



# NOTICE OF RACE

MARCH 14-16, 2025

## CHANNEL ISLANDS 500 YACHT RACE

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### 1. ORGANIZING AUTHORITY, DEFINITIONS, OFFICIAL NOTICES and TIME STANDARD

- 1.1. Newport Harbor Yacht Club is the Organizing Authority (“OA”) for the 2025 Channel Islands Yacht Race (“CHIL 500”). <https://www.nhyc.org/racing>
- 1.2. US Sailing is the Rating Authority (RA) for the Offshore Racing Rule (ORR) for all boats.
- 1.3. The term Skipper as used herein is defined as the person, whether or not the owner of the boat, who 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.
- 1.4. 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.
- 1.5. 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 whose URL is noted below in NOR Section 1.6.
- 1.6. The Official Notice Board is a webpage bearing the same name on the race website located at:  
[https://yachtscoring.com/notice\\_board\\_summary.cfm?eid=16991](https://yachtscoring.com/notice_board_summary.cfm?eid=16991)
- 1.7. All times referenced are PDT - Pacific Daylight Savings Time [UTC-7] unless otherwise noted.

### 2. RULES AND SAFETY EQUIPMENT REQUIREMENTS

- 2.1. The race will be governed by the *rules* as described in the Racing Rules of Sailing (RRS) including the US Sailing prescriptions.
- 2.2. For Monohulls, US Safety Equipment Requirements (SER) for Ocean races, effective date: March 1, 2023, version 2023.0 as may be modified by the Notice of Race and the Sailing Instructions. There is an expectation of a new 2025 version of this document and the NOR may be modified when or if this occurs.
  - 2.2.1. The URL link to US Sailing SERs: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>.
- 2.3. Advertising on a boat shall comply with the requirements of World Sailing Regulation 20.

### 3. CHANGES TO THE RULES

- 3.1. The following changes apply to all boats.



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- 3.1.1. RRS 17 On the Same Tack; Proper Course is replaced between the hours of local sunset and local sunrise by **RRS Appendix RV, Reduced Visibility** and is attached hereto as **Addendum E**.
- 3.1.2. Rule 41 Outside Help is modified by adding: “e) Communications via phone or email with a yacht builder, designer or engineer when the integrity of the vessel is at stake is not a violation of the intent of RRS 41, provided such communications are reported to the Race Committee within 4 hours of each occurrence.”
- 3.1.3. RRS 47 Trash Disposal is changed to allow biodegradable sail stops for safety purposes.
- 3.1.4. RRS 51 Movable Ballast is changed to allow for the movement of sails that are not set; however, all gear and sails not being flown must remain within a boat’s lifelines.
- 3.1.5. RRS 51 Movable Ballast and RRS 52 Manual Power are changed to allow the positioning of movable ballast by power, but only if boats are designed and built with these systems, then rated for such power by the RA; provided further, however, that all movable ballast systems shall be capable of manual operation if powered systems are inoperable. See Section 3.1.12.5 below.
- 3.1.6. RRS 52 Manual Power is changed to allow power and stored energy for sail hoisting, trimming and adjustment of running rigging for boats rated with those systems by the RA. See limitations described within Section 3.1.12.3 below.
- 3.1.7. RRS 55.2 Spinnaker Poles; Whisker Poles is changed to allow the use of spinnaker poles and bowsprits, whether fixed or retractable, for the purpose of setting sails.
- 3.1.8. RRS 55.3 (a) Outriggers to Leeward. The OA elects to allow entrants to be ORR Event Rated for and use non-Large Roach Headsails set to leeward connected to Outriggers as described in version 3.18.24 of the 2024 Offshore Racing Rule (ORR) Sections 10.05 (e) & (f).
- 3.1.9. RRS 56.2 **Appendix TS, Version 3, Section A** (effective January 1, 2024) applies to the following TSS Santa Barbara Channel Traffic Separation Scheme. Appendix TS is available on the Official Notice Board
  - TS1 Upon written approval of the local maritime authorities and, if posted on the Official Notice Board, Rule 56.2 will be changed to:
    - (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.



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(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 *IRPCAS* 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.

