be five places added to her score.
- 3.9 PHRF Section 8 is changed as follows: The Marine Industry Racer (MIR) rule of PHRF of Southern California will not apply to this race. This is an allowable change to PHRF Section 8.
- 3.10 MIR's shall not participate in the Cruising Class. PHRF 2.0 (b) General Policies.
- 3.11 PHRF Rule 3.0 (d) is changed as follows: Autopilots and steering vanes shall not be used by boats racing, except that Double-handed boats may engage automatic steering systems during sail changes only.
- 3.12 National letters of country identification are not required. This changes rule 77, and rule G1.1 (b).

4. NOTICES TO COMPETITORS IN ENSENADA

- 4.1 Notices to competitors, including protest notification, will be posted on either the Official Race Results Board located at Race Headquarters at the Hotel Coral in Ensenada, Mexico or the Protest Notice Board adjacent to the Official Race Results Board or both.

5. CHANGES TO SAILING INSTRUCTIONS

- 5.1 NEWPORT BEACH - Any changes to the Sailing Instructions and/or Notices to Competitors will be posted on the N2E web site and the Race Bulletin Board at Balboa Yacht Club (BYC) no later than 0900 on race day.

6. SIGNALS MADE ASHORE

- 6.1 **NEWPORT BEACH** Signals made ashore will be displayed at the Balboa Yacht Club Race Tower.

7. CLASS DIVISIONS AND IDENTIFICATION FLAGS

- 7.1 Class Breaks, Starting Assignments and Class Flag information is shown in Addendum D, and will be posted on the N2E website as well as the Race Bulletin Board at Balboa Yacht Club (BYC).
- 7.2 While in the starting area and while racing, the class Identification flag shall be flown from the backstay, at least six (6) feet above the deck.

8. SCHEDULE OF RACE

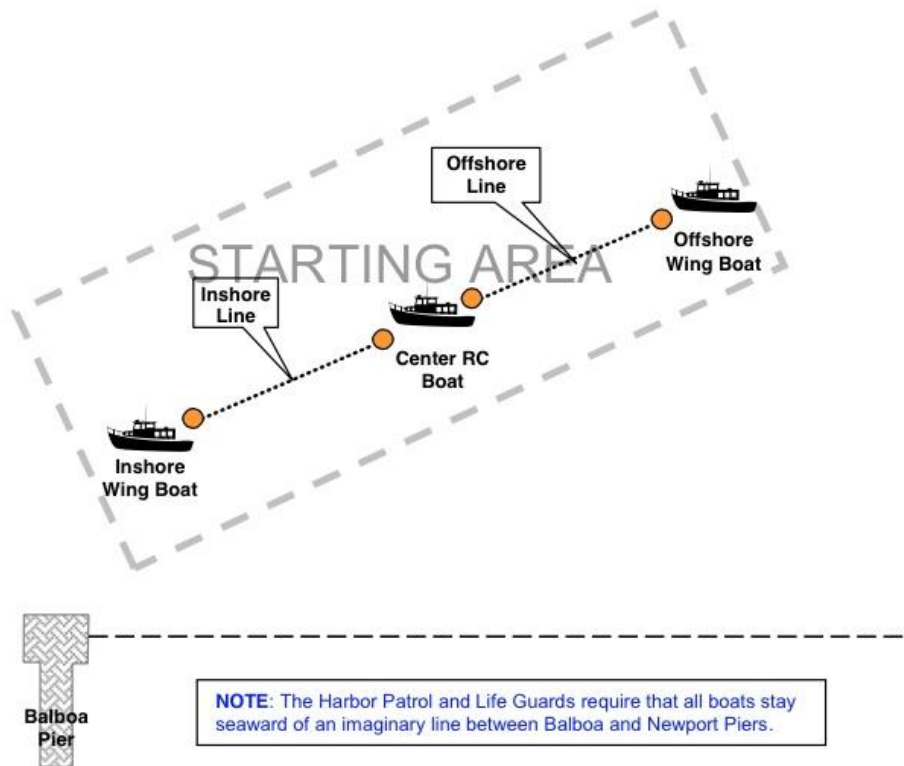
- 8.1 The first warning signal for the Cruising Classes start sequence will be 1055 hours on Friday, April 28, 2017.
- 8.2 The first warning signal for all other racing classes start sequence will be 1115 hours on Friday, April 28, 2017.
- 8.3. To alert boats that a sequence will begin soon, the orange starting line flags will be displayed with one sound at least five minutes before a warning signal.
- 8.4 All subsequent starts are at ten (10) minute intervals until all classes have started. This changes rule 26.

