



## NEWPORT TO ENSENADA INTERNATIONAL YACHT RACE

April 15-17, 2011

Newport Ocean Sailing Association  
Newport Beach, California



### SAILING INSTRUCTIONS

The Organizing Authority for the Newport to Ensenada International Yacht Race is the Newport Ocean Sailing Association (NOSA), PO Box 7485, Newport Beach, CA 92658. Race Headquarters in Ensenada, Mexico is located at the Hotel Bahia, Ensenada, Baja California, Mexico and commences operations at 0800, April 16, 2011.

#### 1. RULES

- 1.1 This race will be governed by the rules as defined in the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS) 2009-2012.
- 1.2 The following prescriptions of the United States national authority, US SAILING, that will apply are stated in full below:
  - 1.2.1 RRS 68 – Damages. US SAILING prescribes that:
    - (a) A boat that retires from a race or accepts a penalty does not by that action alone admit liability for damages.
    - (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US SAILING Appeals authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
    - (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of “assumption of risk” for monetary damages resulting from contact with other boats.
  - 1.2.2 RRS 76.1 – Exclusion of Boats or Competitors. US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the Notice of Race and Sailing Instructions for an arbitrary or capricious reason, or for the reason of race, color, national origin, gender, sexual orientation, or age.
  - 1.2.3 RRS 76.3 – Exclusion of Boats or Competitors – US SAILING prescribes that a boat whose entry is rejected or cancelled or a competitor who is excluded from a race or series shall, upon written request, be entitled to a hearing conducted by the protest committee under rules 63.2, 63.3, 63.4 and 63.6.
  - 1.2.4 Appendix F, Procedure for Appeals and Requests – See US SAILING Appendix F for full text [http://www.ussailing.org/rules/documents/2009-2012%20Prescriptions%20FINAL\\_CLN.pdf](http://www.ussailing.org/rules/documents/2009-2012%20Prescriptions%20FINAL_CLN.pdf)
- 1.3 For boats with movable ballast, RRS 51 is waived, but only with respect to the shifting of their declared and measured ballast, and RRS 52 is also waived, but only with respect to the shifting of that ballast. All ballast systems shall also be capable of manual operation.
- 1.4 National letters of country identification are not required. This changes RRS 77 and RRS G.1. (b).
- 1.5 The notification requirements of RRS 61.1 are satisfied for all filed protests other than Part 2 RRS protests by posting protests pending on either the Official Race Results Board or the Official Notice Board adjacent to the Official Results Board, or both. This changes RRS 61.1.
- 1.6 The Performance Handicap Racing Fleet of Southern California (PHRF) Marine Industry Racer (MIR) rule shall not apply to boats racing in the MAXI class. For all other boats racing in the PHRF fleet, the MIR rule shall apply.
- 1.7 Cruising classes are subject to additional rules as set forth in the Sailing Instructions.
- 1.8 In addition to complying with their class and equipment rules:
  - 1.8.1 All boats shall carry a GPS.
  - 1.8.2 All monohulls shall comply with the PHRF Race Category 1 Standard Equipment List.
  - 1.8.3 All multihulls shall comply with the Ocean Racing Catamaran Association (ORCA) Coastal Races Equipment List.
  - 1.8.4 NOSA recommends that all competitors comply with the ISAF Offshore Special Regulations for Race Category 3 Monohulls with Life Rafts or Race Category 3 Multihulls with Life Rafts. A link to the ISAF Special Regulations, and the ORCA and PHRF Equipment Lists can be found on the NOSA website [www.nosa.org](http://www.nosa.org).

**2. ADVERTISING**

- 2.1 Competitor advertising will be restricted as follows: no advertising other than that allowed under ISAF Regulation 20.9 will be allowed.
- 2.2 Boats may be required to display advertising supplied by the Organizing Authority in accordance with ISAF Regulation 20.4.

