



February 6 - 7, 2026
NOTICE OF RACE

Newport Harbor and San Diego Yacht Club

1. GENERAL –

- 1.1. Organizing Authority (OA) for the 2026 Islands Race will be Newport Harbor Yacht Club (NHYC) and San Diego Yacht Club (SDYC).
- 1.2. The Rating Authority (RA) for ORR, ORR-Ez (hybrid), and ORR MH is Offshore Racing Association (ORA).
 - 1.2.1. Boats sailing with these certificates will be governed by the Rules of the Offshore Racing Rule Link: <https://www.offshoreracingrule.org>
 - 1.2.2. ORR-Ez application: https://www.regattaman.com/certificate_page.php
 - 1.2.3. ORR application: <https://www.ussailing.org/competition/offshore/orr/#applications>
 - 1.2.4. ORR-MH (which does not have an online application): email JimTeeters@USSailing.org
 - 1.2.5. For information ORR-Ez and follow up on rating certificates, email: kett@cumminsola.com.
 - 1.2.6. For information on ORR and ORR-MH and follow up on rating certificates, email: Offshore@ussailing.org.
- 1.3. This event will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025-2028.
- 1.4. All registered boats shall comply with the US Sailing Safety Equipment Requirements (USSER) Coastal level, as modified by this Notice of Race section 14, while racing.
- 1.5. 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.

2. ELIGIBILITY

- 2.1. General Requirements

An eligible boat shall meet all of the following

 - 2.1.1. an overall length (“LOA”) not less than 29 feet,
 - 2.1.2. a minimum crew of four (4) persons,
 - 2.1.3. one of the current rating certificates listed in NOR 1.2 or 1.3
- 2.2. A request for exemptions to these requirements may be made by contacting the OA prior to January 19, 2026.
- 2.3. Boats must enter with a valid 2026 rating certificate from applicable Rating Authority.
- 2.4. Please submit your 2026 ORR or ORR-Ez application directly to US Sailing or ORA a prior to 1/13/2026. See NOR 1.2 for contact information.
- 2.5. For boats competing in a subclass (e.g., WC 70, One Design), the relevant class rules will also apply.
- 2.6. 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.
- 2.7. 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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3. ALTERATIONS TO THE RULES

- 3.1. [DP] denotes a rule for which the penalty is at the discretion of the protest committee.
- 3.2. [NP] denotes a rule for which competitors may not protest. This changes RRS 60.1.
- 3.3. 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." Sunset and sunrise shall be determined as published by the US Naval Observatory at each boat's current position.
- 3.4. [NP] RRS 56.2 is changed as follows:
 - (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. If in doubt, contact commercial vessels on VHF 16, 13, or 14.
 - (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.
 - (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.
 - (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.
- 3.5. [DP] For the purpose of RRS 47 - biodegradable material used to band spinnakers is not trash if lost overboard during a spinnaker launch.
- 3.6. RRS 55.3 (a) is changed to allow entrants to be ORR rated for and use non-Large Roach Headsails set to leeward connected to Whisker Poles or Outriggers as described in ORR 10.05(f) & (g).
- 3.7. RRS 51 Movable Ballast and RRS 52 Manual Power are modified to permit the positioning of hull appendages, specifically adjustable keels and/or water ballast, and other control devices powered by hydraulic or electric power on boats so designed and so rated by the rating authority. All such movable ballast systems shall be capable of manual operation if powered systems are inoperable. All other boats shall comply with RRS 51 and RRS 52.
- 3.8. RRS 51 is further modified for all boats to permit the movement of sails not in use while racing; however, all sails not being flown must remain within a boat's lifelines.
- 3.9. RRS 61.4 (b) is modified to add 6) interruption of a boat's progress by a government authority.
- 3.10. RRS 60.5(c)(1) will be modified by adding: "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."
- 3.11. US Sailing prescriptions to RRS 63.1 will not apply.
- 3.12. **[DP] [NP]** The use of a satellite transponder (tracker) is provided by the OA to all competitors and is required to be installed, activated, and utilized as described in NOR 7 and RRS 56.3.
- 3.13. **[DP]** RRS 29 Recalls – The penalty for OCS shall be one hour of elapsed time added to a boat's elapsed time on the course in lieu of being scored OCS.
- 3.14. **[DP]** All boats are reminded that launching/controlling/flying any unmanned aerial system (UAS or "drone") over federally controlled areas, which includes military exercise areas over the entire San Clemente Island or exclusion zones in open waters up to 50 nm south of San Clemente Island, or in the general vicinity (<1.0 nm) of any commercial or military vessel is strictly prohibited.

