



2022 Sprint to Dana Point Event

April 22, 2022

SAILING INSTRUCTIONS

Newport Ocean Sailing Association (NOSA) is the Organizing Authority

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: 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 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 race will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 2.2 The following Prescriptions of the US National Authority apply except as modified in the NOR.
- 2.3 The US Sailing Safety Equipment Requirements (USSER) Near Shore Category will apply, except as modified in the NOR.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on www.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 www.nosa.org and at Dana Point 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. SCHEDULE OF RACE

- 6.1 The scheduled time of the warning signal for the first start class is 1055 hours on Friday, April 22, 2022.
- 6.2 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.
- 6.3 All subsequent starts are at ten (10) minute intervals until all classes have started.

7. CLASS DIVISIONS AND IDENTIFICATION FLAGS

- 7.1 Start-class designations, starting assignments, and start-class identification flag assignments will be made available on the NOSA website www.nosa.org no later than Friday, April 15, 2022.
- 7.2 [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.

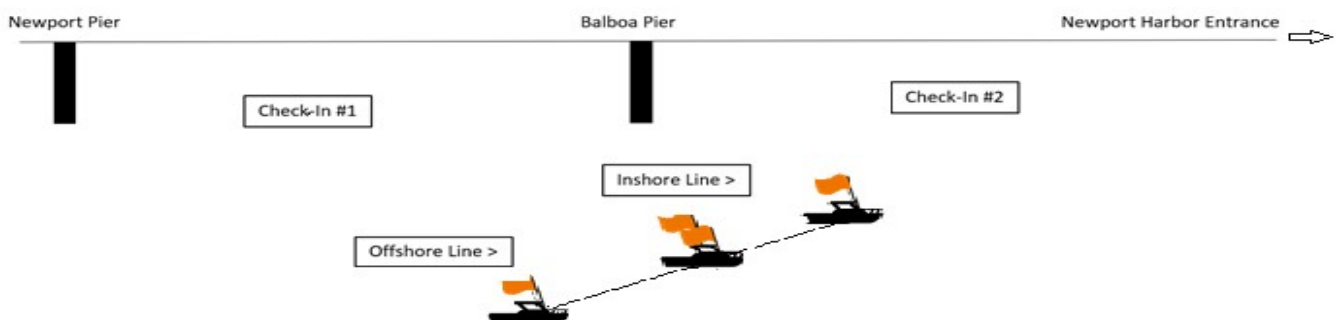
8. COURSE

- 8.1 The race will start off Balboa Pier in Newport Beach, CA and finish off Dana Point, CA.
- 8.2 Leave Dana Point Red Whistle Buoy "2SJR" to port.
- 8.3 The finish line will be located at the Dana Point Approach Green Lighted Buoy "G1" located at approximately 33° 27.01' N – 117° 41.90' W
- 8.4 For scoring purposes, the handicap distance is 14 nautical miles.

9. CHECK-IN

- 9.1 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.
- 9.2 Each entrant must pass close-by one of the check-in boats 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. After checking in, clear the area and keep a watch for classes starting.
- 9.3 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 rule 64.1 for a breach of SI 10.
- 9.4 [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.

10. THE START



- 10.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 10.2 There are two separate starting lines designated the "INSHORE LINE" and the "OFFSHORE LINE" as shown on the previous page.
- 10.3 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.
- 10.4 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.
- 10.5 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 10.

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. VHF Channel 68 will be used if VHF Channel 6 is not working.
- 11.2 **[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.
- 11.3 Failure of any radio announcement shall not constitute grounds for redress.

12. RECALL

- 12.1 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).
- 12.2 **[DP]** A boat that does not start properly will be penalized by adding at least thirty (30) minutes to her elapsed time, after a protest hearing. This changes RRS A 5.2 and constitutes the relevant "other penalty" in RRS 44.1.

13. THE FINISH

- 13.1 The finish line shall be approximately 150 yards off the Dana Point jetty at a green lighted buoy "G-1" (FLG 2.5 sec.) at approximately 33° 27.10' N by 117° 41.90' W.
- 13.2 The finish line shall be between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the green light buoy "G-1" mark at the port end. A proper finish will leave the race committee vessel to starboard. **DO NOT CONFUSE this buoy with the entrance light to Dana Point harbor.**

- 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.