9. COURSE

- 9.1 The race will start off the Balboa Pier in Newport Beach, CA., USA and finish off the Hotel Coral Marina in Ensenada, Baja, Mexico. See SI 13 The Finish.
 - 9.1.1 For scoring purposes, the handicap distance is 125 nautical miles.
- 9.2 The LONG COURSE class will start off the Balboa Pier in Newport Beach CA, USA, leave San Clemente Island to Port, and finish off the Hotel Coral Marina in Ensenada, Baja, Mexico. See SI 13 The Finish.
 - 9.2.1 For scoring purposes, the LONG COURSE handicap distance is 176 nautical miles.
- 9.3.1 There are no other marks of the course.

10. THE START IN NEWPORT BEACH

- 10.1 The starting area will be located to seaward and westerly of the end of the Balboa Pier, Newport Beach.
- 10.2 There are two separate starting lines designated the "INSHORE LINE" and the "OFFSHORE LINE" as shown in the diagram below.
- 10.3 The ends of the two starting lines will be identified with orange flags on staffs attached to the start line boats located as shown in the diagram below.



- 10.4 Boats whose warning signal has not been made shall avoid the starting area for starting sequences for other classes. A boat failing to stay clear may be protested by the Race Committee and may be penalized by having a sixty (60) minute time penalty added to her elapsed time by the Protest Committee following a hearing. This changes rule A4.2.
- 10.5 A boat that does not start shall notify the Race Committee as soon as possible at (949) 644-1023. Failure to report a DNS may be cause for her entry rejection from future N2E race participation under rule 76.1.
- 10.6 A distance buoy may be streamed aft of the Race Committee boat and if present shall be considered part of the committee boat.

11. RADIO COMMUNICATION

- 11.1 NOSA will broadcast information on VHF Channel 6 regarding class starts, countdown times, “On Course Side” starters, other Race Signals, and any special emergency announcements before and during the starts. Channel 68 will be used if Channel 6 is not working.
- 11.2 During all starting sequences, entrants shall not transmit over Channel 6, or attempt to contact the Race Committee on any other channel. The Race Committee will not respond to any calls.
- 11.3 Failure of any radio announcement shall not constitute grounds for redress.

12. RECALL

- 12.1 In the event of an Individual Recall, the Race Committee will display the "X" flag and make one (1) sound signal. The Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 6. Failure of a boat to see or hear her recall notification shall not relieve her of her obligation to start correctly and shall not be grounds for redress. A boat's position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress.
- 12.2 Any boat at her starting signal that is on the course side, starts on the wrong line, or must comply with rule 30.1 and does not return to the prestart side of the line to start properly, will be scored OCS and penalized sixty (60) minutes of elapsed time in lieu of being scored points for the finishing place one more than the number of boats entered in the class. This changes rule 29.1 and rule A4.2.
- 12.3 There will be no General Recall. This changes rule 29.2.

13. THE FINISH – ALL COURSES

- 13.1 The Finish Line is located seaward of the Hotel Coral Marina at approximate GPS coordinates in degrees, minutes and decimal minutes 31.51.036 N and 116.39.752 W.
- 13.2 The Finish Line will be between a yellow inflatable mark at the **OFFSHORE END**. **THE INSHORE END** will be an orange flag on a staff on, or immediately adjacent to, the Race Committee finish boat.
- 13.3 The area in the vicinity of the Finish Line shall be kept clear of all boats except those finishing. A boat failing to stay clear may be protested by the Race Committee and may be assigned a thirty (30) minute time penalty by the Protest Committee following a hearing.
- 13.4 Boats reporting a Did Not Finish (DNF) or acceptance of a Scoring Penalty at the Finish Line shall stand by and hail the Race Committee, while remaining outside the Finish Line.
- 13.5 If conditions permit, the Race Committee will display a flashing signal light on the Finish Boat(s) during the hours of darkness.
- 13.6 All boats that finish shall file a 2017 NOSA Race Finish Card, as shown in Addendum A. The Finish Card will be included in the Skipper's Packet. The Finish Card shall be submitted at NOSA Race Headquarters in Ensenada within four (4) hours of the boat's finish time, or by 1200 hours on Sunday, April 30, 2017, whichever is earlier.