**3. CLASS DIVISIONS AND IDENTIFICATION FLAGS**

- 3.1 Classes Breaks, Starting Assignments and Class Flag information will be appended to and become part of the Sailing Instructions no later than Friday, April 1, 2011, and will be posted on the NOSA website and on the Race Bulletin Board at Balboa Yacht Club (BYC).
- 3.2 While in the starting area and while racing, the class Identification flag must be flown from the backstay, at least six (6) feet above the deck.
- 3.3 Any NOSA-supplied 2011 race participation flags shall be flown in accordance with instructions provided in the NOSA Skipper Packet.
- 3.4 Ratings listed on any document published by NOSA are considered “preliminary” and are not grounds for protest or redress. Only the Ratings issued by PHRF, IRC, ORR, and ORCA shall be used for scoring purposes.

**4. CHANGES TO SAILING INSTRUCTIONS / NOTICES TO COMPETITORS**

- 4.1 Changes to the Sailing Instructions and/or Notices to Competitors will be posted on the NOSA web site and on the Race Bulletin Board at Balboa Yacht Club (BYC) no later than 9 AM on race day.
- 4.2 Notices to competitors, including protest notification, will be posted on either the Official Race Results Board located at Race Headquarters in Ensenada, Mexico and the Protest Notice Board adjacent to the Official Race Results Board or both.
- 4.3 Signals made ashore will be displayed on BYC Race Tower when Notices to Competitors or changes in the Sailing Instructions are posted.

**5. CHECK-IN PROCEDURE**

- 5.1 Prior to starting, all boats shall check in with one of the designated Check-In Boats. Do not check in with a Race Committee Signal Boat or Start Boat.
- 5.2 Each entrant must hail the boat’s U.S. Sailing or other National Authority or Class sail number to identify itself to the Check-in boat and obtain a verbal acknowledgement by return hail from the Check-In boat.
- 5.3 Check-in boats will be on-station: (1) inside the Newport harbor in the vicinity of permanent mark “6.”; (2) approximately ¼ mile East of the Inshore Wing Boat in the vicinity of the Balboa Pier; and (3) approximately ¼ mile West of the of the Offshore Wing Boat located approximately midway between the Balboa Pier and Newport Pier.

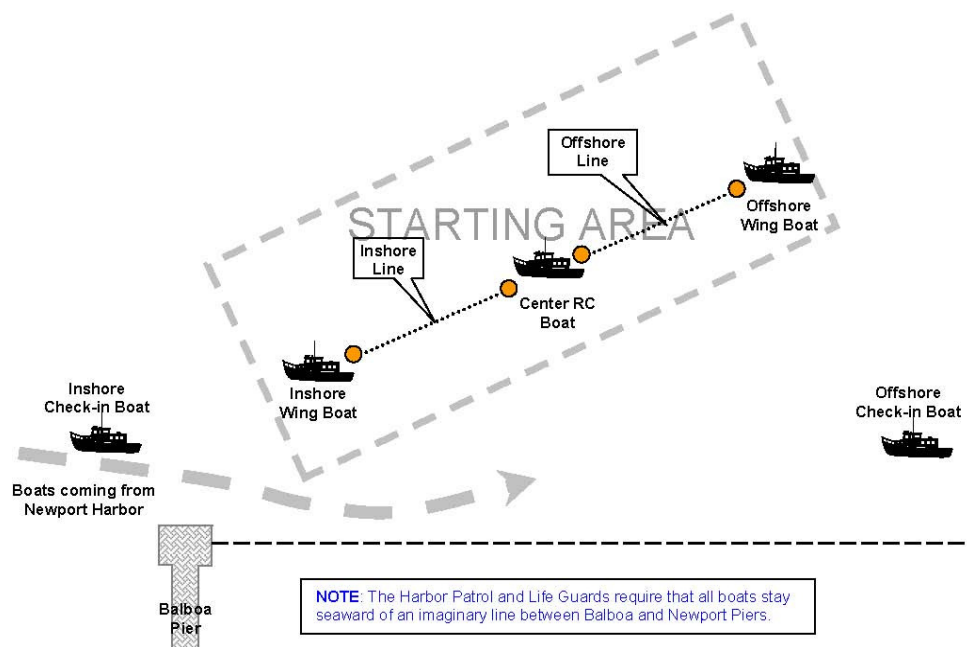


- 5.4 A boat failing to Check-In as described above, may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing.
- 5.5 Boats that do not start shall report the Did-Not-Start (DNS) to NOSA at 949-644-1023 as soon as possible, but in any case not later than 1800 hours on the race start day. Failure to report a DNS may be cause for disqualification from future race participation.