14. PENALTY SYSTEM

- 14.1 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.
- 14.2 **[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.

15. TIME LIMIT

- 15.1 Time Limit for the race is 1700 Friday, April 22, 2022.
- 15.2 Boats failing to finish by 1700 Friday, April 22, 2022 will be scored Race Time Limit Expired (TLE). A boat scored TLE will receive no finish time. This changes RRS 35, A5.1, A5.2 and A10.
- 15.3 Failure to meet the Race Time Limit will not be grounds for redress. This changes RRS 62.1(a).
- 15.4 Any boat that starts, but retires before finishing, shall report Did Not Finish (DNF) as soon as possible, but in no case later than 1700, Friday, April 22, 2022 by informing the race committee at the Finish Line by using at least one of the following methods:
- (1) Notifying race headquarters by VHF Channel 68.
 - (2) Calling NOSA at 949-644-1023 or email at info@nosa.org

16. HEARING REQUESTS

- 16.1 The protest committee and hearings requests will be located at Dana Point Yacht Club (DPYC).
- 16.2 Hearing request forms are available both at the Protest Desk at DPYC and the NOSA Website <https://nosa.org/protests/>. Hearing requests or request to reopen a hearing shall be delivered within one (1) hour of the protesting boat's finish time. This changes RRS 61.3.
- 16.3 To electronically file a hearing request, request for redress or to reopen a hearing, go to URL: <https://nosa.org/protests/>. Select N2DP event. (protest.n2dp@nosa.org)
- 16.4 Hearings may be heard starting before 1700 on Friday, April 22, 2022, at DPYC, normally in the order received.
- 16.5 Hearing requests or requests to reopen a hearing notification will be posted in the lobby at DPYC and <https://nosa.org/protests/>. Scheduled times for the hearings and sail numbers of the protested boats will be posted.
- 16.6 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.

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.
- 17.2 **[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.

