



2022 Newport To San Diego Event

April 22-24, 2022

SAILING INSTRUCTIONS

Newport Ocean Sailing Association (NOSA) is the Organizing Authority

1. GENERAL

- 1.1 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: <https://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 event. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew, support person(s) before, during, and after the race, and compliance with the rules.

2. RULES

- 2.1 The event is governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 2.2 The Prescriptions of the US National Authority apply except as modified in the NoR.
- 2.3 The US Sailing Safety Equipment Requirements (USSER) Coastal Category will apply, except as modified in the NoR.
- 2.4 Appendix WP RULES FOR RACING AROUND WAYPOINTS Applies.
[https://www.sailing.org/tools/documents/AppendixWPRulesforRacingAroundWaypoints-\[19996\].pdf](https://www.sailing.org/tools/documents/AppendixWPRulesforRacingAroundWaypoints-[19996].pdf)
- 2.5 RRS 60.2, 63.1, and A5 is changed to allow the race committee to disqualify a boat without a hearing for:
 - Infringing the Rules of Attachment #1
- 2.6 **[DP] NAVAL and CRUISE SHIP PROTECTION ZONE:** The Naval and Cruise Ship Protection Zone is a 500 yards regulated area of water surrounding all US Naval and Cruise Ship Vessels. All vessels within 500 yards of such vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by an official patrol. No vessel is allowed within 100 yards of Naval and Cruise Ship traffic.
Per RRS 42.3(i), competitors may use an engine or other propulsion method to avoid infringing upon Ship Protection Zone provided they do not gain a significant advantage in the race.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on <https://nosa.org/> before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located on the NOSA website at <https://nosa.org/> and at Silver Gate Yacht Club.
- 4.2 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile phones.

5. CODE OF CONDUCT

- 5.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

6. YB TRACKERS

- 6.1 Each boat shall carry a YB Tracker (active position transponder) as supplied by NOSA. The YB Tracker shall be on and functioning while a boat is racing.
- 6.2 YB Trackers will be available at the Skipper Packet pickup times and locations.
- 6.3 The race committee may use the YB Tracker data to resolve any issues regarding finish times.
- 6.4 YB signal tracking will be turned off at 1100 hours on Sunday, April 24, 2022.
- 6.5 Boats are responsible for returning the YB Tracker in working order. Broken or lost transponders may be subject to replacement/damage charge of up to £650 (approximately \$900.00 USD).
- 6.6 Turn in your YB Tracker at the front desk of Silver Gate Yacht Club, or to a listed return site. Return site information is included with each tracker.
- 6.7 YB trackers must be returned by Thursday, April 28, 2022.

7. SCHEDULE OF RACE

- 7.1 The scheduled time of the warning signal for the first start class is 1055 hours on Friday, April 22, 2022.
- 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. CLASS DIVISIONS AND IDENTIFICATION FLAGS

- 8.1 Start-class designations, starting assignments, starting times and start-class identification flag assignments will be made available on the NOSA website <https://nosa.org/> no later than Friday, April 15, 2022.
- 8.2 [DP] 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. Boats without back-stay, shall fly the identification flag from either the shroud six (6) feet above the deck or a stern pulpit.