**6. STARTING LINES**

- 6.1 The starting area will be located to seaward and westerly of the end of the Balboa Pier, Newport Beach, CA (approximate GPS coordinates in degrees, minutes and decimal minutes are 33.35.810 N and 117.54.400 W). There are two separate starting lines designated the “INSHORE LINE” and the “OFFSHORE LINE.”

- 6.2 The "INSHORE LINE" is between the Inshore Wing Boat displaying a yellow placard with the letter "I" and the Center Race Committee Boat displaying a large yellow placard with the letter "I." The line will extend from an orange inflatable mark attached to or located near the Inshore Wing Boat to an orange inflatable mark attached to or located near the Center Race Committee Boat.
- 6.3 The "OFFSHORE LINE" is between the Center Race Committee Boat displaying a yellow placard with the letter "O" and the Offshore Wing Boat displaying a yellow placard with the letter "O". The line will extend from an orange inflatable mark attached to or located near the center of the committee boat and an orange inflatable mark attached to or near the Offshore Wing boat.
- 6.4 A yellow inflatable mark may be attached to the stern of the line boats and shall be considered part of the Starting Mark for the purposes of RRS 28 and RRS 31.
- 6.5 A boat whose WARNING signal has not yet been made shall keep clear of the indicated starting area, which is defined as a minimum of 200 yards clear of the starting line and of all boats whose WARNING signal has been made. A boat failing to stay clear may be protested by the Race Committee and may be penalized by having a sixty (60) minute time penalty added to her elapsed time by the Protest Committee following a hearing.



**7. RADIO COMMUNICATION**

- 7.1 NOSA will broadcast information on VHF Channel 6 regarding class starts, count-down times, "On Course Side" starters, General Recall, and any special emergency announcements before and during the starts. Channel 68 will be used if Channel 6 is not working.
- 7.2 During all starting sequences, entrants shall not transmit over Channel 6, or attempt to contact the Race Committee on any other channel. The Race Committee will not respond to any calls.
- 7.3 Failure of any radio announcement shall not constitute grounds for redress.

**8. START TIMES AND SIGNALS**

- 8.1 RRS 26 applies to all starts.
- 8.2 To alert boats that the first starting sequence for the race will begin soon, an orange flag will be displayed (with one sound) at least five (5) minutes before the first warning signal.
- 8.3 The first warning for both starting lines is scheduled for 1155 hours and the first starts are scheduled for 1200 hours.
- 8.4 All subsequent starts are at ten (10) minute intervals until all classes have started, including recalled classes if any.

## 9. INDIVIDUAL RECALL

- 9.1 In the event of an Individual Recall, the Race Committee will display the “X” flag and make one (1) sound signal. The Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 6. Failure of a boat to see or hear her recall notification shall not relieve her of her obligation to start correctly and shall not be grounds for redress. A boat’s position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress.
- 9.2 Any boat that is on the course side at her starting signal, or must comply with RRS 30.1, or starts on the wrong line, that does not return to the pre-start side of the line to properly start, will be scored OCS and penalized sixty (60) minutes of elapsed time in lieu of being scored points for the finishing place one more than the number of boats entered in the race. This changes RRS 28.1 and RRS A4.2.

## 10. GENERAL RECALL

In the event of a General Recall, the Race Committee will hoist the “First Substitute” flag and make two (2) sound signals. The Race Committee will broadcast on Channel 6 that the class is recalled. Starts for the remaining classes will continue in accordance with the Order of Start posted on the NOSA website. Recalled classes will start on their respective start lines ten (10) minutes after the final scheduled class start and in the order of their respective class starts, at ten (10) minute intervals. This changes RRS 29.2. Failure of the Race Committee to notify boats of a General Recall on Channel 6 shall not constitute grounds for redress.

