

Schooner Creek Boat Works Pacific NW Offshore

Ilwaco, WA to Port Angeles, WA - 46th Annual Yacht Race

Corinthian Yacht Club of Portland

May 12-15, 2022

2022 Pacific NW Offshore

Corinthian Yacht Club of Portland

9 - 15 May 2022

Ilwaco, Washington, USA

NOTICE OF RACE

Amendment #1 – 20 March 2022
(changes to original NoR in GREEN)

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The prescriptions of *US Sailing* apply, except that the *US Sailing* prescriptions to RRS 63.1 and RRS 63.2 do not apply.
- 1.3. The *US Sailing Safety Equipment Requirements (USSER)* of NoR Addendum A apply.
- 1.4. RRS Appendix RV, Reduced Visibility, of NoR Addendum B apply between sunset and sunrise for determination of the right of way between boats.

- 1.5. RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply to the following TSS Strait of Juan de Fuca Precautionary Area, Strait of Juan de Fuca Entrance and Strait of Juan de Fuca. NoR Addendum C contains the applicable sections of Appendix TS. This changes RRS 56.2.
- 1.6. RRS Appendix WP, Rules for Racing Around Waypoints, of NoR Addendum D apply.
- 1.7. Under World Sailing Test Rule DR21-01, change the definition of Start as follows:

Start A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
 - (a) at or after her starting signal, or
 - (b) during the last 4 minutes before her starting signal.
- 1.8. For the purposes of RRS 47, Trash Disposal, there will be no penalty for losing overboard non-synthetic sail stops used for reasons of safety or proper seamanship, or discarding organic materials such as table scraps.
- 1.9. Boats are permitted to move sails not in use while racing, however, all sails not being flown must remain within a boat's lifelines. This changes RRS 51.
- 1.10. Auto pilot use is permitted for double handed boats. This changes RRS 52.
- 1.11. [DP] [NP] Competitors and support persons shall comply with any reasonable requests from an event official including reasonable actions to implement Covid-19 guidance, protocols or legislation. Such actions, even if they later prove to have been unnecessary, are not improper actions or omissions. Failure to comply with requests may be considered misconduct.

2. SAILING INSTRUCTIONS

- 2.1. The Sailing Instructions will be available after 1800 hours on 25 April 2022 at http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=23509.

3. COMMUNICATION

- 3.1. The online official notice board is located at http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=23509.
- 3.2. [DP] [NP] While racing, all boats shall monitor VHF channel 16, and, while in the Strait of Juan de Fuca and its approaches, all boats shall additionally monitor VHF channels 74 while north of 48° N and 5A while east of 124° 40' W.
- 3.3. [DP] [NP] The race committee may make courtesy broadcasts to competitors on VHF channel 71. Boats will use this channel when notifying the RC when on approach to finish.
- 3.4. [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.

4. ELIGIBILITY AND ENTRY

- 4.1. The event is open to all monohull boats of at least 24 feet LOA sailing in a One-Design, Level or Cruising class of at least 3 boats and boats with a valid PHRF or ORC certificate.
- 4.2. The PHRF-NW handicap system applies to boats racing in the PHRF class(es).
- 4.3. The ORC rating system applies to boats racing in the ORC class(es).
- 4.4. Eligible boats may enter the event by registering online at https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=23509 by 2100 hours on 18 April 2022.
- 4.5. [NP] To be considered an entry in the event, a boat shall complete all registration requirements below and pay all fees.
 - 4.5.1. Complete boat and owner/skipper information as required by the online entry system.
 - 4.5.2. Complete crew list with phone numbers, email addresses, and emergency contacts as required by the online entry system.
 - 4.5.3. Submit a signed copy of the USSER of NoR Addendum A.
 - 4.5.4. Submit proof of insurance as required by NoR 14.1.