14. TIME LIMIT

- 14.1 Boats failing to finish by 1100 hours, Sunday, April 30, 2017 will be scored Did Not Finish (DNF). This changes rule 35.
- 14.2 Any boat that starts, but retires before finishing, shall report Did Not Finish (DNF) as soon as possible, but in no case later than 1100 hours, Sunday, April 30, 2017 by using one of the following methods:
 - (1) Informing the Race Committee at the Finish Line

- (2) Notifying Race Headquarters by radio (Channel 16)
- (3) In person at Hotel Coral, Ensenada, Baja California, Mexico
- (4) Calling NOSA at 949-644-1023.

15. PENALTY SYSTEM

- 15.1 Rule 44.3 Scoring Penalty will be used for Part 2 violations except that the penalty will be five places added to her score. This changes rule 44.3.
- 15.2 Boats protested and found by the Protest Committee (PC) following a hearing to have broken a rule for equipment or safety violation under US Safety Equipment Regulations (USSER) or US Coast Guard (USCG) requirements, shall be penalized. The PC will apply a minimum of ten (10) minutes added to the boat's recorded elapsed time, up to a maximum of disqualification (DSQ) for each found violation. This changes rule 64.1.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 The Protest Committee and Protest Committee Hearings in Ensenada will be located at the Hotel Coral.
- 16.2 Protest forms are available at Race Headquarters at Hotel Coral, Ensenada, Baja California, Mexico. Protests and requests for redress or reopening shall be delivered there within two (2) hours of the protesting boat's finish time. This changes rule 61.3.
- 16.3 Protests and Requests for Redress hearings may be heard starting at 1400 hours on Saturday, April 29, 2017, in the Protest Room located at the Hotel Coral, Ensenada, provided all parties to the hearing are available. Protests and Requests for Redress not heard on Saturday, April 29, 2017, will be heard starting promptly at 0900 hours on Sunday, April 30, 2017, in the Protest Room normally in the order received.
- 16.4 Protest notification will be posted on the Official Race Results Board and the Protest Notice Board adjacent to the Official Race Results Board located at Race Headquarters.
Scheduled times for the hearings, sail numbers of the protested boats and listed witnesses will be posted on the Protest Notice Board.
- 16.5 It is the responsibility of competitors to observe the posted Notice of Protest maintained on the Official Race Results Board or the Protest Notice Board to determine if their boat is involved in a Protest. Scheduled times and location of Protest Hearings will be posted on Protest Notice Board. Protest posting on either the Official Race Results Board, or the adjacent Protest Notice Board, or both meets the requirements of notification of rule 61.1(a)(1), and rule 61.1(b), and rule 61.1(c). Protest hearings shall proceed at or as close as is possible to the scheduled hearing time whether or not a representative from the boat(s) is/are present.
- 16.6 All protests and requests for redress received after 1300 hours on Sunday, April

30, 2017 will be treated as a late protest. In addition, in the event of serious boat damage, injury, withdrawal from the race before finishing, or other reason acceptable to the Protest Committee to extend the Protest Time Limit, a late written protest may be filed.

The late protest shall be postmarked or timestamped within twenty four (24) hours of the time the protesting boat reaches port, but in any event, no later than two (2) days after Race finish. The Protest Committee may extend this time under rule 61.3. Mail late protests to: NOSA, PO Box 7485, Newport Beach, CA 92658. Late protests will be heard from 1400-1800 hours at Balboa Yacht Club, Corona Del Mar, CA, on Sunday, May 7, 2017.

17. CHECK-IN NEWPORT BEACH

17.1 Prior to starting, all boats shall check in with one of the designated Check-In Boats. Do not check in with a Race Committee Signal Boat or Start Boat.

17.1.1 Report the **SAIL NUMBER, THE BOAT NAME and THE NUMBER OF PEOPLE ON BOARD.**

17.2 There will be two Check-in boats; one will be between the Newport Beach Jetty and the Balboa Pier. The other boat will be between the Newport Beach Pier and the Offshore Wing boat.

