

# Schooner Creek Boat Works Pacific NW Offshore

50th Annual International Yacht Race

Ilwaco, WA  Victoria, BC

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Portland Yacht Club  
Corinthian Yacht Club of Portland  
May 14-17, 2026

## NOTICE OF RACE (NoR)

### 1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. Portland Yacht Club or Portland, Oregon, USA is the Organizing Authority (OA).
- 1.3. The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.4. The *Pacific Northwest Offshore Safety Equipment Requirements* (PNWO SER) of NoR Addendum A apply.
- 1.5. The prescriptions of *US Sailing* apply.
- 1.6. Under [World Sailing Development Rule DR21-01, Version 3](#), 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 4 minutes 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 one (1) hour added to her elapsed time.

- 1.7. As approved by World Sailing under Regulation 28.1.5(b), the following rule will be used in the 2026 Pacific Northwest Offshore Race:
- “The location of a boat’s hull as defined in *start* and *finish*, will be determined by the position provided by the OA supplied transponder. The Race Committee may determine if a boat started or finished by using other evidence. If requested, a boat shall provide the Race Committee evidence as to their location. This evidence can be, but is not limited to, a boat’s navigation software log file, testimony or evidence from other boats, personal race tracker or AIS logs.”
- 1.8. RRS 26 is changed as follows: delete and replace with:
- The race shall be started by utilizing GPS times UTC -7 hours (PDT). No visual or sound signals will be made.
- 1.9. For the purpose of the definition “*Racing*”, a boat’s preparatory signal shall be considered to occur four (4) minutes prior to her start time.
- 1.10. RRS 27.3 is changed as follows: delete and replace with:
- Before the start, the Race Committee may for any reason postpone or abandon the race by making a VHF radio announcement that the race is postponed, and verbally provide a new time for the warning, or announce that the race is abandoned.
- 1.11. RRS 29 is deleted.
- 1.12. 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.
- 1.13. 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, Movable Ballast.
- 1.14. Autopilot use is permitted for double-handed boats. This changes RRS 52, Manual Power.
- 1.15. [RRS Appendix RV, Reduced Visibility, Version 2, January 2025](#) replaces RRS Part 2 from sunset until sunrise and during any other period of reduced visibility.
- 1.16. [RRS Appendix TS, Traffic Separation Schemes, Version 4, January 2025, Section A and TS1](#) shall apply to the following TSS: Strait of Juan de Fuca Precautionary Area, Strait of Juan de Fuca Entrance and Strait of Juan de Fuca.
- 1.17. [RRS Appendix WP, Rules for Racing Around Waypoints, Version 2, January 2025](#) shall apply.
- 1.18. [DP] [NP] Competitors and support persons shall comply with any reasonable requests from an event official. Such requests, 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 (SI) will be available after 1800 hours PDT on 29 April 2026 at: [https://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=30382](https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=30382).

## 3. COMMUNICATION

- 3.1. The official notice board is located at: [https://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=30382](https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=30382).
- 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 shall use this channel when notifying the RC when on approach to finish.

## 4. ELIGIBILITY AND ENTRY

- 4.1. The event is limited to the first fifty (50) boats of at least 24 feet LOA sailing in a One-Design/ Level, Multihull or PHRF-PNWO (Cruising) class of at least 3 boats and boats with a valid Offshore Racing Congress (ORC) certificate that complete all requirements of NoR 4.4.
- 4.2. The ORC rating system applies to boats racing in the ORC class(es) and for overall placing. PHRF-PNWO handicap system applies to boats racing in the PHRF class(es).
- 4.3. Eligible boats may enter the event online at: [https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=30382](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=30382) by 2100 hours PDT on 29 April 2026. No entry will be accepted after this time.
- 4.4. [NP] To be considered an entry in the event, a boat shall complete all requirements below and pay all fees.
  - 4.4.1. Complete boat and owner/skipper information as required by the online system.
  - 4.4.2. Complete crew list with phone numbers, email addresses, and emergency contacts as required by the online entry system. Minor adjustments to the crew list may be made until registration on 13 May 2026.
  - 4.4.3. Submit a completed and signed copy of the PNWO SER of NoR Addendum A.
  - 4.4.4. Submit a copy of the valid rating certificate if sailing in an ORC class. This rating shall not be changed after 2100 hours PDT on 29 April 2026.
  - 4.4.5. Submit proof of insurance as required by the NoR.

## 5. FEES

- 5.1. Entry fees are as follows:
  - 5.1.1. Before February 15, 2026:

Event Entry	\$425
Event Tracker	\$125
  - 5.1.2. After February 15, 2026:

Event Entry	\$500
Event Tracker	\$125
- 5.2. Entry fees will be returned by reason of withdrawal as follows:
  - 5.2.1. Before March 15, 2026: 100%
  - 5.2.2. After March 15, 2026 but before April 15, 2026: 50%
  - 5.2.3. No entry fee will be returned by reason of withdrawal after April 15, 2026.