5. FEES

- 5.1. Entry fees are as follows:

	Entry Fee until
	2100 on 18 April 2022
Event Entry	\$300
Event Tracker	\$125

- 5.2. No entry fee will be returned by reason of withdrawal after 18 April 2022.

Event	Date/Time
"Kickoff" and final entry party in Portland, OR	18 April 2022 from 1830 – 2100
Registration at the Salt Hotel and Restaurant in Ilwaco, WA	11 May 2022 from 1500 – 1700
Equipment inspection for SER compliance	9 – 11 May 2022 from 1000 - 1800
Dates of racing	12 – 15 May 2022
Scheduled time of the warning signal	12 May 2022 at 1000

6. SCHEDULE

- 6.1. The schedule of events are as follows: One race is scheduled for each class.

7. EQUIPMENT INSPECTION

- 7.1. Each boat sailing in a PHRF or ORC class shall produce or verify the existence of a valid rating certificate during registration.
- 7.2. [DP] Boats shall also comply with RRS 78.1 from when presented for inspection and until 24-hours after finishing.
- 7.3. [NP] [DP] Boats shall be available for equipment inspection for compliance with NoR Addendum A from registration until 24-hours after finishing.

8. VENUE

- 8.1. NoR Addendum E shows the event venue prior to the start in Ilwaco, WA, USA.
- 8.2. NoR Addendum F shows the event venue after the finish in ~~Victoria, BC, Canada~~ Port Angeles, WA.
- 8.3. The location of the racing area includes the entrance of the Columbia River, the Pacific Coast of Washington State and the Straits of Juan de Fuca.

9. COURSE

- 9.1. The course to be sailed will be as follows:
 - 9.1.1. Start at the Columbia River Entrance Lighted Whistle Buoy "2" [R FL 4S 3M WHISTLE].
 - 9.1.2. Leave the Duntze Rock Virtual AtoN Radio Station V-AIS 2 MMSI 993692201 waypoint located at N 48° 24' 48.400" W 124° 44' 41.700" to starboard.
 - 9.1.3. ~~Finish at the Victoria Harbour Entrance Lighted Buoy "V21" [G FL F 4S]~~ Finish in Port Angeles, WA. The finish location will be described in the Sailing Instructions.
- 9.2. The race time limit will be 72 hours after the start signal or 1000 on 15 May 2022, whichever is earliest. Boats failing to finish within the time limit, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the time limit. This changes RRS 35, A5.1, A5.2 and A10.
- 9.3. [NP] [DP] The course may be shortened at the Duntze Rock Virtual AtoN waypoint. Boats shall, at the first reasonable opportunity after ~~entering Victoria Harbour~~ arriving at Port Angeles, report to the race committee her rounding time, the time she passes north of N 48° 24' 48.400" and east of W 124° 44' 41.700", and her position in relation to nearby boats. A shortened course will not be signaled by the race committee, but may be announced on VHF channel 71, and the course may be shortened after boats have finished the course. This changes RRS 32.2.

10. PENALTY SYSTEM

- 10.1. RRS 64.2 is changed as follows: Replace the first sentence with, "When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it may impose an elapsed time penalty." If an elapsed time penalty is imposed, its magnitude will be at the protest committee's discretion unless otherwise specified in the NoR or SI.
- 10.2. When a boat *starts* in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not the

starting penalty shall be two (2) hours added to her elapsed time.

11. SCORING

11.1. The scoring system is as follows:

11.1.1. A boat's score shall be her race score calculated from her elapsed time including any time penalties.

11.1.2. One-Design and Level classes will be scored in order of elapsed time.

11.1.3. PHRF and ORC Classes will be scored using Time-on-Time.

11.1.4. Cruising class(es) will be scored in order of elapsed time including any time adjustment for propulsion.

12. PRIZES

12.1. The "First to Finish" trophy will be awarded to the boat in any class, excluding the Cruising Class, with the fastest elapsed time.