3.1.10. RRS 60.5 (c) Penalties; the first sentence is changed to be: “When the protest committee decides a yacht that is a party to a protest hearing has broken a rule and is not exonerated, it may impose an elapsed time penalty or impose no penalty at all.” If an elapsed time penalty is imposed, its magnitude will be at the protest committee’s discretion unless otherwise specified in the NOR or SIs. This change will apply to Elapsed Time, Class and Fleet awards/trophies.

3.1.11. RRS 61.1 Redress is changed by adding the following: “(d) being directed by a Government Authority to deviate from her proper course.”

3.1.12. US Sailing Prescription 63.2 is excluded and not in effect.

3.1.13. Pursuant to RRS 87 Changes to Class Rules the OA intends to obtain, and it will post, written permission from the Offshore Racing Association in regards to the following changes that will apply to boats competing in the ORR Class:

3.1.13.1. ORR 4.01 will be changed to remove any limitation on crew weight.

3.1.13.2. ORR 4.04 will be changed in accordance with NOR Section 3.1.4. above

3.1.13.3. ORR 4.08 allows yachts to declare, receive a rating adjustment for and then use stored energy for sail hoisting, trimming, reefing, furling or dousing, and adjustment of backstays and running rigging. Power winches shall NOT be used to induce surfing or planing.

3.1.13.4. ORR 10.02.1 will be modified to remove any limitation on the number of spinnakers and staysails that may be carried.

3.1.13.5. ORR Appendix 7 allows monohull yachts to declare, be rated with and use movable and/or variable ballast. All ballast systems shall be capable of manual operation if powered systems are inoperable.



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## 4. CHANGES TO SAFETY EQUIPMENT REQUIREMENTS

### 4.1. Monohulls

4.1.1. SER 3.21 is deleted.

4.1.2. SER 4.7 is added: At least two crew shall have current training in CPR & First Aid.

## 5. INSPECTIONS - All boats are subject to SER 1.3 – Inspection.

## 6. COMMUNICATIONS EQUIPMENT

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

6.1.1. VHF 2-way radios; refer to SERs 3.8.1, 3.8.2, 3.8.3 and 3.13

6.1.2. AIS Transponder in accordance with RRS 56.3, also refer to SER 3.9;

6.1.3. Equipment able to send and receive e-mail while racing;

6.2. A third-party race tracker and GPS enabled positioning transponder will be supplied by the OA.

6.2.1. It is the intent of the OA to use Yellowbrick GPS transponders, which will be used for periodic position reports in addition to the 0600 morning position reports to be transmitted by a boat's email system.

6.2.2. Boats are required to enter into a rental agreement with the service provider but the rental cost of the transponder is included within the Entry Fee.

6.2.3. A security deposit may be required by Yellowbrick and will be refunded in full upon timely return of an undamaged transponder.

6.3. Satellite telephone ("Sat Phone"), continuously powered-on while racing, with the Sat-Phone number registered with the Race Committee by March 10, 2025.

6.4. As an alternative to the self-contained Sat Phone referenced in NOR Section 6.3 immediately above, if a boat is equipped with a Starlink Satellite Link that provides a connection to mobile phones, and this satellite linkage system is continuously available and powered on, then a Starlink Satellite system enabling a mobile phone may be used as an alternative to a Sat Phone. The Phone number shall be registered with the Race Committee by March 10, 2025

6.5. Communication restrictions - RRS 41(c) – Outside Help, please review World Sailing Case 120.

## 7. ELIGIBILITY AND INSURANCE

7.1. Eligible ocean racing boats are Monohulls with a LOA  $\geq 38'$ .

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



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## 7.3. Final Determination of Eligibility:

- 7.3.1. The OA's entry and technical committees will review a boat's provisional entry form, its eligibility, measurement and configuration requirements and will make recommendations to the OA. The OA has the sole and absolute discretion with the final authority to accept or reject a boat's entry even though it may or may not meet the requirements of the NOR.
- 7.3.2. A boat's Stability Index (minimum 115), Knock Down Recovery Factor, hull, rig and/or sail configuration, crew experience and an ability to average a minimum 6 knot speed over the course will also be considered.
- 7.3.3. A decision of the OA as to any matter listed in this NOR, including whether a boat or her crew meet the eligibility and entry conditions for admission into the race, is final and binding and shall not be grounds for a request for redress.