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- 3.15. ORR rule 4.02 is modified. There is no limitation on crew weight. Per RRS 87, ORR has issued OA permission to make this change.
- 3.16. ORR rule 10.02.1 is modified. There is no limitation on the number of spinnakers and staysails carried. Per RRS 87, ORR has issued OA permission to make this change.
- 3.17. SER 2.4.4 requiring lifelines to be uncoated stainless steel wire is amended to include lifelines made from Dynema or similar HMPE material.
- 3.18. Advertising on a boat shall comply with the requirements of WS Regulation 20 for Category A.
- 3.19. **[NP] [DP]** Boats will be required to demonstrate to the RC the Tx and Rx operation of their AIS (SER 3.9) unit for 1 hour prior to until 1 hour after the start.
 - a) AIS is a safety feature for competitors to manage in accordance with maritime rules and safety protocols. Competitors should monitor this safety feature at all times, especially in areas w/ commercial shipping or military traffic encounters during night or stormy conditions where identification is difficult. Any boat aware of their race tracker not functioning shall attempt to ensure their AIS is switched on and in Tx-Rx mode for the duration of the race.
 - b) Any vessel retiring from the race or requesting outside assistance shall continue to operate their AIS as described until such time as they have reached safe harbor.

4. ENTRY

- 4.1. Eligible boats may enter by completing the online entry form at www.islandsrace.com and by paying the \$250 entry fee on or before 1/13/2026 to avoid a \$50 late fee penalty. No entry will be accepted after 2/4/2026. No refunds will be issued if a boat withdraws after 1/24/2026.
- 4.2. The person in charge of a boat entered must ensure all crew members aboard while racing are registered to their boat roster in Yacht Scoring. Each crew member is required to register by completing an online waiver and emergency contact info form via the Yacht Scoring Crew Corner. Access to this waiver and emergency contact info form will be via a crew member email address provided by the person in charge. Crew rosters must be accurate and complete prior to 0800, 2/5/2026. *For assistance with this process, please contact Jared Wohlgemuth in the SDYC Sailing Office (jared@sdyc.org).*
- 4.3. Crew lists shall be confirmed at check in on the water. Boats will be asked for the total number of people on board, and that they are 'as registered'.

5. RACE SCHEDULE

Event	Date/ Time		Location
Transponder Pick up	Wednesday 2/4	1100 – 2000	Newport Harbor YC
	Thursday 2/5	1100 – 2000	
Pre-Race Social	Thursday 2/5	1800 – 2000	Newport Harbor YC
Competitors' ZOOM Briefing	Friday 2/6	0900	ZOOM
First Warning	Friday 2/6	1225	Pt. Fermin
Finish	No time limit		
Awards	Saturday 2/7	TBA	San Diego YC
YB Tracker Return	Saturday 2/7	0900-1700	SDYC Sailing Office
Off Hours YB Tracker Return		1700-0900	SDYC Security Booth
All Trackers Due Back at SDYC	Monday 2/9		SDYC

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6. COMMUNICATION WITH COMPETITORS

- 6.1. The Official Notice Board is located on the race website, www.islandsrace.com.
- 6.2. 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.
- 6.3. 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@sdydc.org no later than 2/4/2026, 1700h.
- 6.4. Class breaks and their respective warning times will be published with the SI.
- 6.5. 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.