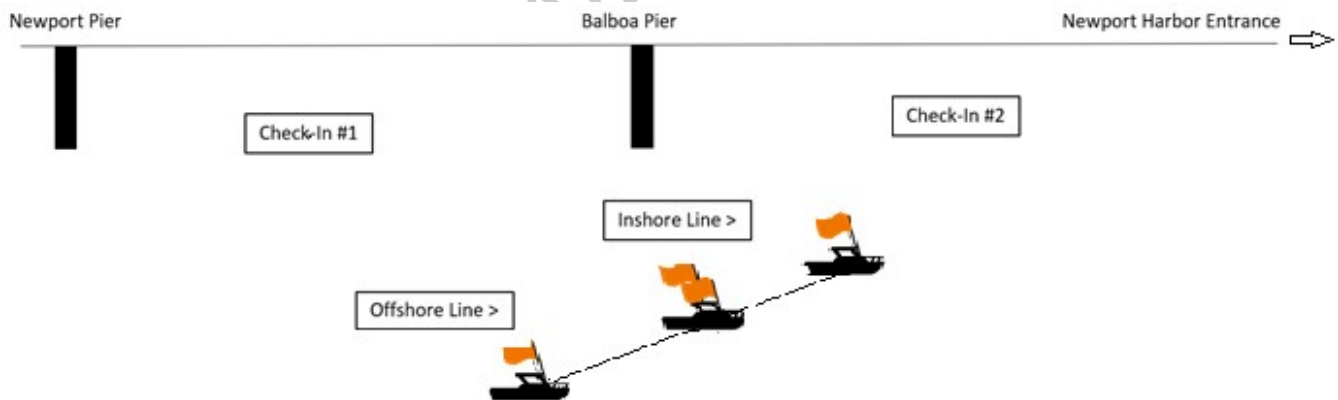
9. COURSE

- 9.1 The race will start off Balboa Pier in Newport Beach, CA, round the North Coronado Island (MEXICO) to port and finish in the vicinity of San Diego Approach Lighted Whistle Buoy. The finish will be virtual based on the YB Tracker. No race committee vessel will be on station, no visual marks will indicate the finish line. See Attachment #2.
- 9.2 For scoring purposes, the handicap distance is 88 nautical miles.
- 9.3 The course will not be shortened. This changes RRS 32.

10. CHECK-IN

- 10.1 As shown below, there will be two Check-in vessels; Vessel #1 will be at approximate GPS coordinates 33° 36.052' N and 117° 55.103' W. Vessel #2 will be at approximate GPS coordinates 33° 35.621' N and 117° 53.492' W.
- 10.2 Each entrant must pass close-by one of the check-in vessels and hail the boat's SAIL NUMBER, BOAT NAME and the NUMBER OF SOULS ON BOARD to a Check-in vessel and obtain a verbal acknowledgment by return hail from the Check-In vessel.
- 10.3 A boat that fails 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 constitutes the "other penalty" in RRS 64.1 for a breach of SI 10.
- 10.4 [DP] Any boat(s) that fails to start after checking-in, must notify NOSA (949) 644-1023 or any check-in vessel of her decision NOT to start. Failure to report a DNS may be cause for her entry rejection from future race participation under RRS 76.1.

11. THE START



- 11.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2 There are two separate starting lines designated the "INSHORE LINE" and the "OFFSHORE LINE" as shown on the previous page.
- 11.3 The ends of the two starting lines are identified with staffs displaying orange flags on the starting line vessels. The Inshore starting line is between a staff displaying an orange flag on the port end starting line vessel and a staff displaying an orange flag on the center starting line vessel. The

Offshore starting line is between a staff displaying an orange flag on the center starting line vessel and a staff displaying an orange flag on the starboard end starting line vessel.

- 11.4 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.
- 11.5 All boats whose warning signal have not been made shall stay clear of the starting area during 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 constitutes the "other penalty" in RRS 64.1 for a breach of SI 11.
- 11.6 See NoR Section 3 for World Sailing test rule DR 21 – 01 for details about the change to the definition of *Start*.

12. RADIO COMMUNICATION

- 12.1 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. VHF Channel 68 will be used if VHF Channel 6 is not working.
- 12.2 **[DP]** During all starting sequences, entrants shall not transmit over VHF Channel 6, or attempt to contact the race committee on any other channel. The race committee will not respond to any calls.
- 12.3 Failure of any radio announcement shall not constitute grounds for redress.

13. RECALL

- 13.1 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will hail her 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. This changes RRS 62.1(a).

