



6th Newport to San Diego Event

April 26-28, 2024

NOTICE OF RACE

Newport Ocean Sailing Association (NOSA) is the Organizing Authority

NOSA takes pleasure in inviting you to sail in the 5th Annual Newport to San Diego Event.

1. RULES

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and Equipment Rules of Sailing. The RRS are available at <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>
- 1.2 Races shall be sailed under The Racing Rules of Sailing as changed by Appendix WP. [https://www.sailing.org/tools/documents/AppendixWPRulesforWaypointsMay2021-\[27276\].pdf](https://www.sailing.org/tools/documents/AppendixWPRulesforWaypointsMay2021-[27276].pdf)
- 1.3 RRS Appendix RV, Reduced Visibility replaces RRS Part 2 from sunset until sunrise. [https://www.sailing.org/tools/documents/AppendixRVReducedVisibilityRacingRulesJanuary2021-\[27331\].pdf](https://www.sailing.org/tools/documents/AppendixRVReducedVisibilityRacingRulesJanuary2021-[27331].pdf)
- 1.4 The following Prescriptions of the national authority, US Sailing, do not apply: RRS 63.1 and RRS 63.2. Prescriptions are available at <https://www.ussailing.org/wp-content/uploads/2018/01/2021-2024-US-Prescriptions-Final.pdf>
This changes RRS 63.
- 1.5 The US Sailing Safety Equipment Requirements (USSER) Coastal Category for MONOHULLS will apply, except as modified below. USSER is available at [Monohull-SER-2023.0-Coastal.pdf \(ussailing.org\)](https://www.ussailing.org/wp-content/uploads/2023/01/2023-2024-US-Safety-Equipment-Requirements-Coastal.pdf)
 - 1.5.1 USSER 2.4.4 - Lifelines are changed to allow boats the option to be equipped with the original equipment lifelines supplied by the boat manufacturer or as class rules specify.
 - 1.5.2 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. This changes USSER 3.8.2.
 - 1.5.3 USSER 3.9 – Mandatory requirement for AIS Transponder is waived.
 - 1.5.4 All boats are subject to inspection in accordance with USSER 1.3. Safety equipment decisions of the protest committee will be final.

- 1.6 The US Sailing Safety Equipment Requirements (USSER) Coastal Category for MULTIHULLS will apply, except as modified below. USSER is available at: [Multihull SER 2023.1.xlsx \(ussailing.org\)](#)
- 1.6.1 USSER 2.9 - Lifelines are changed to allow boats the option to be equipped with the original equipment lifelines supplied by the boat manufacturer or as class rules specify.
- 1.6.2 USSER 3.8.3 – 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. This changes USSER 3.8.3.
- 1.6.3 USSER 3.9 – Mandatory requirement for AIS Transponder is waived.
- 1.6.4 All boats are subject to inspection in accordance with USSER 1.3. Safety equipment decisions of the protest committee will be final.

2. CHANGES TO RULES

- 2.1 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 changes RRS 51 only as to the movement of sails.
- 2.2 RRS 52 Manual Power is changed to allow the positioning of movable appendages by power on boats as designed and as rated by the RA. All movable appendages shall be capable of manual operation if powered systems are inoperable.
- 2.3 Autopilots and steering vanes shall not be used by boats racing except that Doublehanded boats may engage automatic steering system during sail changes only. This changes RRS 52.
- 2.4 **[DP]** RRS 64.2 Penalties is changed as follows: Add: (c) For other than Part 2 infractions, the Protest Committee may penalize a boat by adding additional time to her corrected time.
- 2.5 National letters of country identification are not required. This changes RRS 77 and RRS G1.1 (b).
- 2.6 The notification requirements of RRS 61 and RRS 63 are satisfied for filed hearing request for protests or redress, by posting pending hearing request(s) on the Official Race Results Board (NOSA website at www.nosa.org). As a convenience, such requests may also be posted in the lobby of Silver Gate Yacht Club in San Diego.