## 6. SCHEDULE

- 6.1. The schedule of events are as follows:

Event	Date/Time
"Kickoff" and final entry party in Portland, OR	29 April 2026 from 1800 – 2100 PDT
Equipment inspection for SER compliance	11 – 12 May from 1000 – 1800 PDT
Check-In at the Salt Hotel and Restaurant in Ilwaco, WA	13 May 2026 from 1500 – 1700 PDT
Dates of racing	14 – 17 May 2026

Scheduled time of the warning signal	14 May 2026 at 0955 PDT
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- 6.2. One race is scheduled for each class.

## 7. EQUIPMENT INSPECTION

- 7.1. [DP] Boats shall comply with RRS 78.1 from when presented for inspection and until 24-hours after finishing.
- 7.2. [DP] [NP] Boats shall be available for equipment inspection for compliance with NoR Addendum A from registration until 24-hours after finishing.
- 7.3. [DP] [NP] All boats are required to install, activate and maintain a position transponder (YB Tracker) supplied by the OA.
- 7.3.1. [DP] [NP] The YB Tracker shall be installed on deck, within 5' of the stern of the boat. It shall be mounted to a stable, secure fixture on the boat, with antennae pointing skyward. It shall not be placed under any cover, instrument, or platform of any material type. The YB Tracker must remain on, as installed, and capable of transmitting & receiving operations for the duration of the race.
- 7.3.2. [DP] [NP] Any boat that willfully reports a false position, impedes the transmission of the YB Tracker or its position reports, or remains unreported or unresponsive for an extended period of time will be considered in violation of RRS 2, Fair Sailing and shall be protested by the Race Committee.
- 7.3.3. [DP] [NP] It will be the responsibility of the person in charge of the boat (see RRS 46) to ensure that the provided YB position transponder remains properly installed, and must make every effort to ensure it is functional and in operation.
- 7.3.4. Boats are responsible for returning the tracker in working order.

## 8. VENUE

- 8.1. NoR Addendum B shows the event venue prior to the start in Ilwaco, WA, USA.
- 8.1. NoR Addendum C shows the event venue after the finish in Victoria, BC, Canada.
- 8.1. NoR Addendum D shows the location of the racing area including the entrance of the Columbia River, the Pacific Coast of Washington State and the Strait of Juan de Fuca.

## 9. COURSE

- 9.1. The course to be sailed will be as follows:
- 9.1.1. Start near the Columbia River Entrance between the virtual waypoints.
- 9.1.2. Leave Tatoosh Island to starboard.
- 9.1.3. Leave the Duntze Rock Virtual AtoN Radio Station V-AIS 2 MMSI 993692201 waypoint located at 48° 24.807' N, 124° 44.695' W to starboard.
- 9.1.4. Finish near the Victoria Harbour Entrance between the virtual waypoints.
- 9.2. The race time limit will be 72 hours after the start time or 1000 on 14 May 2026, whichever is earliest.
- 9.3. The start line near the Columbia River Entrance is shown in NoR Addendum E and the coordinates of each virtual waypoint are:
- 9.3.1. 46° 12.700' N, 124° 08.130' W.
- 9.3.2. 46° 12.700' N, 124° 08.850' W.

- 9.3.3. [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screenshot of her navigation equipment clearly showing her crossing time and position simultaneously and must be able to provide that information to the Race Committee upon request.
- 9.4. The course may be shortened at the Duntze Rock virtual waypoint shown in NoR Addendum F.
- 9.4.1. Each boat shall record the time she passes north of 48° 24.807' N and east of 124° 44.695' W, and her position in relation to nearby boats.
- 9.4.2. [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screenshot of her navigation equipment clearly showing both her rounding time and position, and must be able to provide that information to the Race Committee upon request.
- 9.4.3. A shortened course will not be signaled by the Race Committee, but may be announced on VHF channel 71 or relayed by other means, and the course may be shortened after boats have finished the course. This changes RRS 32.2.
- 9.5. The finish line near the Victoria Harbour Entrance is shown in NoR Addendum G and the coordinates of each virtual waypoint are:
- 9.5.1. 48° 24.387' N, 123° 23.427' W.
- 9.5.2. 48° 24.387' N, 123° 24.180' W.
- 9.5.3. [NP] [DP] A boat shall log her time in UTC -7 hours (PDT) by taking a photo or screenshot of her navigation equipment clearly showing both her crossing time and position, and must be able to provide that information to the Race Committee upon request.

## 10. PENALTY SYSTEM

- 10.1. RRS 60.5(c) is changed as follows: Replace the first sentence with, "If the protest committee decides that a boat has broken a *rule* it may impose an elapsed time penalty or disqualify her whether or not the applicable *rule* was mentioned in the *protest*." 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. RRS Appendix T, Arbitration, applies except that T1(b) is modified to read: "The post-race penalty shall be one (1) hour added to her elapsed time."