14. THE FINISH

- 14.1 The finish line will be virtual based on the YB Tracker. No race committee vessel will be on station, no visual marks will indicate the finish line. The finish line will be identified as a straight line between the following coordinates:
PORT Finish Line End (waypoint) **32°37.33'N 117°14.61'W**
STARBOARD Finish Line End (waypoint) **32°37.28'N 117°14.40'W**

15. PENALTY SYSTEM

- 15.1 The Two-Turns Penalty and One-Turn Penalty in RRS 44.1 are replaced with an Elapsed Time penalty. The penalty will be 10% of a boat's Elapsed Time, added to her Elapsed Time for each incident. This changes R 44.1
- 15.2 **[DP]** 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) 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. The change constitutes the “other penalty” in RRS 64.1 for a breach of these rules.

16. TIME LIMIT

- 16.1 Race Time Limit for the race is 0800 Sunday April 24, 2022.
- 16.2 Boats failing to finish by 0800 Sunday, April 24, 2022 will be scored Time Limit Expired (TLE). A boat scored TLE will receive no finish time. This changes RRS 35, A5.1, A5.2 and A10.
- 16.3 Failure to meet the Race Time Limit will not be grounds for redress. This changes RRS 62.1(a).
- 16.4 Any boat that starts, but retires before finishing, shall report Did Not Finish (DNF) as soon as possible, but in no case later than 0800, Sunday, April 24, 2022 by informing the race committee on VHF Ch 68 or calling NOSA at 949-644-1023 or email at info@nosa.org.

17. HEARING REQUESTS

- 17.1 The protest committee and hearings request room will be located at Silver Gate Yacht Club (SGYC).
- 17.2 Hearing request forms are available both at the Protest Desk at SGYC and the NOSA Web site <https://nosa.org/protests/>. Hearing requests shall be delivered within two (2) hours of the protesting boat’s finish time. This changes RRS 61.3.
- 17.3 To electronically file a protest, request for redress or reopening hearing, go to URL: <https://nosa.org/protests/>. Select N2SD event. (protest.n2sd@nosa.org)
- 17.4 Hearings may be heard starting at 1400 on Saturday, April 23, 2022, at SGYC, normally in the order received. Hearing request(s) not heard on Saturday, April 23, 2022 will be heard starting promptly at 0900 on Sunday April 24, 2022.
- 17.5 Hearing requests or requests to reopen a hearing notification will be posted in the lobby at SGYC and <https://nosa.org/protests/>. Scheduled times for the hearings and sail numbers of the protested boats will be posted.
- 17.6 It is the responsibility of competitors to observe the posted hearing requests to determine if their boat is involved in a Protest. Scheduled times and location of hearing request(s) will be posted. Hearing request posting meets the requirements of notification of RRS 61.1(a)(1), RRS 61.1(b), and RRS 61.1(c). Hearing requests will proceed at or as close as is possible to the scheduled hearing time whether a representative from the boat(s) is/are present or not.

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.
- 18.2 **[DP]** 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 **[DP]** Any NOSA supplied 2022 race participation flags shall be flown in accordance with instructions provided in the NOSA Skipper Packet.

19.2 Advertising on a boat shall comply with the requirements of World Sailing Regulation 20. Boats may be required to display advertising chosen and supplied by the organizing authority. If this rule is broken, World Sailing Regulation 20.9.2 applies.

20. ENGINE USE

20.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while **in neutral**.

21. ADDITIONAL INSTRUCTIONS FOR CRUZ FLEETS

21.1 Paragraphs 21 through 23 apply only to CRUZ Fleet boats.

22. CRUZ FLEETS ENGINE USE

22.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition, CRUZ Fleet participants may use an engine for propulsion within the limitations stated below.

22.2 During the race, motoring time, is defined as engine in-gear propulsion time. A boat's engine may not be put in-gear for propulsion within thirty (30) minutes after that vessel's start time.