7.4. Insurance - The owner or charterer of a boat entered in the race shall maintain marine legal liability insurance policies when racing in US waters, and naming the OA, Newport Harbor Yacht Club, as an additional insured. A minimum of \$500,000 in policy coverage is required.

## 8. ENTRY

8.1. Boats meeting the NOR's eligibility requirement may enter provisionally by completing an online entry form and by paying a \$675 entry fee on or before 2/20/25 to avoid a \$100 late fee penalty. No refund will be issued if a boat withdraws after 2355 on 2/20/25 when entry is closed.

8.2. The online entry form will be at:

[https://yachtscoring.com/event\\_registration\\_email.cfm?eid=16991](https://yachtscoring.com/event_registration_email.cfm?eid=16991)

### 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 or RA as noted, by the due date indicated to have a valid entry:

<u>RA and OA Entry Requirement and Data Submittal Deadlines:</u>	<u>(Local Time)</u>	
● Entry Registration Opens per NOR Sections 7 and 8	12/1/24	1200
● Boat Measurement Data delivered to the RA	1/24/25	1200
● Digital Photograph of the boat to the OA	2/19/25	1700
● Any Charter or other pertinent agreements to OA	2/19/25	2355
● Entry Registration Deadline	2/20/25	2355
● Proof of Insurance to OA	3/01/25	1700
● All Crew Entries – submitted electronically	3/10/25	1700
● Submit Emergency Contact data (Sat and/or Mobile Ph. #s)	3/10/25	1700
● F-TCF rating data will be delivered to the Fleet	3/14/25	1130



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## 9. SCHEDULE OF EVENTS

		<u>(Local Time)</u>
● Sailing Instructions	3/10/25	1700
● Provisional Class Breaks posted	3/13/25	1700
● Boat Check-In & Transponder Pick-up at SBYC * <sup>1</sup>	3/13/25	1200-1745
● Competitors' Meeting * <sup>2</sup>	3/13/25	1800
● ORR Fleet Warning Signal	3/14/25	1530
● Trophy Presentation via Zoom	3/23/25	1800

\*<sup>1</sup> Each boat is required to have a representative check-in with the OA. A boat that fails to check-in is not eligible to race.

\*<sup>2</sup> Each boat is required to have a representative attend the Competitors' briefing held on Zoom

## 10. COURSE

The Channel Islands 500 will start in the Pacific Ocean near Santa Barbara, California, USA and finish in the Pacific Ocean offshore of San Diego, CA. The rhumb line distance is approximately 500 nautical miles. The exact Start, rounding Marks and Finish location will be described in the Sailing Instructions. Attached as ADDENDUM F are the Rules for Racing Around Waypoints and labeled Appendix WP

## 11. CLASS BREAKS AND SCORING SYSTEM

- 11.1. Provisional Class Breaks will be published in the Sailing Instructions and Final Class breaks for each fleet will be published and circulated to the fleet on race day prior to the Start.
- 11.2. A boat's corrected time will be calculated using the Forecasted Time-on-Time ("F-TCF") scoring method using a boat's calculated TCF. The boat with the lowest corrected elapsed time in each division will be scored first, and so on. NOR Section 11.3 and Addendum C provide detailed information on the F-TCF process and a brief history of this handicap scoring innovation.
- 11.3. F-TCF Handicap Scoring  
Each entrant shall submit the boat's valid full measurement data to the RA per the Schedule in NOR Section 8.3. By timely submitting the yacht's valid measurement data, the RA will process each yacht's unique measurement data set through the US-ORR Velocity Prediction Program (VPP) in advance of the race date. The VPP will then generate each yacht's unique polar data set. The morning of the race, your yacht's unique polar data set will be run through Expedition routing software using the latest and most current GFS and HRRR Weather Models for the Race Course. This will generate a prediction for the fastest elapsed time for your boat, which will then be mathematically compared to a scratch boat's



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fastest elapsed time. That ratio will provide a Time Correction Factor (TCF) to be used for Time-On-Time scoring. The TCFs will be compiled into a datasheet and circulated to the racing fleet hours before the Start. This F-TCF approach uses the latest possible wind predictions and weather routing before the Start of the Race so it can generate refined handicap scoring results.