Each entrant must pass close-by one of the check-in boats and hail the boat's U.S. Sailing or other National Authority or Class sail number, boat name and the number of people on board to a Check-in boat and obtain a verbal acknowledgement by return hail from the Check-In boat.

After checking in, clear the area and keep a watch for classes starting.

17.3 A boat failing to Check-In as described above, may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing. This changes A 4.1.

18. EQUIPMENT AND MEASUREMENT CHECKS

18.1 A boat or its equipment may be inspected at any time for compliance with the US Safety Equipment Regulations (USSER), The Racing Rules of Sailing, Class Rules, NOR and the Sailing Instructions. After finishing a boat may be inspected by a member(s) of the Race Committee either on the water, at a dock or slip, or at a designated inspection area.

18.2 Notwithstanding any other penalties already specified in the Notice of Race or Sailing Instructions, the Protest Committee may, after a hearing, assess an additional penalty(s) up to and including disqualification.

19. EVENT ADVERTISING

19.1 Any NOSA supplied_2017 race participation flags shall be flown in accordance with instructions provided in the NOSA Skipper Packet.

20. PRIZES

- 20.1 NOSA will present Perpetual Trophies as listed in Addendum C.
- 20.2 NOSA will present trophies based on the number of entries in each class and the number of boats competing for special trophies such as All-Female Crew, Double-Handed Crew.

21. DISCLAIMER OF LIABILITY

- 21.1 Competitors participate in the race entirely at their own risk. See Rule 4, Decision to Race. The organizing authority will not accept liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

22. ADDITIONAL INSTRUCTIONS FOR CRUISING CLASSES

- 22.1 Paragraphs 23 through 29 apply only to Cruising Class boats.

23. CRUISING CLASS ADJUSTMENTS

- 23.1 In accordance with Appendix D, paragraph 4.0 of the PHRF Class Rules, a Cruising Class boat's Race Rating for this race shall consist of the boat's PHRF Off Wind Course (OWC) Rating, as shown on the valid Rating Certificate, plus or minus the adjustments shown in Appendix D of the PHRF Class Rules and repeated on the 2017 N2E Entry Form.

24. CRUISING CLASS ENGINE USE

- 24.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition Cruising Class participants may use an engine for propulsion within the limitations stated below.
- 24.2 During the race, motoring time, defined as engine in-gear propulsion time, is restricted to between the hours of 2000 (8 PM) and 0800 (8AM).
- 24.3 A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as $1.34 \times \text{Square Root (LWL)}$, where "LWL" is the length of the waterline in feet.

25. RECORDING REQUIREMENTS

- 25.1 The skipper shall record on the Cruising Class Engine Log (as shown on Addendum B) both the GPS Latitude and Longitude position of the boat (to the second decimal place of a minute) and the GPS time (to the nearest second) on each occasion when the engine was put in-gear and was taken out of gear.
- 25.2 **A minimum of 30 minutes shall be recorded each time the engine is put in-gear.**
- 25.3 Record the total engine in-gear propulsion time in **MINUTES**.

26. FILING THE 2017 NOSA CRUISING CLASS ENGINE LOG

- 26.1 All Cruising Class participants that finish shall file a Cruising Class Engine Log, as shown in Addendum B of these Sailing Instructions, **even if the engine is not used.**

The Cruising Class Engine Log will be included in the Skipper's Packet. The Cruising Class Engine Log must be submitted at NOSA Race Headquarters in Ensenada within four (4) hours of the boat's finish time, or by 1200 on Sunday, April 30, 2017, whichever is earlier.

- 26.2 A Cruising Class boat failing to correctly complete and file her Cruising Class Engine Log, may be protested by the Race Committee and may be penalized up to a Disqualification (DSQ) by the Protest Committee following a hearing.

26.3 **ENGINE USE IMPACT ON FINAL CORRECTED TIME**

An Adjustment equal to $(\text{IN-GEAR-TIME} * 0.40 * \text{Square Root (LWL)})$ will be added to the Corrected Time to produce a Final Corrected Time.