## 11. COURSE AND FINISH LINE

- 11.1 The race will start off Newport Beach, California, USA and finish off Ensenada, Baja, Mexico.
- 11.2 The approximate length of the course is 125.5 nautical miles. For scoring purposes 125.5 nautical miles will be used as the handicap distance.
- 11.3 The Finish Line is located one (1) nautical mile west of the Ensenada Harbor entrance at approximate GPS coordinates in degrees, minutes and decimal minutes of: 31.50.500 N – 116.38.350 W.



Finish Line positioning with Finish Boat

- 11.4 The Finish Line will be between 2 yellow inflatable marks. One or both marks may be located next to or attached to a Race Committee boat.
- 11.5 The area in the vicinity of the Finish Line shall be kept clear of all boats except those finishing. A boat failing to stay clear may be protested by the Race Committee and may be assigned a thirty (30) minute time penalty by the Protest Committee following a hearing.
- 11.6 Boats reporting a Did Not Finish (DNF) or acceptance of a Scoring Penalty at the Finish Line shall stand by and hail the Race Committee, while remaining outside the Finish Line.
- 11.7 If conditions permit, the Race Committee will display a flashing signal light on the Finish Boat(s) during the hours of darkness.
- 11.8 All boats that finish should file a 2011 NOSA Race Finish Card, as shown in Addendum B. The Finish Card will also be included in the Skipper’s Packet. The Finish Card should be submitted at NOSA Race Headquarters in Ensenada within four (4) hours of the boat’s finish time, or by 1200 hours on Sunday, April 17, 2011, whichever is earlier.

## 12. BOATS NOT FINISHING AND TIME LIMIT

- 12.1 Any boat that starts, but retires before finishing, **SHALL** report Did-Not-Finish (DNF) as soon as possible, but in no case later than 1100 hours, Sunday, April 17, 2011 by using one of the following methods:
- Informing the Race Committee at the Finish Line, or

- Notifying Race Headquarters by radio (Channel 16) or in person at Hotel Bahia, Ensenada, Baja California, Mexico or telephoning NOSA at 949-644-1023.

12.2 Failure to report a DNF may be cause for disqualification from future race participation.

### 13. PENALTY SYSTEM

The scoring penalty RRS 44.3 will apply. The penalty will be the addition of thirty (30) minutes added to the boat's elapsed time. This changes RRS 44.3.

### 14. PROTEST COMMITTEE AND PROTESTS

- 14.1 The Protest Committee and Protest Committee Hearings in Ensenada will be located at the Bahia Hotel on the second floor.
- 14.2 Protests shall be filed in accordance with RRS Part 5 and shall be delivered to Race Headquarters at the Bahia Hotel, Ensenada, within two (2) hours of the protesting boat's finish time. This changes RRS 61.3. Protest Forms are available at that location.
- 14.3 Protests and Requests for Redress may be heard starting at 1400 hours on Saturday, April 16, 2011, in the Protest Room located at the Bahia Hotel, Ensenada, provided all parties to the hearing are available. Protests and Requests for Redress not heard on Saturday, April 16, 2011, will be heard starting promptly at 0900 hours on Sunday, April 17, 2011, in the Protest Room in approximately the order received.
- 14.4 Protest notification will be posted on the Official Race Results Board and the Protest Notice Board adjacent to the Official Race Results Board located at Race Headquarters. Scheduled times for the hearings, sail numbers of the protested boats, and listed witnesses will be posted on the Protest Notice Board.
- 14.5 It is the responsibility of competitors to observe the posted Notice of Protest maintained on the Official Race Results Board or the Protest Notice Board to determine if their boat is involved in a Protest. Scheduled times and location of Protest Hearings will be posted on Protest Notice Board. Protest posting on either the Official Race Results Board, or the adjacent Protest Notice Board, or both, meets the requirements of notification of RRS 61.1(a)(1), and RRS 61.1(b), and RRS 61.1(c).. Protest hearings shall proceed at, or as close as is possible to, the scheduled hearing time whether or not a representative from the protested boat is present.
- 14.6 All protests and requests for redress received after 1300 hours on Sunday, April 17, 2011 will be treated as a late protest. In addition, in the event of serious boat damage, injury, withdrawal from the race before finishing, or other reason acceptable to the Protest Committee to extend the Protest Time Limit, a late written protest may be filed. The late protest shall be postmarked within twenty-four (24) hours of the time the protesting boat reaches port, but in any event, no later than two (2) days after Race finish. The Protest Committee may extend this time under RRS 61.3. Mail late protests to: NOSA, PO Box 7485, Newport Beach, CA 92658. Late protests will be heard from 1400-1800 hours at Balboa Yacht Club, Corona Del Mar, CA, on Sunday, May 1, 2011.

