



Newport Ocean Sailing Association

2018 Border Run to San Diego April 27-29, 2018

SAILING INSTRUCTIONS

*The notation **[DP]** in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

*The notation **[NP]** in a rule means this rule will not be grounds for a protest by a boat.*

1. GENERAL [NP]

- 1.1 Newport Ocean Sailing Association (NOSA) is the organizing authority (OA) for the 2018 Border Run to San Diego race. The OA invites skippers of eligible boats to enter under the conditions of the Notice Of Race (NoR).
- 1.2 NOSA address: P.O. Box 7485, Newport Beach, CA 92658; website: www.nosa.org
- 1.3 PHRF of Southern California (PHRF) is the Rating Authority (RA) for monohulls.
- 1.4 Ocean Racing Catamaran Association (ORCA) is the Rating Authority (RA) for multihulls.
- 1.5 The term Skipper as used herein is defined as the person, whether or not the owner of the boat, who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as relates to the Racing Rules of Sailing or any matters related to the Race. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew before, during, and after the race, and compliance with the rules.

2. RULES

- 2.1 The race will be governed by the rules as defined in the Racing Rules of Sailing (RRS) located at [http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf).
- 2.2 The following Prescriptions of the national authority do not apply: RRS 63.2 and RRS 63.4. The US Prescriptions are found at <http://www.ussailing.org/wp-content/uploads/DARoot/Race%20Admin/Racing%20Rules/2017-2020%20RRS/2017-2020%20US%20Prescriptions%20-%20final%2010.4.2016.pdf>
- 2.3 The US Sailing Safety Equipment Requirements (USSER) Coastal Category will apply, except as modified below. The USSER can be found at http://www.ussailing.org/wp-content/uploads/DARoot/Offshore/SAS/US_SER_2017.0.pdf
 - 2.3.1 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.
 - 2.3.2 USSER 3.6.2 - SOLAS flare for boats entered in the Coastal Race is changed to allow these boats to carry USCG approved flares.
 - 2.3.3 USSER 3.6.6 - SOLAS flare for boats entered in the Coastal Race is changed to allow these boats to carry USCG approved flares.

- 2.3.4 USSER 3.8.2 – A boat shall have a water-tight handheld VHF radio or a handheld VHF radio with a water-tight cover. The requirement for the handheld VHF radio to have DCS/GPS with an MMSI number properly registered to the vessel is waived.
- 2.4 All boats are subject to inspection in accordance with USSER 1.3. Safety equipment decisions of the protest committee, race committee, or Organizing Authority will be final.
- 2.5 **CHANGES TO RULES**
 - 2.5.1 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).
 - 2.5.2 RRS 51 is changed as follows: Movement of sails not in use while racing is allowed; however, all gear and sails not being flown must remain within a yacht’s lifelines. This modifies RRS 51 only as to the movement of sails.
 - 2.5.3 RRS 55 is changed as follows: Allow for the disposal of biodegradable material used to band spinnakers.
 - 2.5.4 RRS 62, Redress, is changed as follows: Add 62.1 (e) to allow for interference in the race by a government authority.
 - 2.5.5 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.
 - 2.5.6 National letters of country identification are not required. This changes RRS 77 and RRS G1.1 (b).
- 3. **NOTICES TO COMPETITORS**

Notices to competitors, including protest notification, will be posted on the NOSA website at www.nosa.org
- 4. **CHANGES TO SAILING INSTRUCTIONS**

Any changes to the Sailing Instructions and/or Notices to Competitors will be posted on www.nosa.org
- 5. **SIGNALS MADE ASHORE**

Signals made ashore will be displayed at the Balboa Yacht Club Race Tower.
- 6. **CLASS DIVISIONS AND IDENTIFICATION FLAGS**
 - 6.1 Class Breaks, Starting Assignments and Class Flag information will be posted on www.nosa.org.
 - 6.2 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.
- 7. **SCHEDULE OF RACE**
 - 7.1 The scheduled time of the first warning signal is 1215 hours on Friday, April 27, 2018.
 - 7.2 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.
 - 7.3 All subsequent starts are at ten (10) minute intervals until all classes have started.