3. OCS EXPERIMENTAL RULE DR 21-01

- 3.1 Under World Sailing Test Rule DR21-01, change the definition *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 10 seconds before her starting signal.

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: 45 minutes added to her elapsed time.

4. SAILING INSTRUCTIONS

- 4.1 Sailing Instructions will be available on www.nosa.org no later than Thursday, April 11, 2024.

5. COMMUNICATION

- 5.1 The Official Notice Board is located on the NOSA website, www.nosa.org.
- 5.2 **[DP]** All boats shall carry a VHF radio capable of communicating on channel 16. See RRS 37.
- 5.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 5.4 **[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.

6. ELIGIBILITY and CLASSES

- 6.1 The event is open to boats in the PHRF monohull class, the ORCA multihull class, accepted one-design class(es), and the Unlimited class. Boats must be over 21' in overall length and have a current valid rating and certificate for the class entered, where appropriate.
- 6.2 One-design class boats may petition NOSA in writing to enter as one design class and be scored against each other. Petitions must be received by Friday, April 5, 2024.
- 6.3 Very-High Performance boats may enter the Unlimited Class, subject to approval by NOSA. This class is intended for boats that do not conform to PHRF or ORCA Class Rules.
- 6.4 The PHRF Class will be comprised of the following fleets:
- 6.4.1 Ultra-Light (UL) fleet - boats with a high PHRF Performance Factor (PF).
- 6.4.1.1 Ultra-Light Maxi fleet – the largest and fastest Ultra-Light boats.
- 6.4.1.2 Ultra-Light fleet (A, B, C...start-classes)
- 6.4.2 Race fleet (A, B, C...start-classes) - boats with a Performance Factor (PF) below the Ultra-Light limit.
- 6.4.3 CRUZ fleet - boats with a PHRF RLC rating of 60 or higher, and a PHRF Performance Factor less than or equal to 2.00. CRUZ fleet boats may use their motors in gear within the rules set forth in the "CRUZ Fleet Motoring Rules and Log" of the Sailing Instructions.
- 6.4.3.1 SPINNAKER fleet (A, B, C...start-classes) - boats that carry one or more spinnakers (symmetrical or asymmetrical/gennaker).
- 6.4.3.2 NON-SPINNAKER fleet (A, B, C...start-classes) boats that do not carry spinnakers or gennakers. The Non-Spinnaker offset will be applied to their rating as set forth in the PHRF of Southern California rating certificate.
- 6.4.4 Entries from PHRF members from areas other than PHRF of Southern California will be accepted provided their 2024 PHRF Rating is submitted with the entry fee no later than 1700, Thursday, April 11, 2024 and that the Random Leg Course (RLC) Rating for the boat is the same as or lower than the PHRF of Southern California RLC Rating for the same manufacturer and model boat. Boats not meeting these criteria, shall obtain a current PHRF of Southern California Rating.

- 6.5 The ORCA Class will be comprised of:
 - 6.5.1 ORCA MAXI fleet – the largest and fastest multihulls.
 - 6.5.2 ORCA fleet (A, B, C...start-classes)
- 6.6 In addition to the start-classes and fleets noted above, competitors may also register to compete in the following secondary fleets:
 - 6.6.1 DOUBLEHANDED fleet - boats will start and race in their assigned start class. Doublehanded boats shall have only two persons on- board.
 - 6.6.2 ALL FEMALE CREW fleet - boats will race in their assigned start class. All Female Crew boats shall have only females on-board.
 - 6.6.3 ORR and ORR-Ez fleet boats will race in their assigned start-class. Boats must have a current and valid ORR or ORR-Ez rating.
- 6.7 NOSA reserves the right to move a boat to a start-class that is deemed appropriate.

7. ENTRY

- 7.1 Eligible boats may enter by completing the entry form located on-line at www.nosa.org and submitting it with the required entry fee.
- 7.2 Any boat that has its rating changed after having submitted an Entry Form shall provide NOSA with the new rating as soon as possible, but in no case later than 1700, Thursday, April 11, 2024, and shall contact NOSA to determine its appropriate class based on the new rating.
- 7.3 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees no later than 1700, Thursday, April 11, 2024.