7. TRACKING

- 7.1. In addition to any requirements of the USSER, all boats will be required to carry supplied YB Trackers which will be used for position reports during the race. 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.
- 7.2. Trackers shall be installed on deck, on or close to the stern of the boat. It shall be mounted to a stable, secure fixture on the boat, with antennae pointing skyward. It shall not be placed under any cover, instrument, or platform of any material type. Trackers must remain on, as installed, and capable of tx/rx operations for the duration of the race.
- 7.3. Any boat that willfully reports a false position, impedes the transmission of the YB Tracker or its position reports, or remains unreported or unresponsive for an extended period of time will be considered in violation of RRS 2 – Fair Sailing – and RRS 56.3, and the race committee will file a protest with the protest committee.
- 7.4. YB Trackers are to be returned to San Diego Yacht Club either in person upon completion of the race or by mail by 2/9/2026. Mail to San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA 92106 (Attn: Sailing Office).

8. COURSE

- 8.1. 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.
- 8.2. Course modification: In the event there are restricted military zones, or severe and pervasive 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 the race course as it determines to be necessary. These modifications would be communicated electronically to registered email addresses and posted on the official notice board at www.islandsrace.com.

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9. SCORING

- 9.1. A boat's corrected time will be calculated using the Time-on-Time scoring method where Elapsed Time X* Offshore Offwind TCF = Corrected Time.
- 9.2. Monohull ORRez will be scored with ORRez certificates for Class only.

10. TROPHY PRESENTATION

- 10.1. Take-home trophies will be awarded based on the number of boats in each division within a class.
- 10.2. The Awards presentation will be held at Saturday afternoon (time TBA), February 7, 2026 at San Diego Yacht Club.
- 10.3. The monohull with the shortest elapsed time will be commemorated on the Newport Harbor Yacht Club 'Sailing Race Free For All' perpetual trophy.
- 10.4. The monohull with the shortest corrected time will be commemorated on the Islands Race Overall Perpetual Trophy.
- 10.5. 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.

11. MEDIA

- 11.1. "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.
- 11.2. 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.
- 11.3. 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.

12. 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, 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.

13. RESERVED



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14. SAFETY

- 14.1. [NP] The OA intends all registered boats to reference and utilize Addendum 1 – Vessel Safety Brief.
- 14.2. No claim is made or implied that observance of these safety requirements will prevent injury, death, or loss of property. Neither the establishment of these safety regulations, their use by race organizers, nor the inspection or absence of inspection of a boat for compliance with these safety regulations in any way limits or reduces the complete and unlimited 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 adverse conditions. 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 properly maintained at all times and safely stowed and that the crew knows where it is kept and how it is to be used. See also USSER 1.2.
- 14.3. The US Sailing Safety Equipment Requirements (SERs), Coastal Level, modified in the following table, are in effect for all boats. Items in the “Coastal” column, shown with a single ‘x’ are standard requirements. Items shaded and shown with a double ‘xx’ are additional required items.

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Section Name	#	Requirement	Coastal
Definition	1.0.2	Coastal: Races not far removed from shorelines, where rescue is likely to be quickly available	x
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.	x
Overall: Responsibility	1.2	EMPHASIS: 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.	x
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.	x
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.	x
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	x
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.	x
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.	x
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.	x
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.	x
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.	x
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.	x
Hull and Structure: Cockpit	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.	x
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.	x

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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.	x
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.	x
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.	x
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.	x
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).	x
Hull and Structure: Lifelines	2.4.4	Lifelines shall be uncoated stainless-steel wire or Dyneema/HMPE type material. 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.	amended
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.	x
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	x
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).	x
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).	x
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 toe rails.	x
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.	x
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.	x
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 root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.	x
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.	x
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.	x

