



NOTICE OF RACE

MARCH 10-16, 2017

www.NHYCcaborace.com

NEWPORT BEACH TO CABO SAN LUCAS INTERNATIONAL YACHT RACE

1. GENERAL

- 1.1. Newport Harbor Yacht Club is the Organizing Authority ("OA") for the 2017 Newport Beach to Cabo San Lucas International Yacht Race (Cabo Race). The OA invites owners and charterers of eligible boats to enter under the conditions of this Notice of Race (NOR).
- 1.2. US Sailing Offshore Office is the Rating Authority (RA) for the Offshore Racing Rule (ORR) for all monohull boats.
- 1.3. The Ocean Racing Catamaran Association (ORCA) is the Rating Authority (RA) for all multihull boats.
- 1.4. The term Skipper as used herein is defined as the person, whether or not the owner of the boat, is designated on the application for entry--and if the boat is subsequently entered in the race, on the entry form--as "Skipper" and who is the person in charge of the boat during the race. The Skipper is responsible for the boat; its handling and safety; the conduct of its crew before, during, and after the race, and compliance with the rules.
- 1.5. The term Competitor as used herein is defined as any person who will be aboard an entered boat during the race. A boat's crew is the full complement of Competitors including the Skipper.
- 1.6. The OA reserves the right to amend this Notice of Race. The OA will post amendments on the Official Notice Board on the race website. If appropriate, copies of amendments will be placed on supplementary notice board at NHYC.
- 1.7. The Official Notice Board is a page bearing the same name on the race website, <http://www.NHYCcaborace.com>.
- 1.8. All times given in this Notice of Race are in Pacific Daylight Time (UTC-7) unless otherwise noted.

2. RULES

- 2.1. All boats in the Cabo Race will be governed by the *rules* as described in The Racing Rules of Sailing 2017-2020 including the US Sailing prescriptions; and
 - a.) Monohulls: [US Safety Equipment Requirements \(SER\) for Ocean Races, effective date: 1/1/2016, revision 2016.0](#) as modified by this Notice of Race.
 - b.) Multihulls: Ocean Racing Catamaran Association (ORCA) Racing Requirements, effective date 10/20/13. Sections 6, 7, and 8, will be in effect for all multihull competitors, as modified by this Notice of Race.
- 2.2. Advertising on a boat shall comply with the requirements of World Sailing Regulation 20 for Category A.

3. CHANGES TO THE RULES

- 3.1. The following changes apply to all boats.
 - 3.1.2. RRS Part 2, When Vessels Meet, is replaced between the hours of local sunset and local sunrise by “Part B—Steering and Sailing Rules,” of the International Regulations for Preventing Collisions at Sea (“IRPCAS”).
 - 3.1.3. Rule 35, Time Limit is changed to end the race at 1700 on Thursday, March 16, 2017. Boats that have not finished by this time shall be scored Did Not Finish unless the RC extends the time limit.
 - 3.1.4. Rule 50.2 Spinnaker Poles; Whisker Poles and Rule 50.3 Use of Outriggers is changed to allow the use of fixed and retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
 - 3.1.5. Rule 51, Movable Ballast is changed to allow the movement of sails that are not set; however all gear and sails not being flown must remain within a boat’s lifelines.
 - 3.1.6. Rule 51, Movable Ballast, and Rule 52 Manual Power are changed to allow the positioning of movable ballast by power on boats as designed and as rated by the RA. All movable ballast systems shall be capable of manual operation if powered systems are inoperable
 - 3.1.7. Rule 55 is changed to allow for the use of biodegradable sail stops.
 - 3.1.8. Rule 62, Redress, is changed by adding the following: “(e) being directed by a Government Authority to deviate from her proper course.”
 - 3.1.9. US Sailing Prescriptions to 63.2 and 63.4 will not apply.
- 3.2. The following changes only apply to boats competing in the ORR division. Per rule 87, the OA has obtain permission from US Sailing and the Offshore Racing Association.
 - 3.2.1. ORR 4.02 will be modified to remove any limitation on crew weight.
 - 3.2.2. ORR 10.02.1 will be modified to remove any limitation the number of spinnakers and staysails that may be carried.