12.2. Additional prizes will be awarded by the Organizing Authority based upon the number of entries in each class.

13. RISK STATEMENT

13.1. 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.**

14. INSURANCE

14.1. Yachts shall be insured and provide proof thereof with valid third-party insurance with a minimum cover of US \$500,000 per occurrence, liability coverage that does not contain an exclusion from sailboat racing, and which covers property damage, personal injury, and death.

15. FURTHER INFORMATION

15.1. For further information please contact CYC Race Captain, Dennis Damore, at race.captain@cycportland.org.

ADDENDUM A

Safety Equipment Requirements

This SER is based upon the USSER of February 8, revision 2021.0

Boat Name:

Skipper/Owner:

Section Name	#	Requirement
Overall	1.1	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
Overall: Inspections	1.3	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If it does not comply with these regulations, its entry may be rejected or it will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
Overall: Strength of Build	1.6	A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.
Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.
Hull and Structure: Hull Openings	2.1.2	A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.
Hull and Structure: Cockpit	2.1.3	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.

Safety Equipment Requirements		
Hull and Structure: Cockpit	2.1.4	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement.
	2.1.5.2	A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL.
Hull and Structure: Through Hulls	2.1.6	A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however, a means of closing such openings shall be provided.
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
Hull and Structure: Accommodations	2.3.1	A boat shall be equipped with a head or a fitted bucket.
Hull and Structure: Accommodations	2.3.2	A boat shall have bunks sufficient to accommodate the off-watch crew.
Hull and Structure: Accommodations	2.3.3	A boat shall have a stove with a fuel shutoff.
Hull and Structure: Accommodations	2.3.5	A boat shall have adequate hand holds below decks.
Hull and Structure: Lifelines	2.4.1	A boat's deck including the headstay shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.7.
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.
Hull and Structure: Lifelines	2.4.3	Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).
Hull and Structure: Lifelines	2.4.4	Lifelines shall be uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut.
Hull and Structure: Lifelines	2.4.4.1	Lifeline deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 2" (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5" (120mm) from a straight line between the stanchions.
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
Hull and Structure: Lifelines	2.4.6	Boats under 30' (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm).

Safety Equipment Requirements		
Hull and Structure: Lifelines	2.4.7	Boats 30' and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.
Hull and Structure: Mast and Rigging	2.6	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.
Hull and Structure: Mechanical Propulsion	2.7.1	A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline in meters) for 10 hours.
Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO, or U.S. Coast Guard standards.
Safety Equipment: Personal	3.1.1	Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either U.S. Coast Guard or ISO specifications. Alternatively, each crewmember shall have an inherently buoyant off-shore life jacket that provides at least 22lbs (100N) of buoyancy meeting either U.S. Coast Guard or ISO specifications.
Safety Equipment: Personal	3.1.2	Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention.
Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 6'7" (2m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end.
Safety Equipment: Deck Safety	3.2.1	A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.
Safety Equipment: Deck Safety	3.2.2	A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and unclip after going below.

Safety Equipment Requirements		
Safety Equipment: Navigation Lights	3.3.1	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
Safety Equipment: Navigation Lights	3.3.2	A boat shall have a second set of navigation lights that comply with US Coast Guard or applicable government requirements and which can be connected to a different power source than the primary lights.
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry-sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard (or applicable government entity) flares or approved S.O.S Distress light meeting day-night requirements; in either case, not older than the expiration date.
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.
Safety Equipment: Man Overboard	3.7.1	A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self igniting light stored on deck and ready for immediate use.
Safety Equipment: Man Overboard	3.7.2	A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating Man Overboard Module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".
Safety Equipment: Man Overboard	3.7.3	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
Safety Equipment: Man Overboard	3.7.4	A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.
Safety Equipment: Emergency Communications	3.8.1	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. Such radio shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programed into the VHF.
Safety Equipment: Emergency Communications	3.8.2	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability with an MMSI number properly registered to the vessel.
Safety Equipment: Emergency Communications	3.8.4	A boat shall have an emergency VHF antenna with sufficient coax to reach the deck.
Safety Equipment: Emergency Communications	3.9	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.