### 15. EQUIPMENT AND MEASUREMENT CHECKS

- 15.1 A boat or its equipment may be inspected at any time for compliance with the class rules and the Sailing Instructions. On the water, a boat can be instructed by a Race Committee boat to proceed immediately to a designated area for inspection.
- 15.2 Addendum D – Inspection Checklist, lists required equipment and the recommended penalties for failing to carry said equipment during the race. Failure of the Race Committee to list all required equipment in Addendum D shall not relieve a boat of her obligation to be in compliance with all class, Sailing Instruction and regulatory equipment requirements at the time of the race.
- 15.3 NOSA Inspectors will require an authorized representative of the boat to be present during the inspection and to acknowledge the inspection by their signature on the Inspection Acknowledgment form.
- 15.4 Notwithstanding any other penalties already specified in the Notice of Race or Sailing Instructions, the Protest Committee may, after a hearing, assess an additional penalty(s) up to and including disqualification.

### 16. PRIZES

- 16.1 NOSA will present Perpetual Trophies as listed in Addendum A based on boats being assigned to the eligible classes/classes-within-classes.
- 16.2 NOSA will present trophies based on the number of entries in each class and the All-Female Crew, Double-Handed Crew, and XS class-within-class:

One (1) to Five (5)	Trophy to 1 <sup>st</sup> Place
Six (6) to Ten (10)	Trophies to 1 <sup>st</sup> and 2 <sup>nd</sup> Places

Eleven (11) to Fifteen (15)

Sixteen (16) to Twenty (20)

Twenty One (21) or more

Trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Places

Trophies to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> Places

Trophies to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> Places

## 17. RACE CANCELLATION

At its discretion, the Race Committee may abandon the race. The Committee Boats will display appropriate signals (RRS 32 and RRS Race Signals) and make radio announcements on Channel 6. Whether or not the Race Committee has abandoned the race, it is the responsibility of the skipper of each boat to determine if the weather conditions are a threat to the safety of the boat or crew, and if so, whether to participate or continue racing (RRS 4).

## 18. ADDITIONAL INSTRUCTIONS FOR CRUISING CLASSES

Paragraphs 19 through 23 apply only to Cruising Class boats.

## 19. CRUISING CLASS ADJUSTMENTS

In accordance with Appendix E, paragraph 4.0 of the PHRF Class Rules, a Cruising Class boat's Race Rating shall consist of the boat's PHRF base Off Wind Course (OWC) Rating as shown on the valid Rating Certificate, along with the adjustments shown in Appendix D of the PHRF Class Rules and repeated on the 2011 NOSA Entry Form.

## 20. CRUISING CLASS ENGINE USE

20.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition Cruising Class participants may use an engine for propulsion within the limitations stated below.

20.2 Motoring time, also referred to as engine in-gear propulsion time, is restricted to between 2000 hours (8 PM) and 0800 hours (8 AM) during the race.

20.3 A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as  $1.34 \times \text{Square Root (LWL)}$ , where "LWL" is the length of the waterline in feet.

### 20.4 RECORDING REQUIREMENTS

20.4.1 The skipper shall record on the 2011 NOSA Cruising Class Engine Log (as shown on Addendum C) both the GPS Latitude and Longitude position of the boat (to the second decimal place of a minute) and the GPS time (to the nearest second) on each occasion when the engine was put in-gear and was taken out of gear. This changes Appendix D, paragraphs 2.0(e), 2.0(f), 2.0(g) of the PHRF Class Rules.

20.4.2 Record a minimum of 30 minutes each time the engine is put in-gear. This changes Appendix D, paragraph 2.0(f) of the PHRF Class Rules.