27. CRUISING CLASS PERMITTED EQUIPMENT

- 27.1 Whisker poles may be used and are limited in length to 1.4 times the "J" measurement. One end shall be attached to the foremost mast.
- 27.2 Double headsails, double head rigs, and multi-masted vessels are allowed.
- 27.3 Power winches are allowed. This changes rule 52.

28. OTHER CRUISING CLASS REQUIREMENTS AND INFORMATION

- 28.1 Competitors in the Cruising Classes are reminded that under the International Regulations for Preventing Collisions at Sea (COLREGs) that they are required to exhibit a white masthead light aloft when under power.
- 28.2 Rig bands for the "P" and "E" measurement are not required. However, the mainsail must measure to the reported dimensions.
- 28.3 Sail dimensions are not required to be marked on the sails.
- 28.4 The U.S. SAILING or foreign National Authority or Class sail number may be displayed from the lifelines. If so displayed, they shall be displayed on both sides of the boat aft of the mainmast in a visible location. Minimum height of letters/numbers shall be 300mm (12 inches). This changes rule G1.1.
- 28.5 It is the responsibility of the skipper to notify NOSA, prior to racing, of ANY changes in equipment affecting the Adjustments. Additionally, the skipper shall notify PHRF of any changes to a boat's rated configuration. Failure to notify NOSA or PHRF may result in a protest and race disqualification.
- 28.6 Cruising Class boats finishing under power (motoring) shall have the mainsail raised. A boat failing to have the mainsail raised, may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing.

29. CRUISING CLASS PHRF NON-SPINNAKER OFFSET

- 29.1 The PHRF Non- Spinnaker Offset shall be added only to boats racing in one of the Non-Spinnaker Cruising classes. The Race Rating for a boat racing in a Non-

Spinnaker Cruising class shall be the PHRF Base OWC Rating + PHRF Non-Spinnaker Offset + any Cruising Class Adjustment.

30. INSURANCE

Each participating boat shall be insured with valid combined single limit watercraft liability insurance in the amount not less than \$300,000.



ADDENDUM A – FINISH CARD



BOAT NAME _____

SAIL NUMBER _____

WE FINISHED THE RACE AT _____ AM PM ON _____

FINISH CARD – ALL COMPETITORS

BOAT NAME	SAIL NO		MINS / SECONDS	
		was	:	ahead of us
		was	:	ahead of us
		was	:	behind us
		was	:	behind us

Skipper/Charterer _____

File your 2017 Finish Card with NOSA Race Headquarters at the Hotel Coral within four (4) hours of finishing or the filing deadline of 1200 hours on Sunday, April, 30, 2017, whichever is earlier.



ADDENDUM B – CRUISING CLASS ENGINE LOG



BOAT NAME _____

SAIL NUMBER _____

WE FINISHED THE RACE AT _____ AM PM N _____

COMPLETE THE CRUISING CLASS ENGINE LOG EVEN IF YOU DID NOT USE THE ENGINE.
RECORD GPS LATITUDE AND LONGITUDE POSITION OF THE BOAT TO THE SECOND DECIMAL PLACE OF A MINUTE.

IN GEAR OR OUT OF GEAR	DAY	TIME	LATITUDE	LONGITUDE	ENGINE IN GEAR MINUTES
START	4/28		33.35.81 N	117.54.40 W	
IN GEAR					
OUT OF GEAR					
IN GEAR					
OUT OF GEAR					
IN GEAR					
OUT OF GEAR					
IN GEAR					
OUT OF GEAR					
IN GEAR					
OUT OF GEAR					
FINISH			31.51.036 N	116.39.752 W	

TOTAL MINUTES ENGINE IN GEAR

Skipper/Charterer	Crew Member One	Crew Member Two

FILING – File your Cruising Class Engine Log with NOSA Race Headquarters at the Hotel Coral within four (4) hours of finishing or the filing deadline of 1200 hours on Sunday, April 30, 2017, whichever is earlier. The skipper and two crew members shall certify that the Engine In Gear Time and LAT/LON locations reported are true and accurate.

LIMITATIONS – Total engine propulsion time is not limited for Cruising Class boats, but the engine in-gear time is restricted to between 2000 hours (8 PM) and 0800 hours (8AM) during the race. A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as 1.34 x Square Root (LWL), where "LWL" is the length of the waterline in feet.