8. FEES

- 8.1 Fees are as follows:

LOA	ENTRY FEE
50 feet or more	\$525
Less than 50 feet	\$385
Late Entry Fee (after April 7)	Entry Fee + \$100

- 8.2 **REFUND OF ENTRY FEE:** No refund will be returned nor credited by reason of withdrawal after 1700 on Thursday, April 11, 2024, when entry is closed.
- 8.3 Fees include use of a YB Tracker provided for the boat. YB Tracker fees are not refundable after March 27, 2024. The tracker is to be returned to NOSA at designated drop-off locations.
- 8.4 Regatta Network fees and administrative fees are not refundable. Regatta Network fees represent ten per cent (10%) of the entry fee.

9. ADVERTISING

- 9.1 Advertising on a boat shall comply with the requirements of World Sailing Regulation 20.
- 9.2 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.

10. SCHEDULE

- 10.1 The scheduled time of the warning signal for the first start class is 1055 on Friday, April 26, 2024. Refer to the NOSA Web site: <http://www.nosa.org> for the Start-Class Flags and Start Times.
- 10.2 Start-class designations, starting assignments, and start-class identification back-stay flag assignments will be made available on the NOSA website <http://www.nosa.org> no later than Friday, April 19, 2024.
- 10.3 All times cited in this Notice of Race and the Sailing Instructions are GPS Pacific Daylight Time (PDT).

11. COURSE

- 11.1 The race will begin off Balboa Pier, Newport Beach CA, **round NORTH Coronado Island to port** and finish in the vicinity of the San Diego Approach Lighted Whistle Buoy. For scoring purposes, the distance is 88 nm.

12. PENALTY SYSTEM

- 12.1 The term “other penalty” referred to in RRS 44.1 will apply. The penalty will be 10% of the Elapsed Time.
- 12.2 **[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) or US Coast Guard (USCG) regulations, 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 RRS 64.2.

13. SCORING

- 13.1 Boats competing in the ORCA Class shall be scored based on the boat’s ORCA TOD Rating.
- 13.2 Boats competing in the PHRF Class shall be scored based on the boat’s **RLC** rating TOD scoring system.
- 13.3 Boats competing in the Unlimited class will be scored based on Elapsed Time.
- 13.4 The Race Time Limit is 0800, Sunday, April 28, 2024. All boats finishing after the Time Limit will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A5.1: A 5.2; A 10.
- 13.5 Failure to meet the Race Time Limit will not be grounds for redress. This changes RRS 62.1(a).
- 13.6 A boat’s score shall be the total of her race score.
- 13.7 Notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 48 hours after
 - (1) the protest time limit for the last race of the series (including a single-race series);

- (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
- (3) the results are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 60 or 70.

This changes RRS 90.3 Scoring.

14. RISK STATEMENT

- 14.1 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.**

15. INSURANCE

- 15.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 USD per incident or the equivalent.

16. MEDIA - RIGHT TO USE NAME AND LIKENESS

- 16.1 By participating in the 2024 Newport to San Diego Event, a competitor automatically grants to the organizers and its sponsors the right, in perpetuity, to make, use and show from time to time at their discretion, any still or motion pictures and live, taped, or filmed television and other reproductions of him or her without compensation.

18. PRIZES

- 18.1 NOSA will present Perpetual Trophies as listed in an Attachment 1 of this NOR.
 18.2 NOSA will present start class take-home trophies based on the number of entries as follows:

NUMBER OF ENTRIES	NUMBER OF TROPHIES
One (1) to Five (5)	Trophy to 1st Place
Six (6) to Ten (10)	Trophies to 1st and 2nd Place
Eleven (11) to Fifteen (15)	Trophies 1st thru 3rd Places
Sixteen (16) to Twenty (20)	Trophies 1st thru 4th Places
Twenty-One (21) or More	Trophies 1st thru 5th Places

