



February 15-16, 2019

NOTICE OF RACE

Newport Harbor and San Diego Yacht Club

1. GENERAL

- 1.1. Organizing Authority for the 2019 Islands Race will be Newport Harbor Yacht Club (NHYC) and San Diego Yacht Club (SDYC). The OA invites skippers of eligible boats to enter under the conditions of this Notice of Race (NOR).
- 1.2. Offshore Racing Association (ORA) is the Rating Authority for ORR-ez (hybrid).
- 1.3. US Sailing is the Rating Authority for ORR (measured).
- 1.4. The term Skipper as used herein is defined as the person, whether or not the owner of the boat, who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as it relates to the Racing Rules of Sailing or any matters related to the Islands 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. Course modification: In the event there are severe weather or sea state conditions forecast by any source for the venue area including but not limited to Catalina Island, San Clemente Islands and outer waters up to 150 nm offshore, the OA reserves the right to modify or shorten the race course as it determines to be necessary.

2. RULES

- 2.1. Rules of the Offshore Racing Rule (ORR) shall apply for boats racing under ORR Rules. Link: [ORR Rule Book](#). See NOR 4.2 for contact / application information.
- 2.2. Rules of the Offshore Racing Rule for Offshore Cruising/Production Racing Yachts racing under ORR-ez. Link: [ORRez Rule Book](#). See NOR 4.3 for contact / application information.
- 2.3. Rules of the Ocean Racing Catamaran Association (ORCA) shall apply for boats racing Division III. ORCA Rules are here: [ORCA ByLaws 7 19 17](#).
- 2.4. For monohulls, the US Safety Equipment Regulations, (hereafter "USSER"), US Coastal level requirements, Effective 1/1/2018, as modified by this Notice of Race and the Sailing Instructions. Islands USSER-Coastal are here: [Islands USSER Coastal](#)
- 2.5. For multihulls, the Ocean Racing Catamaran Association (ORCA) Racing Requirements, as approved by the ORCA BoD 10/20/13, Sections 6, 7 and 8, will be in effect for all multihull competitors, as modified by this Notice of Race and Sailing Instructions. ORCA Rules are here: [ORCA ByLaws 7 19 17](#).
- 2.6. For boats competing in a subclass (i.e. WC 70, PAC 52, One Design), the relevant class rules will also apply.
- 2.7. Advertising on a boat shall comply with the requirements of ISAF Regulation 20 for Category A.
- 2.8. All boats are required to carry an active position transponder (YB Tracker) as supplied by the OA. There are no fees associated with this requirement; however boats are responsible for returning the YB Tracker in working order. Broken or lost YB Trackers may be subject to replacement/damage charge of up to \$1,000. YB Trackers will be available as described in NOR 6.

3. ALTERATIONS TO THE RULES

- 3.1. RRS Part 2, For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: "When two boats are on the same tack and within three of the larger boat's overall length of each other, the overtaking boat shall keep clear and neither boat shall alter course toward the other."
- 3.2. RRS 50.2 Spinnaker Poles; Whisker Poles and RRS 50.3 Use of Outriggers will be modified to allow the use of fixed and retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- 3.3. RRS 51, Movable Ballast will be modified to allow the movement of sails that are not set.

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- 3.4. RRS 51, Movable Ballast, and RRS 52 Manual Power will be modified 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.
- 3.5. RRS 52 is changed to allow power and stored energy for sail hoisting, trimming, and adjustment of running rigging for boats rated with those systems by RA.
- 3.6. RRS 55 will be modified to allow for the disposal of biodegradable material used to band spinnakers.
- 3.7. RRS 62, Redress, will be modified to allow for interference in the race by a government authority.
- 3.8. RRS 64.1, Penalties and Exoneration will be modified by adding: (d) When the protest committee (PC) decides a boat that is a party to a protest hearing has broken a rule outside of RRS Part 2, it may assign a time penalty to be added to the boat's corrected time."
- 3.9. US Sailing prescriptions to RRS 63.2 and 63.4 will not apply.
- 3.10. USSER 2.4.4 Lifelines is changed to allow boats the option to be equipped with the original equipment lifelines supplied by the boat manufacturer or as class rules specify.
- 3.11. Additions for 2019: Multihull specific changes:
 - 3.11.1. 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."
 - 3.11.2. ORCA 8.43 is modified to require all boats to carry a satellite phone.
 - 3.11.3. 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."
 - 3.11.4. Add ORCA 8.6: "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, or other courses as accepted by US Sailing."

4. ELIGIBILITY

4.1. General Requirements

A boat shall:

- have an overall length ("LOA") not less than 29 feet.
- have a minimum crew of four (4) persons.
- shall have one of the current rating certificates listed below.

A request for exemptions to these dimensions may be made by contacting the OA prior to 1/15/19.

4.2. Boats submitting a current year ORR (measured) certificate must do so on or before 2/12/19. If applying for the first time, please complete your application directly to the RA a minimum of six weeks prior to 2/12/2019.

4.2.1. Contact US Sailing Offshore office with your questions about how to obtain an ORR certificate. Please email: offshore@ussailing.org or call: 401.683.0800

4.3. Boats submitting a current year ORR-ez (hybrid) certificate must do so on or before 2/12/19. If applying for the first time, please complete your application directly to the RA a minimum of two weeks prior to 2/12/2019.

4.3.1. Contact ORA Rating office with your questions about how to obtain an ORR-ez certificate. Please email: SoCal@offshoreracingrule.org or visit their website [Offshore Racing Association](http://OffshoreRacingAssociation.com)

4.4. Inspections

All boats are subject to inspection in accordance with USSER 1.3. Decisions made by the protest committee (PC), race committee (RC) or OA will be final.