4. CHANGES TO SAFETY EQUIPMENT

4.1. Monhulls

- 4.1.1. SER 3.21 is deleted.
- 4.1.2. SER 3.33.1 AND 3.33.2 are deleted and replaced with: A boat shall have mainsail reefing equipment capable of reducing the effective luff of the main to $0.70 * P$ OR a storm trysail which can be set independently of the main boom, has an areas less than 17.5% of $E * P$, and which is capable of being attached to the mast.
- 4.1.3. SER 3.33.3 and 3.33.4 are deleted and replaced with: A boat shall have a storm jib of an area not greater than 5% of the height of the foretriangle squared, with a maximum luff length of 65% of the height of the foretriangle OR a heavy-weather jib of an area not greater than 13.5% of the height of the foretriangle squared and without reef points.
- 4.1.4. SER 3.9 is deleted.

4.2. Mulihulls

- 4.2.1. Delete ORCA 7.37 and replace with: "All boats shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew and capable of taking crew off under adverse sea conditions."
- 4.2.2. ORCA 8.43 is modified to require all boats to carry a satellite phone.
- 4.2.3. Add ORCA 8.5: "annually, two thirds of the boat's racing crew shall practice man overboard procedures appropriate for the boat's size and speed."
- 4.2.4. Add ORCA 8.6: " at least 30% of those aboard the boat, but not fewer than two members of the crew,, including the person in charge, shall have attended a one day or two day US Sailing Safety of Sea Seminar within the last five (5) years, or other courses as accepted by US Sailing."

5. INSPECTIONS

All boats are subject to USSER Regulation 1.3 – Inspection.

6. COMMUNICATION EQUIPMENT

6.1. All boats will be required to have the following communication equipment onboard while racing:

- VHF transceiver, refer to SER 3.8.1;
- equipment able to send and receive e-mail;
- position transponder, supplied by the OA;
- Satellite telephone and/ or SSB transceiver of at least 80 watts P.E.P. in the 2.0 to 9.0 MHz range, capable of transmitting and receiving on 2182.0, 2096.5, and 4146.0 KHz.

6.2. Communication restrictions

With respect to rule 41(c) – Outside Help, attention is drawn to World Sailing Case 120.

7. ELIGIBILITY

7.1. The race is open to all ocean racing boats, with an LOA of 30' or greater, and that have either a valid 2017 measurer verified ORR, ORR–ez or ORCA rating certificate.

7.2. The minimum crew on any boat shall be four (4).

7.3. Handicapped Rating Certificates

7.3.1. Each boat shall have a valid rating certificate issued by her appropriate RA and submitted to the OA by 3/8/2017.

7.3.2. All boats must have received their rating certificate by 3/8/15. Any changes requested of the RA after this date will be subject to a \$500 late fee payable to the OA.

7.3.3. ORR and ORR-ez Ratings

7.3.3.1. The OA requires that ORR boats submit measurement data to the RA by 2/22/15.

Exceptions may be granted at the discretion of the OA and may be subject to a penalty of ten (10) minutes of elapsed time for every business day past the data submission due date (2/22/15) the final measurement data is submitted.

7.3.3.2. Each boat will be given a "Cabo Rating" expressed as seconds-per-mile and will be formulated from her ORR measurements and a wind matrix established by the RA and agreed upon by the OA.

7.4. Insurance

The owner or charterer of a boat entered in the race shall hold a marine legal liability insurance policy with respect to the boat that is current when racing, with a sum insured of not less than \$500,000 USD.

7.5. Determination of Eligibility

A decision of the OA or the Race Committee as to any matter listed in NOR 5, including whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and shall not be grounds for a request for redress.

8. ENTRY

8.1. Eligible boats may enter by completing the on-line entry form at www.NHYCcaborace.com and by paying the \$1000 entry fee on or before 2/1/16 to avoid a \$250 late fee penalty.

8.1.1. No refund will be issued if a boat withdraws on or after 2/1/16.

8.1.2. No entry will be accepted after 3/1/16.

8.2. Transponders will be used for daily position reports. Boats are not responsible for a rental fee, but are required to enter into a rental agreement with the service provider. A security deposit will be required and will be refunded in full upon return of the undamaged transponder.

8.3. Additional Entry Requirements

Subject to acceptance of an entry by the OA, an applicant shall supply the following additional items to the OA by their associated due date.