11.4. US Sailing Offshore Office Email: [offshore@ussailing.org](mailto:offshore@ussailing.org)

## 12. TROPHY PRESENTATION

- 12.1. An online virtual trophy presentation is scheduled for Sunday, March 23, 2025 at 1800 hrs.
- 12.2. One take-home award will be given to each of the first three finishers, scored on corrected time, in each division or class and one to the Winner on Elapsed Time
- 12.3. Trophies – To Be Announced (“TBA”)

## 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 RRS 3, 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 at: [nhyrc@gmail.com](mailto:nhyrc@gmail.com)

### **For further information about the Channel Islands 500 Yacht Race under ORR, please contact:**

Dwight Belden | Principal Race Officer  
Newport Harbor Yacht Club | 720 W. Bay Ave., Newport Beach, CA 92661  
(949) 500-1110 (mobile phone) | [nhyrc@gmail.com](mailto:nhyrc@gmail.com)

or

Jess Gerry | Yacht Racing Director  
Newport Harbor Yacht Club | 720 W. Bay Ave., Newport Beach, CA 92661  
(949) 723-6870 | [jess.gerry@nhycstaff.org](mailto:jess.gerry@nhycstaff.org) | (970) 978-0661 (mobile phone)



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## **ADDENDAS FOLLOWING INCLUDE:**

- A. NOTICE OF RACE - ADDENDUM A: MEDIA RIGHTS, RESTRICTIONS AND ADVERTISING
- B. NOTICE OF RACE - ADDENDUM B: RACE COURSE AREA
- C. NOTICE OF RACE - ADDENDUM C: F-TCF RATING PROTOCOL
- D. NOTICE OF RACE - ADDENDUM D: SANTA BARBARA MARINA INFORMATION (BERTHING)
- E. NOTICE OF RACE - ADDENDUM E: APPENDIX RV – REDUCED VISIBILITY
- F. NOTICE OF RACE – ADDENDUM F: APPENDIX WP – WAYPOINT RACING RULES

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## NOTICE OF RACE - ADDENDUM A

### **MEDIA RIGHTS AND RESTRICTIONS**

- A. The conditions of entry include a requirement that the owner or charterer of the boat and all crew members:
  - A.1. acknowledge that the OA owns all media rights to the Channel Islands 500 and may exercise those rights as it sees fit; and
  - A.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; and
  - A.3. acknowledge that there is 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.
- B. 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.
- C. 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.
- D. 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 RRS 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.
- E. Yachts who intend to display advertising must so indicate on their entry forms and provide a brief description of the content. Pursuant to RRS 76.2, a boat and her crew shall comply with the World Sailing Advertising Code. Advertising not compliant with World Sailing Regulation 20.2.4. - generally accepted ethical and moral standards - shall be grounds for rejection of an entry or disqualification.

**RACE COURSE AREA – ADDENDUM B**

Additional Courses may be included in The Sailing Instructions based on potential Wx Fx variances.

**Course 1 – 500nm (INITIAL PROPOSED CONFIGURATION)**

Mark Descriptions (see **Appendix WP** attached as **ADDENDUM F** following below)