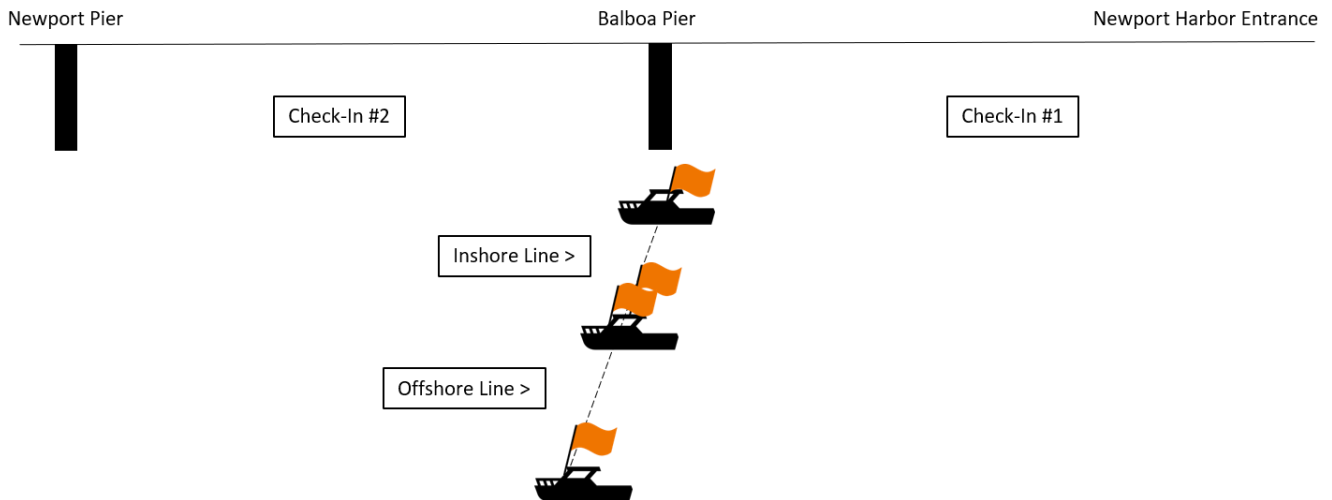
8. COURSE

- 8.1 The race will start off Balboa Pier in Newport Beach, CA and finish at the San Diego Harbor Entrance, leaving "SD" whistle buoy (labeled SD, at 32° 37.34' N by 117° 14.75' W) to Port and finish between buoy R "8" and the Race Committee Boat outside San Diego Harbor.
- 8.2 For scoring purposes, the handicap distance is 70 nautical miles.

9. CHECK-IN

- 9.1 Prior to starting, all boats shall check in with one of the designated Check-In Boats and report the SAIL NUMBER, THE BOAT NAME and THE NUMBER OF PEOPLE ON BOARD. Do not check in with a Race Committee Signal Boat or Start Boat
- 9.2 As shown below, there will be two Check-in boats; Boat #1 will be at approximate GPS coordinates 33° 36.052 N and 117° 55.103 W. Boat #2 will be at approximate GPS coordinates 33° 35.621 N and 117° 53.492 W.
- 9.3 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.

10. THE START



- 10.1 As shown above, the starting area will be located to seaward and westerly of the end of the Balboa Pier, Newport Beach, CA at approximate GPS coordinates in degrees, minutes and decimal minutes 33.35.810 N and 117.54.400 W.
- 10.2 There are two separate starting lines designated the "INSHORE LINE" and the "OFFSHORE LINE" as shown above.
- 10.3 The ends of the two starting lines will be identified with orange flags on staffs attached to the start line boats.
- 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 race participation under rule 76.1.

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 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 28.1 and rule A4.2.