20.4.3 Record the total engine in-gear propulsion time in MINUTES.

### 20.5 FILING THE 2011 NOSA CRUISING CLASS ENGINE LOG

20.5.1 All Cruising Class participants that finish shall file a 2011 NOSA Cruising Class Engine Log, as shown in Addendum C of these Sailing Instructions, even if the engine is not used. The Cruising Class Engine Log will also be included in the Skipper's Packet. The Cruising Class Engine Log must be submitted at NOSA Race Headquarters in Ensenada within four (4) hours of the boat's finish time, or by 1200 hours on Sunday, April 17, 2011, whichever is earlier.

20.5.2 A Cruising Class boat failing to correctly complete and file her 2011 NOSA Cruising Class Engine Log, may be protested by the Race Committee and may be penalized up to a Disqualification (DSQ) by the Protest Committee following a hearing.

20.5.3 ENGINE USE IMPACT ON FINAL CORRECTED TIME – An Adjustment equal to  $(\text{IN-GEAR-TIME} * 0.40 * \text{Square Root (LWL)})$  will be added to the Corrected Time to produce a Final Corrected Time.

## 21. CRUISING CLASS PERMITTED EQUIPMENT

21.1 Whisker poles may be used and are limited in length to 1.4 times the "J" measurement. One end shall be attached to the foremost mast. This changes Appendix D, paragraph 3.0(c) of the PHRF Class Rules.

21.2 Double headsails, double head rigs, and multi-masted vessels are allowed.

21.3 Power winches are allowed. This changes RRS 52.

21.4 Steering vanes and autopilots are allowed. However, it is the responsibility of the skipper to ensure that someone is always in position to take command of the boat in an emergency.

## **22. OTHER CRUISING CLASS REQUIREMENTS AND INFORMATION**

- 22.1 Competitors in the Cruising Classes are reminded that under the International Regulations for Preventing Collisions at Sea (COLREGs) that they are required to exhibit a white masthead light aloft when under power.
- 22.2 Rig bands for the "P" and "E" measurement are not required. However, the mainsail must measure to the reported dimensions.
- 22.3 Sail dimensions are not required to be marked on the sails.
- 22.4 The U.S. SAILING or foreign National Authority or Class sail number may be displayed from the lifelines. If so displayed, they shall be displayed on both sides of the boat aft of the mainmast in a visible location. Minimum height of letters/numbers shall be 300mm (12 inches). This changes RRS Appendix G and related instructions in the NOR.
- 22.5 It is the responsibility of the skipper to notify NOSA consistent with listed instructions published in the Sailing Instructions – prior to racing – of ANY changes in equipment affecting the Adjustments referenced in SI 19 Cruising Class Adjustments. Additionally, the skipper shall notify PHRF of any changes to a boat's rated configuration. Failure to notify NOSA or PHRF may result in a protest and race disqualification, and may further subject the skipper to a Rules Violation penalty as described in Appendix G of the PHRF Class Rules.
- 22.6 Cruising boats finishing under power (motoring) shall have the mainsail raised. This changes Appendix D, paragraph 2.0(g) of the PHRF Class Rules. A boat failing to have the mainsail raised, may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing.

## **23. CRUISING CLASS PHRF NON-SPINNAKER OFFSET**

The PHRF Non-Spinnaker Offset shall be added only to boats racing in one of the Non-Spinnaker Cruising classes. The Race Rating for a boat racing in a Non-Spinnaker Cruising class shall be the PHRF Base OWC Rating + PHRF Non-Spinnaker Offset + any Cruising Class Adjustment.



## ADDENDUM A – PERPETUAL TROPHIES



**“To Follow”**





## ADDENDUM B – FINISH CARD



BOAT NAME \_\_\_\_\_

SAIL NUMBER \_\_\_\_\_

WE FINISHED THE RACE AT \_\_\_\_\_ AM PM ON \_\_\_\_\_

### FINISH CARD -ALL COMPETITORS

BOAT NAME	SAIL NO		MINS / SECONDS	
		was	:	ahead of us
		was	:	ahead of us
		was	:	behind us
		was	:	behind us

Skipper/Charterer \_\_\_\_\_

File your 2011 Finish Card with NOSA Race Headquarters at the Bahia Hotel within four (4) hours of finishing or the filing deadline of 1200 hours on Sunday, April, 17, 2011, whichever is earlier.