18. EVENT ADVERTISING

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

19. RISK STATEMENT

- 19.1 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.**

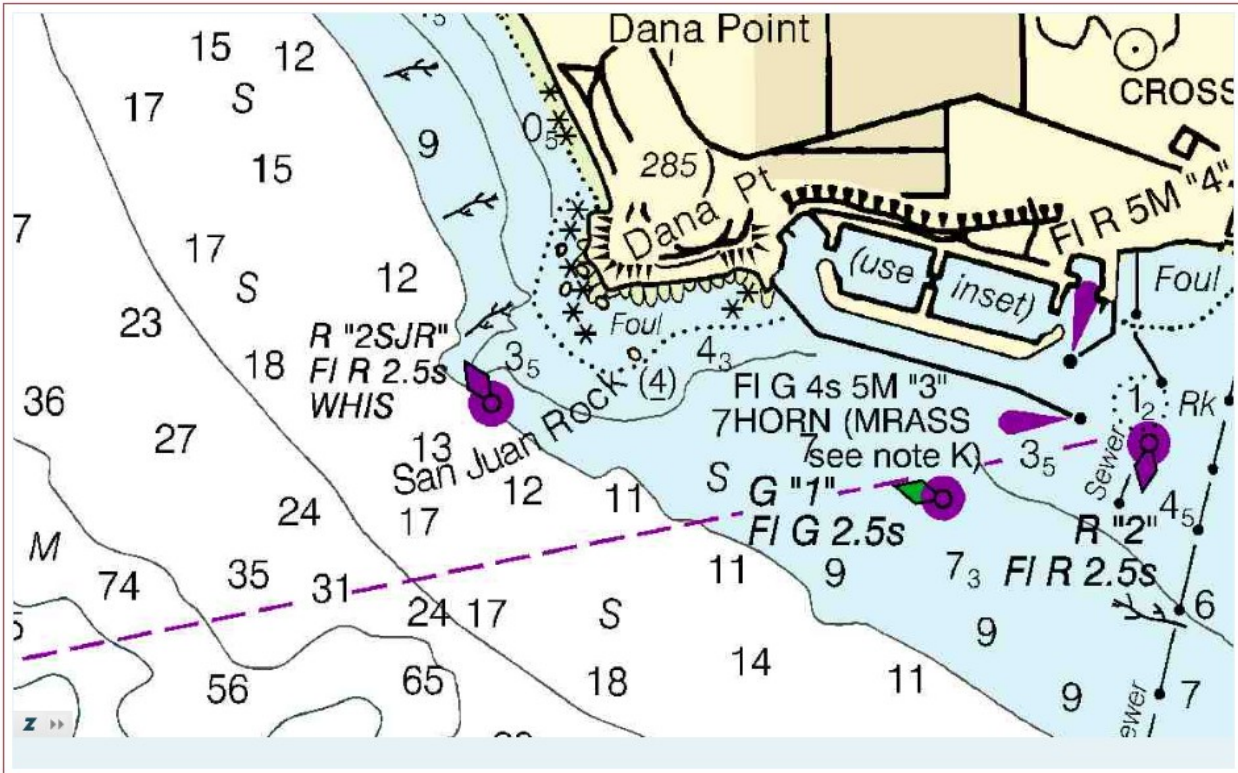
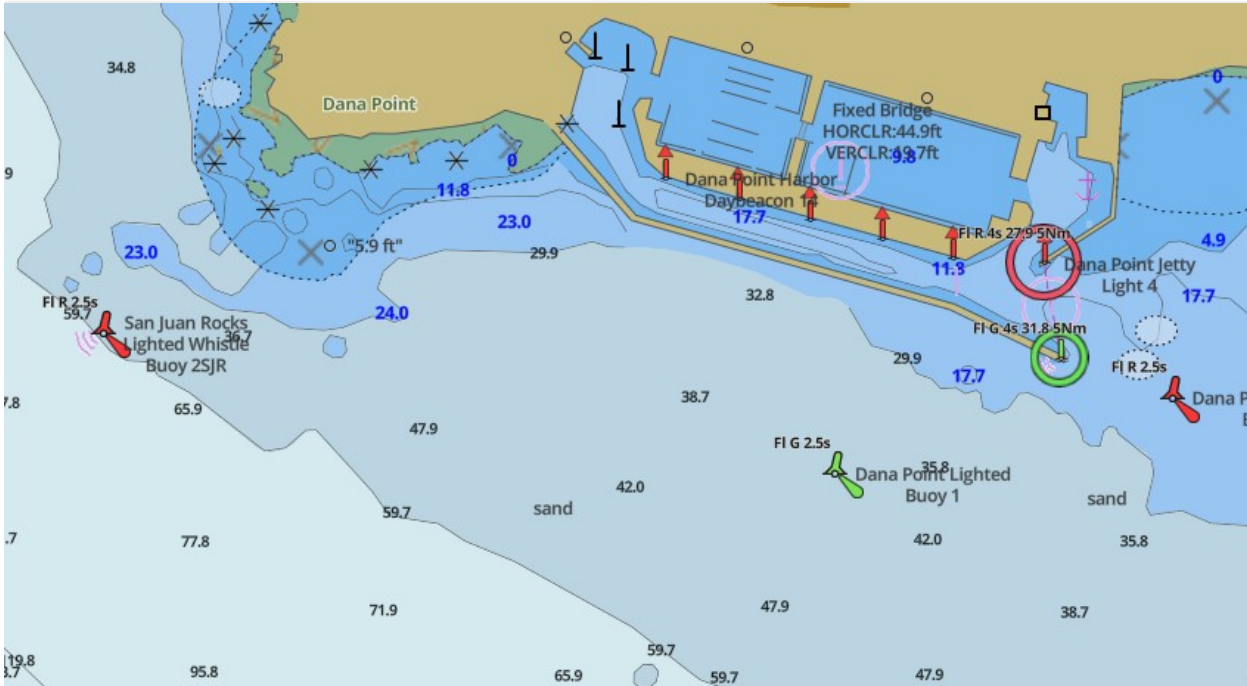
20. INSURANCE

- 20.1 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.

Attachment # 1 Dana Point Harbor

Not Suitable for navigation

DANA POINT HARBOR (Marine Chart : US18746_P1898)



N2DP 2022 Sailing Instructions