Safety Equipment Requirements		
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.
Safety Equipment: Emergency Communications	3.15	A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.
Safety Equipment: Emergency Communications	3.16.1	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall be equipped with an internal GPS.
Safety Equipment: Navigation	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.
Safety Equipment: Navigation	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
Safety Equipment: Navigation	3.19.2	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.
Safety Equipment: Damage Control	3.22	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.
Gear: Anchoring	3.23	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
Gear: Lights	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.
Gear: Lights	3.24.2	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.
Gear: Medical Kits	3.25	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
	3.27.1	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.
Gear: Safety Diagram	3.28	A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.
Gear: Emergency Steering	3.29.1	A boat shall have an emergency tiller, capable of being fitted to the rudder stock.
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.
Gear: Identification	3.31	All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g. life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be added during the first servicing of any new equipment.
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.

Safety Equipment Requirements		
Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.
Rigging: Halyards	3.35	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.
Rigging: Boom Support	3.36	A boat over 30' LOA (9.14m) shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.
Gear: Life Rafts	3.39	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats built after 01/06/2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose built rigid compartment(s) opening adjacent to the cockpit or the working deck. Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway. The life raft(s) shall hold current certificate(s) of inspection.
Gear: Life Rafts	3.40	A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.
Skills: Emergency Steering	4.1.1	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures on the boat. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.
Skills: Safety at Sea Training	4.3.1	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.
Skills: Crew Training	4.4	<i>As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.</i>
Owner/Skipper Signature acknowledging that the boat complies with the above USSER:		

ADDENDUM B

APPENDIX RV

REDUCED VISIBILITY RACING RULES

When so stated in the notice of race, the race shall be sailed under The Racing Rules of Sailing as changed by this appendix.

The preamble to Part 2 of the Racing Rules of Sailing allows the rules of Part 2 to be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS). This appendix is designed to be a replacement for the IRPCAS in overnight or long distance races. It is recommended that the organizing authority (OA) apply this appendix in the same way it would apply the IRPCAS, e.g., between sunset and sunrise.

When invoked, this appendix shall be used in its entirety, with no changes to these rules. See rule 86.1. However, the OA may request permission from World Sailing to change

- (a) the 40 metre distance in the definitions Keep Clear, Mark-Room and Room,*
- (b) the 200 metre distance in the definition Zone, and*
- (c) the 80 metre distance in rule 17.2.*

The request shall include the reasons and the expected types and sizes of the entries. The revised Appendix RV and the permission from World Sailing for the changes shall be posted on the official notice board.

Version 1, December 2019.

RV1 Changes to the Definitions

RV1.1 The definition *Keep Clear* is changed to:

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

RV1.2 The definition *Mark-Room* is changed to:

Mark-Room *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) room to sail to the mark when her proper course is to sail to it, and (b) room to round the mark as necessary to sail the course.*

RV1.3 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

RV1.4 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

RV1.5 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 200 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

RV2 Changes to the Rules of Part 2

RV2.1 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

Note: Approved as an appendix to be placed on the World Sailing website. This appendix may be changed with the approval of the World Sailing Racing Rules Committee.

ADDENDUM C

APPENDIX TS

Traffic Separation Schemes

*This appendix proposes wording for race committees to consider to replace rule 56.2 that can be more strictly interpreted by boats and protest committees. Rule 56.2 makes all parts of IRPCAS rule 10 applicable to boats that are **racing**. IRPCAS rule 10 is shown below to point out certain phrases that would be difficult for boats or protest committees to interpret. Those phrases, which are not precise and not usually found in the RRS, are underlined in the text below.*

Version 2 – Effective January 1, 2021

—INTERNATIONAL— Steering and Sailing Rules **RULE 10** **Traffic Separation Schemes**

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- (b) A vessel using a traffic separation scheme shall:
 - (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
 - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)
 - (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
 - (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
 - (i) in cases of emergency to avoid immediate danger;
 - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

Section A, Section B, or Section C of this appendix applies to a specified traffic separation scheme (TSS) if the notice of race so states. For long races that encounter multiple TSSs, the race committee may choose to handle specific TSSs in different ways and decide that Section A, Section B, or Section C be used for one or more TSS.