# ADDENDUM C – CRUISING CLASS ENGINE LOG



BOAT NAME \_\_\_\_\_

SAIL NUMBER \_\_\_\_\_

WE FINISHED THE RACE AT \_\_\_\_\_ AM PM ON \_\_\_\_\_

COMPLETE THE CRUISING CLASS ENGINE LOG EVEN IF YOU DID NOT USE THE ENGINE.  
RECORD GPS LATITUDE AND LONGITUDE POSITION OF THE BOAT TO THE SECOND DECIMAL PLACE OF A MINUTE.

IN GEAR OR OUT OF GEAR	DAY	TIME	LATITUDE	LONGITUDE	ENGINE IN GEAR MINUTES
<i>START</i>	4/15		33 35.81 N	117 54.40 W	
<i>IN GEAR</i>					
<i>OUT OF GEAR</i>					
<i>IN GEAR</i>					
<i>OUT OF GEAR</i>					
<i>IN GEAR</i>					
<i>OUT OF GEAR</i>					
<i>IN GEAR</i>					
<i>OUT OF GEAR</i>					
<i>IN GEAR</i>					
<i>OUT OF GEAR</i>					
<i>FINISH</i>			31 50.50 N	116 38.35 W	

<b>TOTAL MINUTES ENGINE IN GEAR</b>	
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Skipper/Charterer	Crew Member One	Crew Member Two

**FILING** – File your 2011 Cruising Class Engine Log with NOSA Race Headquarters at the Bahia Hotel within four (4) hours of finishing or the filing deadline of 1200 hours on Sunday, April 17, 2011, whichever is earlier. The skipper **and two crew members** shall certify that the Engine In Gear Time and LAT/LON locations reported are true and accurate.

**LIMITATIONS** – Total engine propulsion time is not limited for Cruising Class boats, but the engine in-gear time is restricted to between 2000 hours (8 PM) and 0800 hours (8AM) during the race. A vessel’s speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as 1.34 x Square Root (LWL), where "LWL" is the length of the waterline in feet.



## ADDENDUM D – INSPECTION CHECKLIST



Equipment	Recommended Penalty	Inspected
<b>USCG REQUIREMENTS - ALL BOATS</b>		
Vessel Registration	30 minutes	
Approved PFD's (proper number and types)	DSQ	
Visual Distress Signals (proper number and current)	DSQ if missing 60 minutes if not current	
Fire Extinguishers (proper number and current)	DSQ if missing 60 minutes if not current	
Sound Producing Devices (primary and backup)	60 minutes	
Navigation Lights (functioning)	60 minutes	
Oil Pollution Placard	60 minutes	
Garbage Placard	60 minutes	
Marine Sanitation Device (functioning)	60 minutes	
Copy of Navigation Rules (if LOA > 39.4 ft)	30 minutes	
<b>PHRF AND ORCA</b>		
GPS	DSQ	
Ability to Reduce Sail Area	60 minutes	
Adequate Bilge Pumps	60 minutes	
Tapered Wood Plugs for Thru-Hulls	60 minutes	
Radar Reflector	60 minutes	
Compass visible from helm	60 minutes	
Spare or portable compass	60 minutes	
First Aid Kit	60 minutes	
VHF radio	60 minutes	
Anchor/chain/ line	DSQ	
Spare anchor / chain / line	60 minute	
<b>PHRF ONLY</b>		
Horseshoe Buoy / Crew Overboard Pole/ Strobe Light	DSQ	
Inflatable Raft	DSQ	
<b>ORCA ONLY</b>		
Engine	DSQ	
Crash Bag	60 minutes	
Whistle for each crew	30 minutes	
Bosun's chair	30 minutes	
Two flashlights	30 minutes	
Stove	30 minutes	
Lead line or fathometer	30 minutes	
Inflatable raft for non-positively buoyant boats	DSQ	
Man Overboard Pole / Life Ring Assembly	DSQ	

Unless specified otherwise above, the recommended penalty for missing or non compliant equipment will be the addition of a sixty (60) minutes time penalty. Boats with equipment violations will be protested by the Race Committee. These penalties are recommended penalties. However, the Protest Committee is the final authority.