19. BERTHING

- 19.1 **Boats are responsible for making their own berthing reservations.**

20. FURTHER INFORMATION

20.1 For further information please contact NOSA at info@nosa.org or 949-220-4461.

20.2 NOSA mailing address is P.O. Box 7485, Newport Beach, CA 92658.

The following rule(s) will be changed in the Sailing Instructions:

RRS 60.2, 63.1, and A5 to allow the race committee to disqualify a boat without a hearing for:
Infringing USCG Navigational Rule 9, 34 and Naval/Cruise Ship Protection Zone



ATTACHMENT 1

Award Guidelines and List of Trophies

Awards Overview

1. Awards are divided between Primary Awards for the best Corrected Time (CT) finishes in a start-class, and Additional Awards for defined achievements.

Primary Awards have 1st thru nth place ranked by CT. The number of places awarded is determined by the number of entries in a start-class. See NOR 13.2

Additional Awards are awarded to only one place. At least 2 boats must be competing for an Additional Award for it to be awarded.

Every award winner receives a take home trophy.

Some awards may include a perpetual trophy which the winner takes home or to their Yacht Club for a year.

N2SD AWARDS		BASED ON	PERPETUAL TROPHY NAME	ELIGIBLE
PRIMARY AWARDS (class winners)				
CLASS	START CLASS			
NON-CRUZ FLEETS				
CLASS	START-CLASS			
PHRF	UL Maxi	corrected time	PHRF - Maxi	Maxi
PHRF	UL A	corrected time	PHRF – UL A	UL A
PHRF	UL B	corrected time	PHRF – UL B	UL B
PHRF	UL C	corrected time	PHRF – UL C	UL C
PHRF	UL D	corrected time	PHRF – UL D	UL D
PHRF	UL E	corrected time	PHRF – UL E	UL E
PHRF	UL F	corrected time	PHRF – UL F	UL F
PHRF	A	corrected time	PHRF - A	A
PHRF	B	corrected time	PHRF - B	B
PHRF	C	corrected time	PHRF - C	C
PHRF	D	corrected time	PHRF - D	D
PHRF	E	corrected time	PHRF - E	E

PHRF	F	corrected time	PHRF - F	F
PHRF	G	corrected time	PHRF - G	G
PHRF	H	corrected time	PHRF - H	H
PHRF	I	corrected time	PHRF - I	I
PHRF	1 st ORR or ORR-Ez	corrected time	1 st ORR or ORR-Ez	ORR or ORR-Ez
ORCA	ORCA A	corrected time	ORCA A	ORCA A
CRUZ FLEETS				
CLASS	START-CLASS			
PHRF	CRUZ SPIN A	corrected time	CRUZ SPIN A	CRUZ SPIN A
PHRF	CRUZ SPIN B	corrected time	CRUZ SPIN B	CRUZ SPIN B
PHRF	CRUZ NONSPIN A	corrected time	CRUZ NON-SPIN A	CRUZ NONSPIN A
PHRF	CRUZ NONSPIN B	corrected time	CRUZ NON-SPIN B	CRUZ NONSPIN B
ADDITIONAL AWARDS				
NON-CRUZ FLEETS				
CLASS	FOR			
ORCA, PHRF	1 st Overall Elapsed	elapsed time	1 st Elapsed	All
ORCA, PHRF	1 st Overall Corrected	corrected time	1 st Corrected	All
ORCA, PHRF	Highest CT	corrected time	1 st Highest Corrected Time	All
PHRF	1 st All Female Crew	corrected time	1 st Female Crew	All
PHRF	1 st Doublehanded	corrected time	1 st Doublehanded	All
PHRF	1 st Mono elapsed	elapsed time	1 st Monohull Elapsed	All
PHRF	1 st Mono corrected	corrected time	1 st Monohull Corrected	All
CRUZ FLEETS				
CLASS	FOR			
PHRF	1 st All Female Crew	corrected time	CRUZ - 1 st All Female Crew	CRUZ
PHRF	Overall corrected	corrected time	CRUZ - 1 st Overall Corrected	All
PHRF	Overall elapsed	elapsed time	CRUZ – 1 st Overall Elapsed	All