*Start* Santa Barbara YC Flag Deck Proximity – Nearshore Buoys

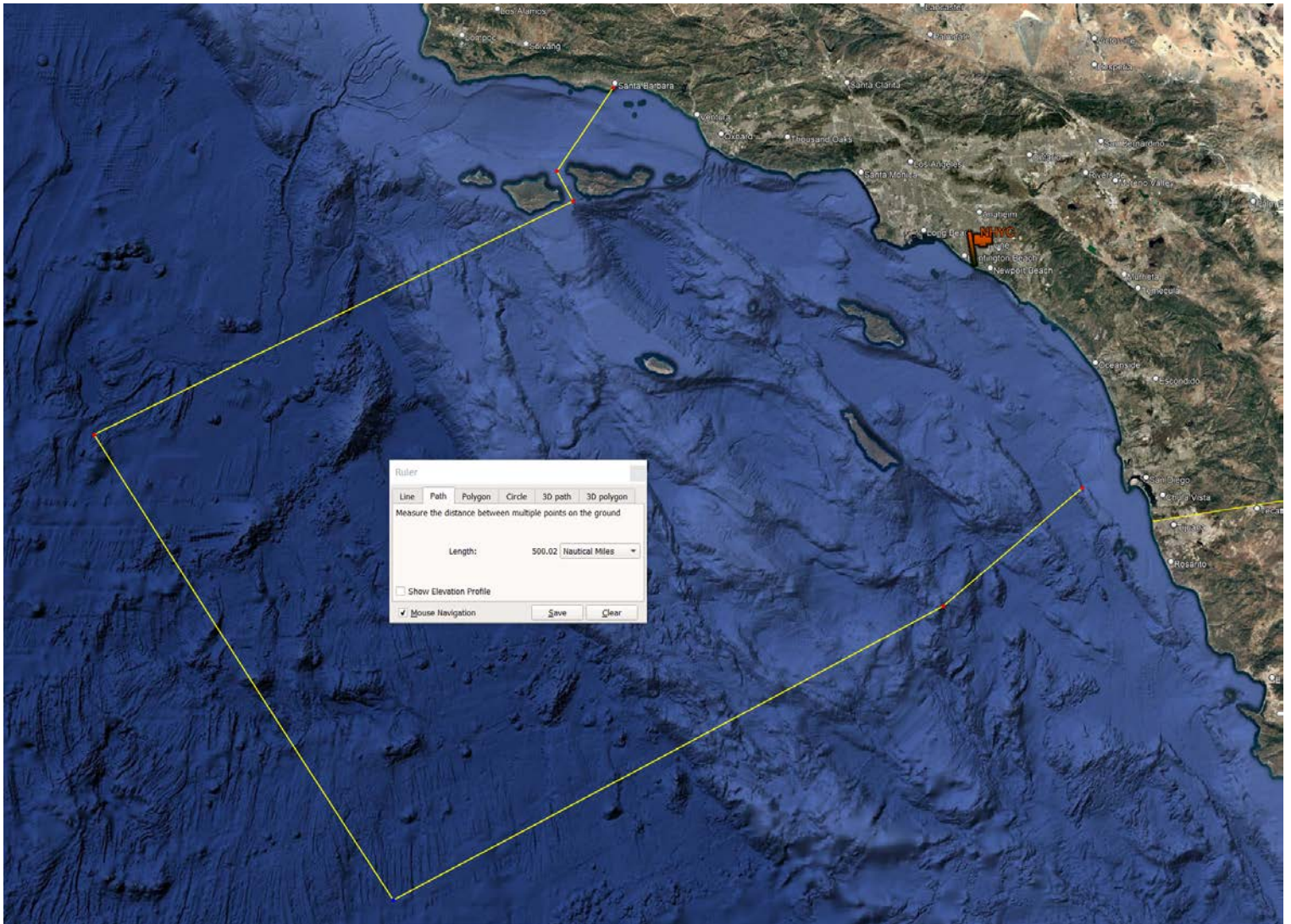




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<i>Virtual Mark 1</i>	Santa Cruz Island to Port and Santa Rosa Island to Starboard	
<i>Virtual Mark 2 to Port</i>	TBA n	TBA w
<i>Virtual Mark 3 to Port</i>	TBA n	TBA w
<i>Virtual Mark 4 to Port</i>	TBA n	TBA w
<i>Virtual Finish Line Port WP</i>	TBA n	TBA w
<i>Virtual Finish Line Starboard WP</i>	TBA n	TBA w





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## F-TCF RATING PROTOCOL – ADDENDUM C