13. THE FINISH

13.1 The finish line will be west of San Diego Harbor Buoy 9 (see Attachment #1) between a staff displaying an orange flag on the Race Committee Boat at the port end and an inflatable mark at the starboard end.

13.2 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.

13.3 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.

13.4 Boats finishing between sunset and sunrise shall hail Race Committee on VHF 68 fifteen (15) minutes before finishing.

14. TIME LIMIT

14.1 Boats failing to finish by 1930, Saturday, April 28, 2018 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 1930, Saturday, April 28, 2018 by informing the Race Committee at the Finish Line or calling NOSA at 949-644-1023.

15. PENALTY SYSTEM

- 15.1 The Scoring Penalty, RRS 44.3, will apply. The penalty will be 10% of the Elapsed Time.
- 15.2 Boats protested and found by the Protest Committee 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 Protest Committee 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 will be located at Silver Gate Yacht Club.
- 16.2 Protest forms are available at the Front Desk. 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 within 60 minutes of Protest submission in the Protest Room, provided all parties to the hearing are available.
- 16.4 Protest notification will be posted at the Front Desk 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 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 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.

17. EQUIPMENT AND MEASUREMENT CHECKS

- 17.1 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.
- 17.2 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.

18. EVENT ADVERTISING

Any NOSA supplied 2018 race participation flags shall be flown in accordance with instructions provided in the NOSA Skipper Packet. **[DP]**

19. PRIZES

- 19.1 NOSA will present Perpetual Trophies as listed in the NOR.
- 19.2 NOSA will present take-home trophies based on the number of entries in each start class as listed in the NOR.

20. ADDITIONAL INSTRUCTIONS FOR CRUZ CLASSES

Paragraphs 21 through 26 apply only to CRUZ Class boats.

21. CRUZ CLASS ENGINE USE

- 21.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition, CRUZ Class participants may use an engine for propulsion within the limitations stated below.
- 21.2 During the race, motoring time, defined as engine in-gear propulsion time, is restricted between 2000 (8 PM) and 0800 (8AM).
- 21.3 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.

22. RECORDING REQUIREMENTS

- 22.1 The skipper shall record on the CRUZ Class Engine Log 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.
- 22.2 A minimum of 30 minutes shall be recorded each time the engine is put in-gear.
- 22.3 Record the total engine in-gear propulsion time in **MINUTES**.

23. FILING THE 2018 NOSA CRUZ CLASS ENGINE LOG

- 23.1 All CRUZ Class participants that finish shall file a CRUZ Class Engine Log, **even if the engine is not used**. The CRUZ Class Engine Log will be included in the Skipper's Packet. The CRUZ Class Engine Log must be submitted within four (4) hours of the boat's finish time.
- 23.2 A CRUZ Class boat failing to correctly complete and file her CRUZ 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.
- 23.3 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.

24. CRUZ CLASS PERMITTED EQUIPMENT

- 24.1 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.
- 24.2 Double headsails, double head rigs, and multi-mast vessels are allowed.
- 24.3 Power winches are allowed. This changes rule 52.

25. OTHER CRUZ CLASS REQUIREMENTS AND INFORMATION

- 25.1 Competitors in the CRUZ 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.
- 25.2 Rig bands for the "P" and "E" measurements are not required. However, the mainsail must measure to the reported dimensions.
- 25.3 Sail dimensions are not required to be marked on the sails.
- 25.4 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.
- 25.5 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.

25.6 CRUZ 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.

26. CRUZ CLASS PHRF NON-SPINNAKER OFFSET

The PHRF Non- Spinnaker Offset shall be added only to boats racing in one of the Non-Spinnaker CRUZ classes. The Race Rating for a boat racing in a Non-Spinnaker CRUZ class shall be the PHRF Base OWC Rating + PHRF Non-Spinnaker Offset.

27. INSURANCE

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

28. DISCLAIMER

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

ATTACHMENT #1 - FINISH LINE