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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.	x
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.	x
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.	x
Safety Equipment: Deck Safety	3.2.3	Multihulls must have jacklines or attachment points that are accessible when the vessel is inverted.	x
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.	x
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.	x
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.	x
Safety Equipment: Visual Distress Signals	3.6.2	A boat shall carry one SOLAS orange smoke flares not older than the expiration date.	x
Safety Equipment: Visual Distress Signals	3.6.6	A boat shall carry three SOLAS red hand flares not older than the expiration date.	x
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.	x
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.	x
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".	x
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.	x
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.	x
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) programed into the VHF.	x
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.	x
Safety Equipment: Emergency Communications	3.9	All boats shall have an AIS Transponder, sharing a masthead VHF antenna via a low loss AIS antenna splitter. An acceptable alternative is a dedicated AIS antenna that is a minimum of 0.9 meters long, mounted with its base at least 3 meters above the water, and fed with coax that has a maximum 40% power loss.	Additional xx
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.	x

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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.	x
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.	x
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).	x
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.	x
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	deleted
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.	x
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.	x
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.	x
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.	x
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.	x
Gear: Radar Reflectors	3.26	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.	x
	3.27.1	A boat shall carry two sturdy buckets of at least two gallons (8 liters) capacity with lanyards attached.	x
Gear: Safety Diagram	3.28	A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.	Additional xx
Gear: Emergency Steering	3.29.2	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.	x
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.	Additional xx
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.	x
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.	Additional xx
Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least 10%.	x
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.	x
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.	x
Gear: Life Rafts	3.39	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew. The raft shall be SOLAS, ISAF, ISO 9650-1 or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. Boats built after 01/06/2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self-draining purpose built rigid compartment(s) opening adjacent to the cockpit or the working deck. Boats built prior to 01/06/2001 may alternatively stow the life raft in a valise not weighing over 88 lbs. securely below deck and adjacent to the companionway. The life raft(s) shall hold current certificate(s) of inspection.	Additional xx

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Gear: Life Rafts	3.40	A boat shall have a grab bag with a lanyard and clip for each life raft. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF radio and EPIRB need not be in addition to the prior requirements.	Additional xx
Skills: Emergency Steering	4.1.2	Crews must be aware of methods of steering the yacht with the rudder disabled.	x
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.	x
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 the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority.	x
Skills: Crew Training	4.4	EMPHASIS: 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.	x

[NP] Attachment 1 - Vessel Safety Brief

Ocean racing is a dramatic and thrilling way to experience our planet, and our sport. But it is also dangerous, and like most good adventures, highly changeable, and uncertain in its outcome. Racing on waters open to uninterrupted oceanic winds and sea states requires a significant increase in crew performance, skill sets, safety equipment and awareness that are hard to develop elsewhere. Being safe is about adapting appropriately to the conditions in a timely manner just as recognizing when you have insufficient skill, or too much power in the sails before it develops into an emergency.

*This 'safety brief' is intended to be a collection of relevant event and boat safety topics to prompt discussion and promote a culture of safety onboard. **Bold topics** are intended to highlight specific safety issues, boat maneuvers and course information. Questions and discussions during and after the briefing are desired to reinforce understanding and good decision-making to enable informed, prudent safety practices. Remember your life could be in anyone's hands and that **Safe Boating Is No Accident!***

Decision To Race

- **Goal for race:** expected performance of crew & boat, limitations or thresholds if any
- **Authority structure:** chain of command, suggestions, concerns, dissent, personal status report
- **Crew positions:** areas of responsibility, competencies, authority, steering
- **Roll call numbers:** boat gear, emergency situations
- **Watch schedule:** rotation, call for all hands, exceptions
- **Provisions:** meals, schedule, hydration, snacks
- **Personal:** gear storage, gear brought, how to use
- **Boat systems:** electrical, fire suppression, bilge, sanitation, propulsion, communications

Race Course

- **Sailing Instructions review:** course description, marks, waypoints, gates, start and finish
- **Areas of potential concern:** restricted zones, islands, sea mounts, kelp, vessel traffic
- **Race communications:** required sched/channels, RC & competitor contacts, shore contacts
- **Boat Tracking:** AIS, radar, boat or event supplied - interval, delay
- **Weather:** Forecast/expected sustained winds, gusts, sea conditions, expected route

Radio Monitoring And Traffic:

- **VHF 16/Race Ops:** Off-watch watch-captain responsible for monitoring radio traffic. Any crew who sees or hears anything of note report to off-watch watch-captain.
- **Emergency broadcast protocol:** review info to send, equipment and process, post in Nav. Station
- **Incoming Request for assistance:** DSC/MMSI #, location &/or lat/lon, vessel & crew status, nature of distress, relay to CG, RC, other vessels in vicinity, ETA, range/bearing to assistance, comm schedule

Sail Plan:

- **Sail changes and notable maneuvers:** Ex: J1=>J3 start to midchannel, Peel <J1 at Gate 1, Main reef 1 @ 20 knots, A5=>Jib at dusk if wind/sea require, Gybe in dark @ NOAA Buoy
- **Sail handling:** stacking, packing, changing, peeling, trimming, reefing, recovery, repair
- **Severe weather:** sails to set, who/how, secure rig, crew roll call, personal status, radio comms
- **Severe sea state:** sails to set, who/how, secure rig, vessel inspection, radio comms, sickness

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Emergency Situations:

- **Sail Failure:** Crew roll call, personal status for injury/safety, review rig stability, sail condition and control lines. Diagnose recovery/removal solution. Execute w/ oversight
- **Steering Failure:** Crew roll call, personal status for injury/safety, confirm watertight integrity of hull surrounding upper and lower rudder bearings, diagnose steering failure and discuss possible solutions, location and operation of emergency tiller, rudder, steering with drogues, steering with sails and weight, etc.... Execute w/ oversight.
- **Dismasting:** Crew roll call, personal status for injury/safety, steering assessment, stability of rig in water, monitor hull, decision to recover or cut away part or all of the rig, radio communication to nearby competitors, Race Committee and USCG. Execute w/ oversight.
- **Man overboard:** Roles and responsibilities, MOB button operation, MOM and Danbuoy operation, PLB/PAISI initiation, initial reaction possibilities, eyes on/approach to person in water, MOB recovery options (ladder/hoist/stern), medical and first aid considerations
- **Capsize/Abandon ship:** Crew roll call, personal status for injury/safety, raft deployment, leaving the yacht, crew roll call @ abandon + entering the raft, ditch bag responsibility, EPIRB activation, 406MHz PLB Activation, VHF DSC Distress Activation (masthead and handheld)
- **In all scenarios, be cognizant of big picture situation while paying attention to detail.** Execute high risk maneuvers w/ observer-oversight. Appoint a safety officer, notify RC and / or USCG.

Safety Protocol:

- **PFD/Harness requirements:** OA and Boat rules. When, Where, How, Repacking, Rearming, and Backup gear (e.g.: spare PDF, bottles of compressed gas)
- **Review any crew gear issued:** AIS/PLB beacons, helmets, harnesses, PFDs, outerwear
- **Emergency boat equipment:** knife, EPIRB, life raft(s), ditch kit(s), deck lights, spotlights, de-rig tools, rudder, tiller, all hands radio, topside MOB nav, medical kit, drogue, anchor, etc.
- **Danger zones:** no-hold/no-stand areas [ex: lines @ high load blocks, high load sweeps (traveler, runners, jib clew)], pinch points, entanglement, open hatches, deck awash, line management @ rope clutches/cleats/jams/blocks, hydraulics, panic release, etc.

Medical Emergency:

- **First Aid Training:** Identify crew certified in First Aid and CPR
- **Known:** Crewmember medical conditions and meds, location of same
- **Location and contents:** Boat medical supplies, who is trained medical crew on board/other boats
- **Key Steps:**
 - First assess environment and your safety, remain calm, work as team, ABCs
 - Stabilize injury, control bleeding, evaluate environment, consult all sources of help
- **Comms:** other boats & trained crew, USCG, Race Committee, shore contacts, periodic sched

Open Cockpit For Questions And Concerns:

- Check for understanding. There are no bad questions. Prepare for the worst/Do your best. Work as a team. Be alert. Be honest. Be fair. Share experience. Learn.