



LONG POINT RACE WEEK

NOTICE OF RACE

AUGUST 28-30, 2026

1. GENERAL

- 1.1. Balboa Yacht Club and Newport Harbor Yacht Club will jointly act as the Organizing Authority (OA) for the 2026 Long Point Race Week Invitational Regatta.
- 1.2. PHRF of Southern California is the Rating Authority (RA) for the PHRF Class of the regatta and US Sailing's Offshore Office is the RA for the ORR Class.
- 1.3. The term Skipper as used herein is defined as the person, whether or not the owner of the boat, designated on the invitation for entry--and if the boat is subsequently entered in the regatta, on the entry form as "Skipper" and who is the person in charge of the boat during the regatta. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew before, during, and after each race, and compliance with the rules.

2. RULES

- 2.1. The regatta shall be governed by the rules as defined by the Racing Rules of Sailing (RRS) and the United States Safety Equipment Requirements (USSER) for a Nearshore race, as modified by the OA and outlined in Addendum A, herein.
- 2.2. For boats competing in a One-Design class, the relevant class rules will also apply.
- 2.3. CHANGES TO THE RULES
 - 2.3.1. The time limit will be for the first boat in each class to finish by 1900 hours on the same day as the start of a particular race. Boats failing to finish any race by 2000 hours on a particular race day will be scored Did Not Finish (DNF). This changes rules 35 and A5.
 - 2.3.2. RRS 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.
 - 2.3.3. RRS 56.2 is changed. Appendix TS, Version 1, Section A applies to the following TSS Los Angeles Long Beach Southern Approach and Los Angeles Long Beach Precautionary Area. Appendix TSS is available on the Notice Board. Boats shall monitor VHF channel 14 while they are transiting the TSS and respond promptly when hailed.
 - 2.3.4. RRS 51, Movable Ballast is changed to allow the movement of sails that are not set, however any sails not set must remain within a boat's lifelines. This modifies RRS 51 only as to the movement of sails.
 - 2.3.5. RRS 51, Movable Ballast, and RRS 52 Manual Power are changed to allow the positioning of movable ballast by power on boats as designed and as rated by the rating authority. All movable ballast systems shall be capable of manual operation if powered systems are inoperable.
 - 2.3.6. RRS 52 is modified to allow power and stored energy for sail hoisting, trimming, and adjustment of running rigging for boats rated with those systems by RA.

- 2.3.7. For the purposes of RRS 47 - Trash Disposal, there will be no penalty for losing biodegradable sail stops overboard used to set sails in a safe and controlled manner.
- 2.3.8. The OA elects to allow ORR entrants to be rated for and use non-Large Roach Headsails set to leeward connected to Whisker Poles (attached to the mast) as described in ORR 2026 10.05 e) & f). Note RRS 55.3, which prohibits Outriggers (attached to the hull or deck), is NOT changed by PHRF class rules or this NOR so Outriggers are not allowed by any entrant.

3. NOTICES TO COMPETITORS

- 3.1. No competitors' meeting is scheduled.
- 3.2. The official notice board will be located at: www.nhyc.org & www.balboayachtclub.com. Supplemental notice boards may be located in Moonstone Cove, Catalina Island Friday (8/28/26) 1600hrs – Saturday (8/29/26) 1100hrs and Whites Cove, Catalina Island Saturday (8/29/26) 1600hrs – Sunday (8/30/26) 1300hrs.

4. ELIGIBILITY & ENTRY

4.1. Request for invitation

- 4.1.1. All monohull boats with a valid 2026 PHRF of Southern California certificate and a base RLC rating of 90 or lower are eligible to request an invitation.
- 4.1.2. Requests for invitations must be made online through our Online Notice Board by 1700 on June 1, 2026. Invitations to compete will be sent via email by the OA along with additional event information by June 17.
- 4.1.3. The OA may invite up to 40 boats at their discretion. Skippers of eligible NHYC or BYC member owned or chartered boats will be given priority for entry into the regatta; however, they must submit their application in accordance with NOR 4.1.2.
- 4.1.4. A minimum of seven (7) entrants by the deadline is required to establish each class, PHRF and/or ORR.
- 4.1.5. Written requests by invited entrants to dual score a One-Design division or other handicap class will be considered by the OA if received prior to July 31.