22.3 A boat'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.

23. RECORDING REQUIREMENTS

23.1 The skipper shall record on the CRUZ Fleet 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.

23.2 A minimum of 30 minutes shall be recorded each time the engine is put in-gear.

23.3 Record the total engine in-gear propulsion time in **MINUTES**.

24. FILING THE 2022 NOSA CRUZ FLEET ENGINE LOG

24.1 All CRUZ Fleet participants that finish shall file a CRUZ Fleet Engine Log, **even if the engine is not used**. The CRUZ Fleet Engine Log will be included in the Skipper's Packet. The CRUZ Fleet Engine Log must be submitted within four (4) hours of the boat's finish time or within the race time limit, whichever is earlier. This changes RRS A.5.2.

24.2 CRUZ Fleet boats that are returning to USA immediately after crossing the finish line and are unable to turn in the CRUZ Fleet Engine Log in person, must take a picture of the completed log and email it to info@nosa.org within the time limit described in SI 24.1.

24.3 **[DP]** A CRUZ Fleet boat failing to correctly complete and file her CRUZ Fleet 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.

24.4 **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.

25. RISK STATEMENT

25.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

26. INSURANCE

26.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000.00 USD per incident or the equivalent.

N2SD 2022 SAILING INSTRUCTIONS

ATTACHMENT # 1

USCG Navigational Rules and Naval/Cruise Ships Protection Zone

USCG Navigational Rule 9(b) that which in part reads: ... *“a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway”....*

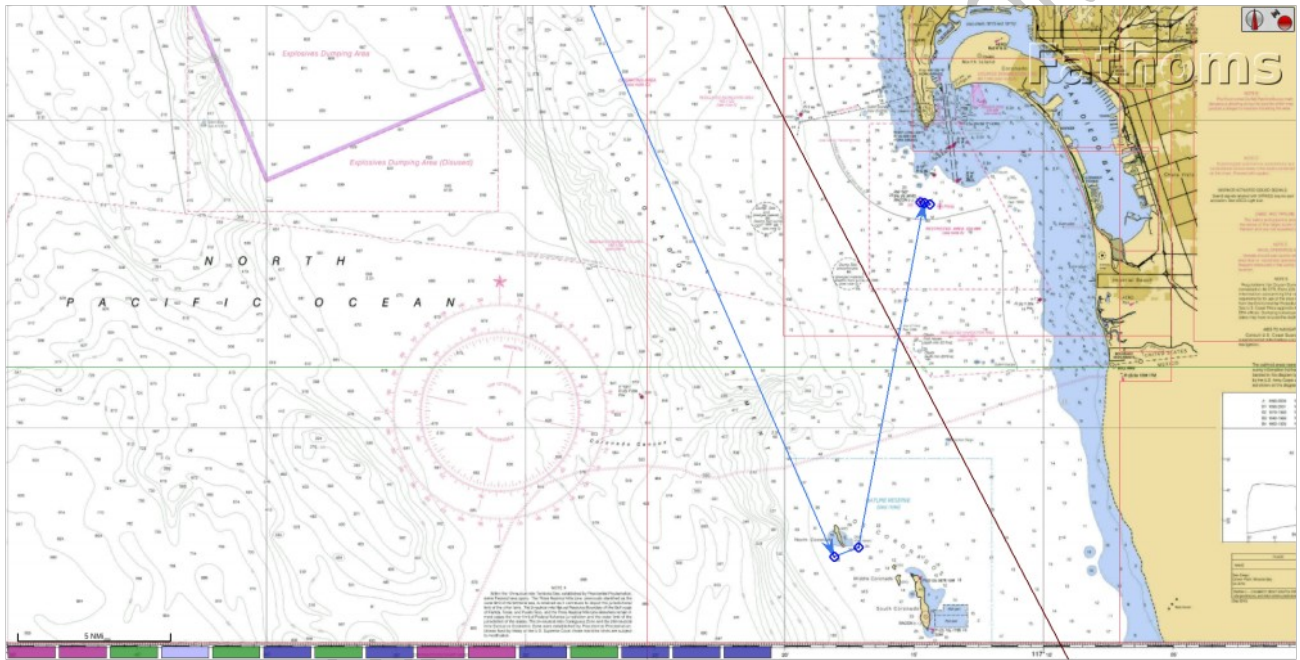
USCG Navigational Rule 34 that which in part reads: ...*“...When vessels in sight of one another... doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn)”*