ORR's F-TCF handicap scoring system is an innovative handicap scoring option developed to more fairly address a wide variety of racing yachts with disparate hull types in dynamic weather and race course conditions. A race organizer has a range of rating system choices and will likely choose a handicapping solution that has embedded within it future assumptions on what the wind speed and direction might be based on experience and averages. If the actual weather does not match those assumptions—a common occurrence—then the handicap system used may become entirely inappropriate for the race because of actual weather conditions. In an effort to increase a handicapping systems accuracy, the Channel Islands 500 scoring system will use a forecasted time correction factor (F-TCF), which will incorporate Time-on-Time (ToT) scoring. The F-TCF is calculated by US Sailing's Offshore Office as the ratio of each yacht's predicted elapsed time to a scratch boat's predicted elapsed time. The predicted elapsed time of each yacht is derived by the Offshore Office's routing software using each yacht's unique ORR VPP polar performance data set with weather data from GFS and HRRR weather forecast files downloaded shortly before the race start. Each competing yacht's rating will be emailed to all competitors within a few hours before their start. Thanks go to members of the sailing community including Stan Honey and Jim Teeters who have developed this new scoring solution including stress testing it on the 2024 Bermuda Race and replaying the 2023 Transpac results through this process with improved results.

Recent articles appearing in [Scuttlebutt](https://www.sailingscuttlebutt.com/2024/11/08/scoring-the-newport-bermuda-race/) describes this innovative handicap scoring process.

<https://www.sailingscuttlebutt.com/2024/11/08/scoring-the-newport-bermuda-race/> and at

<https://bermudarace.com/competitors-bulletin-4-broc-adopts-new-scoring-model-for-2024-race/>

The deadline for submitting final boat measurement data to US Sailing is described in NOR Sections 8.3 and 11.0 above. Any boat that suffers catastrophic gear failure that requires submittal of new measurement data after the RA submittal deadline may petition the OA for a waiver of the RA deadlines, provided that for other than the catastrophic failure, the entrant would have in all respects been able to comply with the dates specified in this paragraph. Should the OA grant a waiver of the timelines, the entrant must submit all measurement data not affected by the catastrophic failure. The boat may submit an experimental ORR data set to the OA based on estimates. Only in this unfortunate set of circumstances and having secured the OA's written approval, a boat is still required to submit its final measurement data to the RA in time for the RA to finish the calculation of a boat's VPP and generate its Polar data set so that the RA can process the boat's updated polars through the routing software the morning of the Race.



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The competitors will know their unique TCF before the Start. Since the fleet's TCF ratios are sensitive to the weather on the course during the race, better scoring results should occur. We expect that the new F-TCF handicapping system will do a superior job calculating satisfying race results.

## **AN EXAMPLE OF THE MECHANICS OF CALCULATING THE SCORING FOLLOWS:**

The predicted elapsed time (PET) for boats Apple, Banana and Clementine are determined to be:

Apple = 103hrs

Banana = 110hrs

Clementine = 124hrs

The F-TCF value for any boat is: PET (scratch) / PET (any boat). Banana is selected as the scratch boat.

F-TCF (Apple) = PET (Banana) / PET (Apple) = 110 / 103 = 1.068

F-TCF (Banana) = PET (Banana) / PET (Banana) = 110 / 110 = 1.0

F-TCF (Clementine) = PET (Banana) / PET (Clementine) = 110 / 124 = 0.887

To calculate a corrected elapsed time, multiply the actual elapsed time for any boat by the F-TCF for that boat.

Boat / Actual elapsed time / F-TCF / Corrected elapsed time / Finish Order:

Apple / 120hr / 1.068 / 128.16hrs / 3rd

Banana / 118hr / 1.000 / 118.00hrs / 2nd

Clementine / 130hr / 0.887 / 115.31hrs / 1st

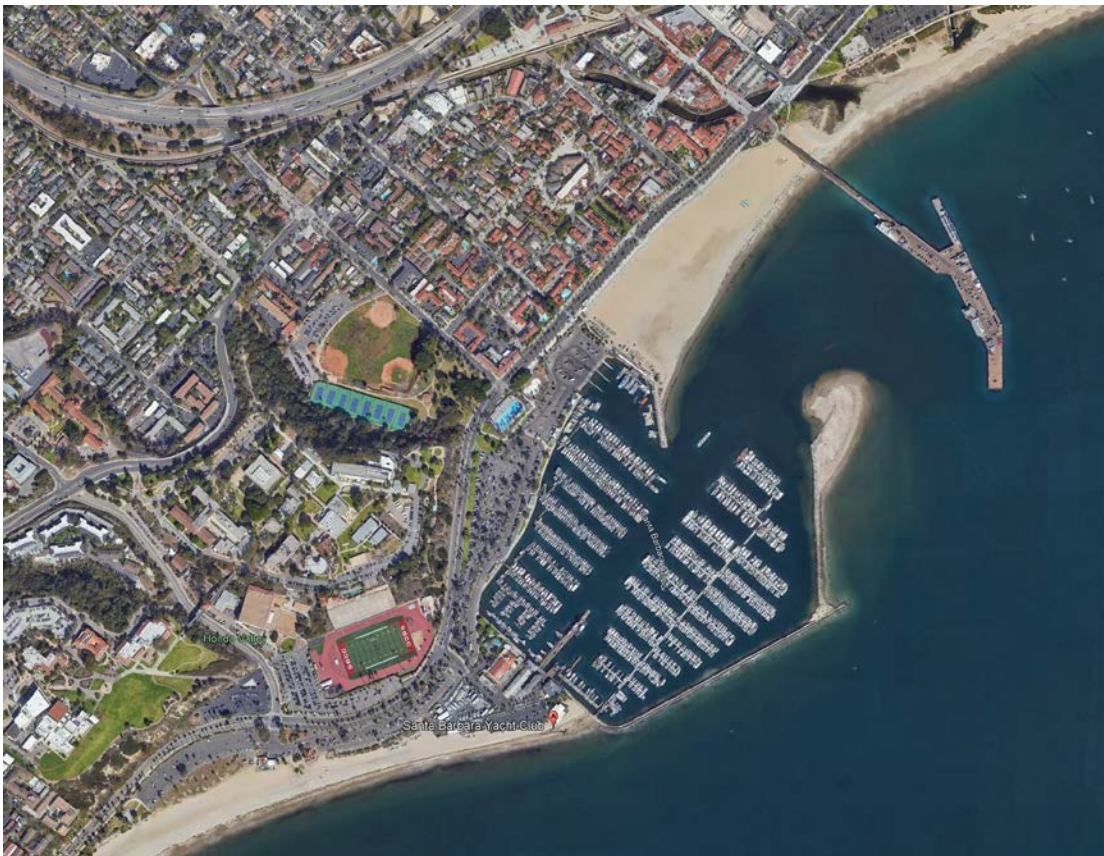


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## SANTA BARBARA MARINA INFORMATION (BERTHING) – ADDENDUM D

CITY OF SANTA BARBARA, Waterfront Department      Office Hours: M-F from 8:00 am – 5:00 pm  
132-A Harbor Way, Santa Barbara, CA 93109      Office Phone: (805) 564-5531      Fax: (805) 560-7580  
Website: [SA2891 City24061411170](#)      See [Section C of City Resolution 24-077](#); [Visiting ... Vessel Fees](#)  
VHF Channel 12      Also: <https://santabarbaraca.gov/things-do/waterfront/waterfront-services>



To inquire about a guest slip and/or secure permission for side-tie rafting positions, entrants should contact the City Of Santa Barbara's Waterfront Department, at (805) 564-5531. Rafting is very likely with the use of walkways, and the assignments will be based on boat LOA and beam. The City is limited in large slips so although they will do their best to provide accommodation, early arrangements will be key to getting a spot inside the harbor. In case of very deep draft, the Santa Barbara Harbor may not be dredged to a depth you may need, so be sure to inquire.



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APPENDIX RV – REDUCED VISIBILITY – ADDENDUM E

## APPENDIX RV

### REDUCED VISIBILITY RACING RULES

*When so stated in the notice of race, the race shall be sailed under the 2025-2028 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, for example, between sunset and sunrise.*

*When invoked, this appendix shall be used in its entirety, with no changes to these rules. Version 1.1, January 2021.*

#### **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 close to it, and*



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(b) room to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

**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 manoeuvring 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.





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## ADDENDUM F APPENDIX WP – RULES FOR RACING AROUND WAYPOINTS

### **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.