4.2. Entry

- 4.2.1. The regatta is open to boats whose Skippers have been invited by the OA to participate.
- 4.2.2. Invited boats must enter by completing the entry form and by paying the \$325 entry fee on or before 2000 on July 10 or the invitation shall be withdrawn. Invited boats with valid ORR certificates may elect to be dual scored in the ORR class on the entry form.
- 4.2.3. Each crew member of invited boats will be required to complete a crew member contact form and execute a disclaimer, online, by 1700 on August 27.

5. MEASUREMENT

Each boat shall submit a valid PHRF of Southern California rating certificate. Boats entering the ORR Class shall also submit a valid ORR certificate. Boats may not change their rating certificate after 1700 on August 10, except as a result of a rating protest or to correct an error by the RA.

6. SCHEDULE OF EVENTS

Date	Event	Time
June 1	Request for Invitations Due	1700
June 17	Invitations Issued to boats	1200
July 10	Entry Deadline	2000
August 10	No Changes to Rating Certificate after this date	1700
August 27	Crew List (submitted online) Due	1700

August 27	Boat Check-In @ Balboa Yacht Club	1700 - 1900
August 28	Race 1 - Newport Beach to Long Point	1 st Warning Signal: 1300
August 29	Race 2 - Ship Rock Race	1 st Warning Signal: 1300
August 30	Race 3 - Long Point to Newport Beach	1 st Warning Signal: 1300
August 30	Trophy Presentation @ Balboa Yacht Club	90 min after last finisher

7. VENUE

The regatta will be sailed in the San Pedro Channel and the waters off the coast of Santa Catalina Island.

8. COURSES

Race No.	Base Rating	Course
1	RLC	Santa Ana River Jetty (Line 1) - to Finish Long Point (Line 4) or White's Cove (Line 2) as described in the Sailing Instructions
2	OWC or RLC*	Empire Landing (Line 3) or Long Point (Line 4), take Ship Rock to port, Finish Long Point (Line 4)
3	OWC	Start White's Cove (Line 2) - to Finish Newport Pier (Line 5)
* The appropriate rating will be used based on which course is sailed.		
Locations of Lines 1-5 will be described in the Sailing Instructions.		

NOTE Races 1 & 3 transit a Traffic Separation Scheme. Therefore the race committee would like to call special attention to the RRS Preamble to Part 2 and RRS 56.2, as changed herein. The IRPCAS rule 10 referenced in RRS 56.2 can be found at: <https://www.navcen.uscg.gov/navigation-rules-amalgamated#rule10>. Additional information regarding the San Pedro VTC can be found at: <https://mxsocal.org/assets/pdf/vts-user-manual-210331.pdf>. Further information may be detailed by the Sailing Instructions.

9. SAILING INSTRUCTIONS & CLASS / DIVISION BREAKS

Sailing instructions and class division breaks will be available on Thursday, August 27, 2026, on the official regatta notice board.

10. SCORING

- 10.1. One race is required to be completed to constitute a series.
- 10.2. Monohull and multihull boats will not be scored against one another.
- 10.3. A boat's corrected time will be calculated using her appropriate rating using the Time on Time (ToT) scoring method.
- 10.4. Time on Time ratings for the ORR class will be calculated for each race in consultation with the Offshore Racing Association and US Sailing and made available to competitors by 1700 on August 27, 2026.

11. TROPHIES

The principal trophy for the overall monohull PHRF class will be the Long Point Perpetual Trophy. Daily first trophies for each division within a class will be recognized Friday, Saturday and Sunday ashore after racing. Trophies for the top three (3) boats in division within the PHRF class and, if there are at least ten (10) entries, the top three (3) boats in the ORR class, will be awarded, approximately 90 minutes after the last boat finishes race 3, at Balboa Yacht Club. In addition to the race awards, we will also be presenting some new, special awards to: boats with the youngest average crew age, oldest average crew age, smallest boat (unsupported), best team gear and more!