## 11. SCORING

- 11.1. A boat's score shall be her race score calculated from her elapsed time including any time penalties.
- 11.2. ORC & PHRF classes will be scored as follows:
- 11.2.1. ORC classes will be scored utilizing the ORC Weather Routing Scoring (WRS) system. This system will be used even if the race is shortened.
- 11.2.2. The PHRF-PNWO Class(es) will be scored utilizing the conditional rating values (B Factor) for heavy air or predominantly off the wind (B = 480), average conditions (B = 550), very light or predominantly upwind (B = 600), or a blended average for highly variable conditions. The B Factor will be determined by the Race Committee from wind speed/direction reporting stations throughout the course, that best reflect the sailing conditions over the majority of the course. This decision shall not be grounds for redress by a boat. This changes RRS 61.1(a).
- 11.3. PHRF-PNWO boats will have ratings assigned by the Race Committee as follows:
- 11.3.1. Boats shall provide an individually identifiable boat configuration during entry that includes specific boat type variant identification for mast (tall, standard, carbon fiber, in-

mast furling, etc), keel (standard, shoal, etc), or any other as manufactured variations.

- 11.3.2. Boats shall declare if they are NOT using a spinnaker and will receive a +15 sec/mi rating adjustment.
- 11.3.3. Boats shall declare if they have a fixed 3-blade propeller and will receive a +12 sec/mi rating adjustment.
- 11.3.4. Boats shall declare if they have an in-mast furling main and will receive a +9 sec/mi rating adjustment if the boat type does not include an adjustment for that configuration.
- 11.3.5. A boat's rating will be the average of the boat configuration from the [US Sailing PHRF Handicaps database](#). Any outlier ratings (high or low extremes) from the database will not be included.
- 11.3.6. If a boat cannot be identified from the database or if there is a lack of reported ratings, a comparable boat may be used.
- 11.3.7. Custom, "one-off" or highly modified boats will not be rated.
- 11.3.8. All assigned ratings may be appealed by any boat in the class until 24 hours prior to the start. Any appeal shall be in writing and submitted to the Organizing Authority or Principal Race Officer (PRO).
- 11.3.9. No ratings shall be grounds for a request for redress by a boat. This changes RRS 61.1(a).
- 11.4. PHRF-PNWO class(es) elapsed times will include any time penalties and time adjustments for propulsion.
- 11.5. A time adjustment for propulsion for the PHRF-PNWO class(es) will be applied as follows:
  - 11.5.1. [DP] [NP] Each boat in the PHRF-PNWO class(es) shall log their engine hour meter at the start of the race and report it to the Race Committee after starting.
  - 11.5.2. [DP] [NP] Each boat in the PHRF-PNWO class(es) shall log their engine hour meter at the finish of the race and report it to the Race Committee after finishing.
  - 11.5.3. Engine hour logs shall be reported to the PRO within two (2) hours of finishing. Failure to report engine hours, even if the total is less than the allowed amount, will result in score of DNF. This changes RRS A5.1.
  - 11.5.4. Add RRS 42.3(j), "Boats in the PHRF-PNWO class(es) are allowed four (4) hours of propulsion while racing." This is a class rule.
  - 11.5.5. While under mechanical propulsion, only the mainsail may be set.
  - 11.5.6. Any boat exceeding the allowance for propulsion while racing shall have three (3) minutes added to her elapsed time for each one (1) minute of propulsion. No time shall be deducted for using less than the allowance for propulsion.

## 12. PRIZES

- 12.1. The "First to Finish" trophy will be awarded to the monohull in an ORC class with the fastest elapsed time.
- 12.2. The "First Overall" trophy will be awarded to the monohull with the fastest corrected time in an ORC class.
- 12.3. Additional prizes will be awarded by the Organizing Authority based upon the number of entries in each class.

## 13. SAFETY REGULATIONS

- 13.1. [DP] [NP] A boat that retires from the race shall notify the Race Committee at the first reasonable

opportunity on VHF radio channel 71 or by texting 503-799-8718.

**13.2.** [DP] [NP] Each boat shall check in with MCTS Prince Rupert (Marine Communications and Traffic Services) on VHF radio channel 74 when transiting north of N 48° latitude and prior to entering the Strait of Juan de Fuca, shall monitor VHF radio channel 74 while north of N 48° latitude, and shall comply with any instructions provided to the boat by MCTS Prince Rupert.

**13.3.** [DP] [NP] Each boat shall check in with Seattle Vessel Traffic Service (VTS) on VHF radio channel 5A when they enter the Strait of Juan de Fuca and are transiting east of 124° 40' W longitude, shall monitor VHF radio channel 5A while east of 124° 40' W longitude, and shall comply with any instructions provided to the boat by Seattle Vessel Traffic.

## **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.** 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.

## **16. FURTHER INFORMATION**

**16.1.** For further information please contact: [pacificnwoffshore@gmail.com](mailto:pacificnwoffshore@gmail.com).