4.5. 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 \$250,000 USD.

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4.6. Determination of Eligibility

A decision of the OA or the RC as to any matter, 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.

5. ENTRY

- 5.1. Eligible boats may enter by completing the online entry form at www.islandsrace.com and by paying the \$225 entry fee on or before 1/15/19 to avoid a \$50 late fee penalty. No entry will be accepted after 2/5/19. No refunds will be issued if a boat withdraws on or after 1/31/19.
- 5.2. Each sailor on board the vessel while racing is required to complete an online waiver and emergency contact info form. The person in charge of eligible boats must add all crew members to their roster in Yacht Scoring, which sends the crew a login to complete their waiver and emergency contact info in the Yacht Scoring dashboard. Crew rosters must be complete prior to 0800, 2/15/19. For assistance with this process, please contact Jared Wohlgemuth in the SDYC Sailing Office (jared@sdyc.org).

6. RACE SCHEDULE

Event	Date/ Time		Location
Transponder Pick up	Wednesday 2/13	1000 – 2100	Newport Harbor YC
	Thursday 2/14	1000 – 2100	
Pre-Race Social	Thursday 2/14	1800 – 2000	Newport Harbor YC
Competitors' Briefing	None scheduled		---
First Warning	Friday 2/15	1225	Pt. Fermin
Finish	No time limit		
Awards	Saturday 2/16	1500	San Diego YC
YB Tracker Drop Off	Saturday 2/16	0900-1700	SDYC Sailing Office
Off Hours YB Tracker Drop Off			SDYC Security Booth
All Trackers Due Back at SDYC	Monday 2/25		SDYC

7. COMMUNICATION WITH COMPETITORS

- 7.1. The Official Notice Board is located on the race website, www.islandsrace.com.
- 7.2. The OA reserves the right to amend this NOR. 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 boards at NHYC and SDYC.
- 7.3. The (RC) will issue the sailing instructions (SI) approximately one week prior to the start date. Questions regarding the NOR or SI must be submitted in writing to sailing@sdyc.org no later than 2/12/19, 1700h.
- 7.4. Class breaks and their respective warning times will be published with the SI.

8. COMMUNICATION

- 8.1. In addition to the requirements of the USSER, all boats will be required to carry the following communication equipment while racing:
 - YB Trackers will be used for position reports. While boats are not responsible for a rental fee, they are required to enter into a rental agreement with the service provider and agree to be responsible for up to \$1,000 for their unit if lost or destroyed.
 - YB Trackers are to be returned to San Diego Yacht Club either in person upon completion of the race, or by mail by 2/25/19. Mail to San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA 92106 (Attn: Sailing Office).
- 8.2. Communication Restrictions
With respect to RRS 41 – Outside Help, attention to ISAF Case 120 from the US Sailing Appeals Committee, which clarifies the application of RRS 41 and governs competitor's actions during the race.

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9. COURSE

The Islands Race will start near the Point Fermin Buoy at approximately 33° 41.5'N, 118°17.5W. All boats shall leave Santa Catalina Island and San Clemente Island to port, and finish at the Channel Entrance Buoy to San Diego Harbor. Military Exclusion Zones may be established around parts of San Clemente Island, and will be described as a series of Lat/Lon corner points in the Sailing instructions. Boats are responsible for keeping entirely clear of the area defined by the corner points at all times during the race or after retiring.

10. SCORING

10.1. For a boat's corrected time will be calculated using the Time on Time scoring method as follows: elapsed time X Offshore Offwind TCF.

11. TROPHY PRESENTATION

- 11.1. Take-home trophies will be awarded based on the number of boats in each division within a class.
- 11.2. Awards presentation will be held at 1500, Saturday, February 16, 2019 at San Diego Yacht Club.
- 11.3. The monohull with the shortest elapsed time will be commemorated on the Newport Harbor Yacht Club '*Sailing Race Free For All*' perpetual trophy.
- 11.4. The Monohull with the shortest corrected time will be commemorated on the Islands Race Overall Perpetual Trophy.
- 11.5. The multihull with the shortest corrected time will be awarded a take-home trophy. An elapsed time record will also be commemorated on the '*Stars and Stripes Multihull*' perpetual if established.

12. MEDIA

- 12.1. "Islands Race" is a registered trademark of NHYC and SDYC. Use of the trademark is restricted and limited to use by or with the consent of the OA.
- 12.2. The skipper of the boat and all crew members acknowledge that they 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;
- 12.3. By submitting an entry form, the skipper acknowledges and accepts the media conditions referred to herein, and grants the rights referred to herein on behalf of all crew members.

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 4, Decision to Race. The race organizers (OA, RA, RC, PC, 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.

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Effective Date: January 1, 2018, revision 2018.0

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 she does not comply with these regulations, her entry may be rejected or she 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.
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).
Definition	1.0.2	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available
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.
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.

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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	2.2.2	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.
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: 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 2.4.8.
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. See NOR 3.10 for changes
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).
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: Lifelines	2.4.9	Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.
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: Mechanical Propulsion	2.7.2	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

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		root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 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: 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	3.16.2	A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. This device shall be equipped with an internal GPS.
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: 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	3.2.3	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.
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	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
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: Emergency Steering	3.29.2	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.

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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.
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.
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.
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	3.6.2	A boat shall carry one SOLAS orange smoke flares 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: Visual Distress Signals	3.6.6	A boat shall carry three SOLAS red hand flares not older than the expiration date.
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) programmed 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.
Skills: Emergency Steering	4.1.2	Crews must be aware of methods of steering the yacht with the rudder disabled.
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. 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	4.3.2	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 half-day, one-day, or two-day US Sailing Safety at Sea Seminar within

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		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>