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, Ratings Authority, Race Committee, Protest Committee, host club, 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.

For more information contact:

BYC Sailing Director Becky Lenhart – sailing@balboayachtclub.com

NHYP Race Director Jess Gerry – jess.gerry@nhycstaff.org

ADDENDUM A – USSER near shore requirements, modified by the OA

END # #

Safety Equipment Requirements

Note: Organizing Authorities may add or delete items based on the conditions of their specific races.

Effective Date: January 1, 2025, version 2025.0 valid through December 31, 2026

1	Overall
1.0.3 Definition	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.
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.
1.2 Responsibility	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.
1.2.1 Responsibility, Investigations	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.
1.3 Inspections	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.
1.4 Equipment and Knowledge	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.
1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
1.7 Watertight Integrity	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.
2	Hull and Structure
2.2.3 Stability	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
2.4.1 Lifelines	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.
2.4.2 Lifeline Stanchions	A boat's stanchion and pulpit bases shall be within the working deck.
2.4.3 Bow Pulpit	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).

2.4.4 Lifelines	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.
2.4.4.1 Lifeline Deflection	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.
2.4.5 Lifeline Stanchion Spacing	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).
2.4.6 Lifelines	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).
2.4.7 Lifelines	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).
2.4.8 Toe Rails	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.
2.4.9 Lifelines on Trimarans	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.
2.5.3 Dewatering pumps	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.
3	Safety Equipment
3.1.3 Lifejackets	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.
3.3.1 Navigation Lights	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.
3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.6.6 Flares	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date. Alternately a boat may carry U.S Coast Guard approved non-pyrotechnic visual distress signals.
3.7.3 Throw Line	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
3.7.4 Throwable Device	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.
3.8.3 VHF	A boat shall have a VHF radio which may be fixed or handheld.

3.19.1 Compass	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
3.23 Anchor	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.
3.24.3 Flashlights	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
3.25 Medical Kits	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.
3.27.2 Bucket	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.
4	Skills
4.2 Man Overboard Practice	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.
4.4 Crew Training	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.
4.6 Crew Training	Lif jackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lif jackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.

EVENT INFORMATION

MOORINGS

Newport Harbor and Balboa Yacht Clubs manage the moorings at Moonstone and some at White's Cove on behalf of the Catalina Mooring Service (CMS) during this regatta. These moorings are privately owned and therefore the Clubs do not have control over their availability. Requests for moorings will open on the official notice board on July 31. Mooring assignments will be available Thursday, August 27th at 5pm.

Preference will first be made to NHYC and BYC members and then will try to accommodate everyone's needs; however boats are not guaranteed moorings and should be prepared to anchor if necessary. Mooring fees are not included with the entry fee and are based on the size of the mooring.

2026 CMS Rates	
Length of Mooring	Total for 2 nights
0-29'	\$106
30'-39'	\$126
40'-49'	\$156
50'-59'	\$190
60'-69'	\$236
70'-79'	\$285

SHORE BOAT SERVICE

NHYC and BYC will provide shore boat service between registered boats and Moonstone/White's Cove. The Shore boat will operate from 8:00am – 11:00am and 5:30pm – 11:30pm. Unfortunately, we are unable to provide shore boat service to Avalon. Boat-to-boat service will not be available.

CAMPING

The privately owned facility located at White's Landing adjacent to BYC's White's Cove and next door to Moonstone Cove is operated by Camp Catalina (www.catalinawlcamp.com) and is not officially associate with the event. Camping at Moonstone Cove is prohibited and limited to Balboa Yacht Club members only at White's Cove. BYC members must contact Becky at whites@balboayachtclub.com to reserve a campsite.

MEALS

The weekend menu will be included with the invitation and posted to the event website on June 17th. Weekend meal packages will be available for purchase and go on sale, Friday, July 31st at noon. A link to purchase meals will be emailed to each Skipper. We kindly request that one person, per boat; make the purchase on behalf of the entire crew. Meals are not sold a la carte.