Any boat participating in the N2SD event that is identified in any complaint from a RC boat, the Coast Guard, Harbor Pilot, Navy Pilot, or commercial vessel captain that has sounded 5 horns will be presumed to have infringed this instruction.

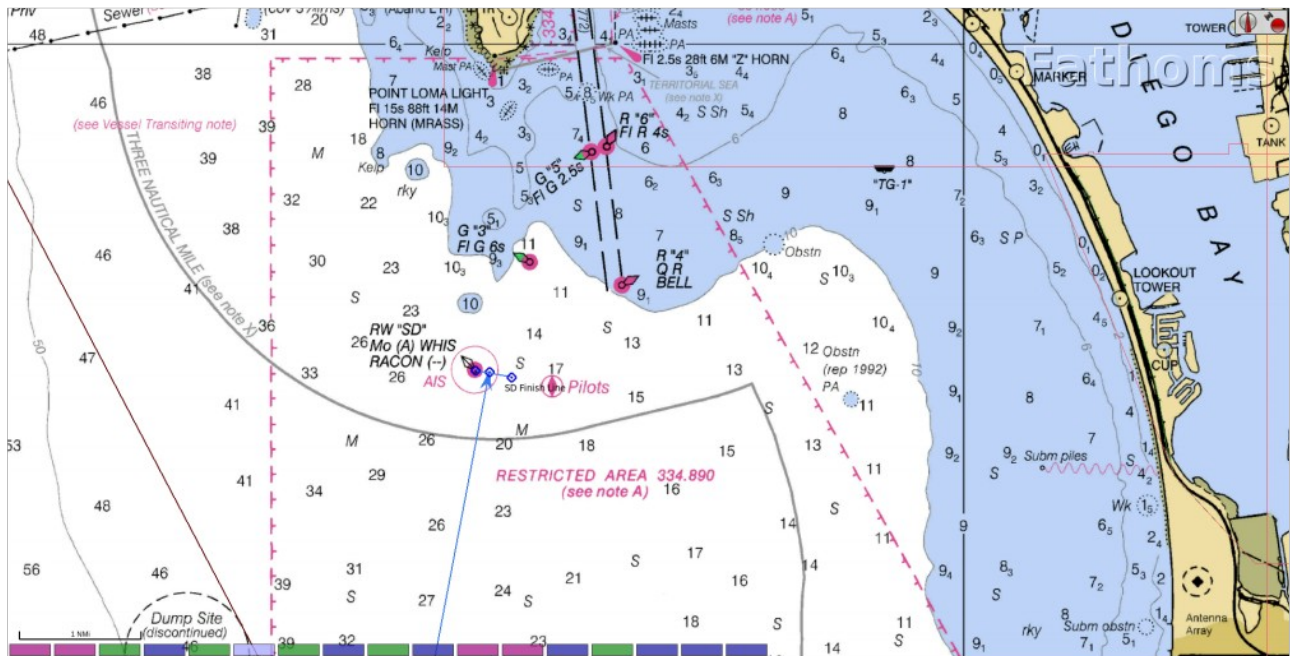
Per RRS 42.3(i), competitors may use an engine or other propulsion method to avoid infringing upon USCG Reg 9, 34 provided they do not gain a significant advantage in the race.

N2SD 2022 SAILING INSTRUCTIONS

ATTACHMENT #2
THE COURSE
NOT TO SCALE & NOT FOR NAVIGATION



ATTACHMENT # 3
FINISH LINE
NOT TO SCALE & NOT FOR NAVIGATION



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