Note that neither the RRS nor race committees can modify IRLPCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRLPCAS. As noted below, a race committee may change rule 56.2 using Section A or Section C of this appendix only if it has obtained the agreement of local maritime authorities.

TS1 Rule 56.2 is changed to:

- 56.2**
- (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.
 - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
 - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRLPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2(b).
 - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2(b).
 - (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

Application and background:

Approaches similar to TS1 have been shown to work in areas like San Francisco, where extensive racing takes place within multiple TSSs, precautionary areas, and deep-water routes that are tightly managed by San Francisco's vessel traffic service (VTS). The VTS and pilots appreciate the consideration shown by racers, and racers appreciate being able to race in the waters of the TSSs and other VTS controlled areas. In the San Francisco experience, boats nearly always lose protests filed by the race committee in response to an official complaint/action lodged against a boat by a ship pilot, ship captain, or the VTS, and so boats pay careful attention to not impeding the passage of ships.

ADDENDUM D

APPENDIX WP

RULES FOR RACING AROUND WAYPOINTS

Use of this appendix is recommended for offshore races when the race committee may wish to specify waypoints instead of physical marks which boats are required to pass to sail the course.

Races shall be sailed under The Racing Rules of Sailing as changed by this appendix only if the notice of race or sailing instructions so state.

WP1 CHANGES TO THE DEFINITIONS

WP1.1 The definition *Start* is changed to:

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the course.

WP1.2 Add new definition:

Waypoint A position, other than a *mark*, described by latitude and longitude coordinates that the course requires a boat to leave on a specified side.

WP2 Add new rule 18.5 in Part 2 of the RRS:

18.5 ROOM TO PASS A WAYPOINT

- (a) Rule 18.5 applies between boats when they are required to leave a *waypoint* on the same side and at least one of them is approaching it. However, when rule 20 applies, rule 18.5 does not.
- (b) When *overlapped* boats are approaching a *waypoint* to pass it on the required side, the outside boat shall give the inside boat *room* to pass the *waypoint*, unless the outside boat has been unable to do so from the time the *overlap* began.
- (c) If the inside boat has reasonable doubt that she has *room* to pass the *waypoint*, she may hail the outside boat accordingly. The outside boat shall then give the inside boat additional space unless she is unable to do so.

WP3 Rule 28 is changed to:

28 SAILING THE COURSE

- 28.1** A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* or *waypoint* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.
- 28.2** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,
 - (a) pass each *mark* or *waypoint* on the required side and in the correct order,

- (b) touch each rounding *mark*, touch a hypothetical object at each rounding *waypoint*, and
- (c) pass between the *marks* or *waypoints* of a gate from the direction of the previous *mark* or *waypoint*.

She may correct any errors to comply with this rule, provided she has not *finished*.

- 28.3** The sailing instructions may specify criteria to determine whether a boat has rounded or passed a *waypoint* on the required side.

WP4 ELECTRONIC POSITION FIXING

When data from electronic position fixing systems is used to determine the position of a boat for the purpose of verifying compliance with the *rules*, precedence shall be given to data from the boat's primary navigation system.

Note: Approved as an appendix to be placed on the World Sailing website for development of offshore racing with an option to use a Waypoint instead of a Mark. The appendix may be amended with the approval of the Chairman of the World Sailing Racing Rules Committee.

Guidance notes for race organizers are available at
<http://www.sailing.org/documents/racingrules/experimental-rules.php>

ADDENDUM E



ADDENDUM F