Digital photograph of the boat	3/3/17	1700 PST
Rating certificate	3/3/17	1700 PST
Proof of Insurance	3/3/17	1700 PST
All Crew Entries – submitted electronically	3/8/17	1700 PST
Submit data to OA for communications contact while afloat	3/8/17	1700 PST

9. SCHEDULE OF EVENTS

Sailing Instructions and Class Breaks posted	3/3/17	1700 PST
Boat Check-In & Transponder Pick-up @ NHYC *	3/9/17	1300-1730 PST
Competitors' Meeting *	3/9/17	1800 PST
ORR-ez Fleet Warning Signal	3/10/17	1300 PST
ORR Fleet Warning Signal	3/11/17	1300 PST
Multihull Fleet Warning Signal	3/12/17	1300 PST
Trophy Presentation	3/17/15	1700 PST

* Each boat is required to have a representative check in with the OA. A boat that fails to meet this requirement will not be eligible to race.

10. COURSE

The Cabo Race will start in the Pacific Ocean near Newport Beach, California, USA and finish in the Pacific Ocean near Cabo San Lucas, Baja California Sur, MEX. The rhumb line distance is approximately 800 nautical miles. The exact start and finish locations will be described in detail in the SI.

11. CLASS BREAKS AND SCORING

- 11.1. Class breaks for each fleet will be published by 1700 PST on March 3, 2017.
- 11.2. A boat's corrected time will be calculated using the Time on Time scoring method with a boat's appropriate rating. The boat with the lowest corrected time in each division will be scored first and so on.
- 11.3. Boats competing in different fleets (i.e. ORR, ORR-ez, or ORCA) will not be scored against one another.

12. TROPHY PRESENTATION

- 12.1. A trophy presentation is scheduled for 1700 Thursday, March 16, at a location to be announced in Cabo San Lucas.
- 12.2. One take-home trophy will be awarded to each of the first three finishers, scored on corrected time, in each division/class.
- 12.3. Perpetual Trophies
 - State of California Governor's Perpetual Trophy – First ORR boat to finish (elapsed time)
 - H. H. Ayres Perpetual Trophy. – Overall ORR Division winner (corrected time)
 - Miguel Aleman Trophy – Winner of ORR Class A (corrected time)
 - The Mayor's Trophy – Winner of ORR Class B (corrected time)
 - NHYC Cabo San Lucas Race Perpetual Trophy – Winner of ORR Class C (corrected time)
 - James Webster Gaboon – Winner of ORR Class D (corrected time)
 - ORR-ez Overall Winner (corrected time)

13. DISCLAIMER

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this race participate entirely at their own risk. See rule 4, Decision to Race. The race organizers (OA, RA, Race Committee, Protest Committee, host clubs, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this race. By participating in this race, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

14. GENERAL INFORMATION

Questions regarding the Notice of Race, Entry, Eligibility or Sailing Instructions, including interpretations of published rules and amendments, must be submitted in writing to the OA via email.

For further information please contact: Jenn Lancaster | NHYC Race Director

Newport Harbor Yacht Club | 720 W. Bay Ave., Newport Beach, CA 92661

(949) 723-6869 | jenn.lancaster@nhycstaff.org

NOTICE OF RACE ADDENDUM A: MEDIA RIGHTS AND RESTRICTIONS

END

NOTICE OF RACE ADDENDUM A

1. MEDIA RIGHTS AND RESTRICTIONS

- 1.1. The conditions of entry include a requirement that the owner or charterer of the boat and all crew members:
 - 1.1.1. acknowledge that the OA owns all media rights to the Cabo Race and may exercise those rights as it sees fit; and
 - 1.1.2. grant the OA the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images, and biographical information relating to the crew and photographs, video footage, and audio recordings taken of the boat and its crew prior to, during, and after the race; along with
 - 1.1.3. a prohibition on the use of any form of positioning system, other than that supplied or authorized by the OA, for the purpose of posting a boat's position or other information to any internet site.
- 1.2. Crew members of boats may, prior to, during, and after the race, speak or provide material to any media representatives accredited by the OA, regarding the race and the prospects, performance, or strategy of boats entered or participating in the race, subject to any comments and any material not undermining or interfering with, or having a detrimental impact on, the OA and its officers and employees, the RC, the protest committee, measurers, or current or former sponsors of the OA. The OA may revoke this approval with respect to a boat, any of its crew members, or a media representative at any time.
- 1.3. Entrants must acknowledge and accept the media restrictions referred to herein on the entry form. Crew members must grant the rights referred to herein by signing a disclaimer and acknowledgement of rights form, as supplied by the OA.
- 1.4. Any breach of these conditions may, at the discretion of the OA or RC, lead to the rejection of an application for entry, the cancellation of an entry, or the disqualification of a boat (see rule 76.1). This does not limit the right of the OA to take any other action it sees fit to enforce compliance with these conditions.