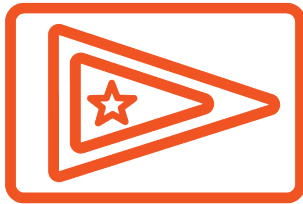


PUERTO VALLARTA 2024



San Diego to Puerto Vallarta International Yacht Race

NOTICE OF RACE

1. ORGANIZING and RATING AUTHORITY

- 1.1. The San Diego to Puerto Vallarta International Yacht Race will take place February 22 - March 1, 2024.
- 1.2. San Diego Yacht Club is the Organizing Authority (OA).
- 1.3. US Sailing is the Member National Authority (MNA).
- 1.4. Offshore Racing Association is the Rating Authority for the Offshore Racing Rule ("ORR") Racing Divisions. Click [here](#) for 2024 ORR rulebook.
- 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 as "Skipper" and who is the person in charge (RRS 46) of the boat during the race. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew before and after, as well as during the race, and compliance with the Notice of Race (NoR), Sailing Instructions (SI), or other identified race documents.

2. RULES

- 2.1. The notation [NP] in a rule in the NoR or SI means it shall not be grounds for protest by a boat. This changes RRS 60.1(a).
- 2.2. This race will be governed by the *rules* as described in The Racing Rules of Sailing (RRS);
- 2.3. The Offshore Racing Rule as modified by this NoR or the SI;
- 2.4. For both monohulls and multihulls, the US Safety Equipment Requirements - Ocean level requirements as modified for this event by this NoR and subsequent SIs (hereafter "Vallarta Safety Equipment Requirements" or "VSERs").
See also NOR Addendum 1 – Puerto Vallarta Safety Equipment Requirements (VSERs).
 - 2.4.1. 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.

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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.

- 2.5. YB Trackers (hereafter 'tracker(s)') will be used for race tracking and will be required to be carried and transmitting for the entire duration of the race. While boats will not be responsible for the rental fee, they are required to enter into a rental agreement with the tracker rental company and agree to be responsible for up to \$1000 for their unit if lost or destroyed.

3. ALTERATIONS OF RACING RULES

- 3.1. The RRS Appendix RV, Reduced Visibility [[Appendix RV](#)] replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise. This replaces the IRPCAS referenced in the preamble of Part 2 rules.
- 3.2. Under World Sailing Test Rule DR21-01, change the definition Start as follows:
A boat *starts* when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either (a) at or after her starting signal, or (b) during the last 1 minute before her starting signal. See **NOR** 15.5.
- 3.3. Movement of sails not in use while racing is allowed; however all gear and sails not being flown must remain within a boat's lifelines. This modifies RRS 51 Movable Ballast only as to the movement of sails. Per RRS 87, ORR has issued SDYC permission to make this change.
- 3.4. RRS 51 Movable Ballast and RRS 52 Manual Power are modified to permit the positioning of hull appendages, specifically adjustable keels and water ballast, and other control devices powered by hydraulic or electric power on boats so designed and so rated by the handicap 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.
- 3.5. Boats may apply for a waiver of RRS 52 such that power and stored energy are permitted for sail hoisting, trimming, and adjusting. Full information on all forms of stored energy for sail hoisting, trimming, and adjusting shall be submitted with the final rating data. The Rating Authority will estimate the benefit of these features and adjust the ratings accordingly.
- 3.6. **[DP]** For the purposes of RRS 47 - Trash Disposal, there will be no penalty for discarding leftover food scraps or losing non-synthetic sail stops overboard used to set sails in a safe and controlled manner. All other waste management protocols should be observed. The OA encourages all competitors to invest in equipping new free flying sails or retrofitting existing sails with reusable launch control features like roller furling, zippers, or Velcro tabs to set sails in a safe and controlled manner. If a competitor intends to use single-use banding, the material should be non-synthetic (ex: cotton/wool) and they should be mindful of the impact of excessive or unnecessary banding, and avoid when possible, the use of dyed or colored materials.

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- 3.7. RRS 62 Redress: RRS 62.1 is modified by adding the following: (e) "being directed by a Government Authority to deviate from her proper course."
- 3.8. US SAILING Prescriptions to 63.2 will not apply.
- 3.9. The OA elects 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 2021 ORR 10.05(f) & (g). This changes the 2021-2024 RRS 55.3 (a).
- 3.10. There is no limitation on the number of spinnakers and staysails carried. This modifies ORR rule 10.02.1. Per RRS 87, ORR has issued SDYC permission to make this change.
- 3.11. There is no limitation on crew weight. This modifies ORR rule 4.02. Per RRS 87, ORR has issued SDYC permission to make this change.

4. SAILING INSTRUCTIONS

Sailing Instructions will be available Monday, January 1, 2024.

5. COMMUNICATIONS

- 5.1. Official Notice Board will be on the website: <https://pvrace.com/> with race documents located under the Race HQ link at the top: <https://pvrace.com/the-race>
- 5.2. Any questions regarding the NoR, Entry, Eligibility or SIs including interpretations of published rules and amendments must be submitted prior to 1700 Friday, February 16, 2024, in writing to: Sailing Office, San Diego Yacht Club, via e-mail to: sailing@sdyc.org
- 5.3. **[DP]** All boats shall carry the following:
 - 5.3.1. VHF 16 as required in VSER 3.8.1 and shall be monitored while racing.
 - 5.3.2. Satphone – An additional Safety Requirement - Boats shall carry on-board a satellite phone (Satphone). The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery. Phones shall be powered on as required by communication schedule in Sailing Instructions. Boats shall provide the Satphone number to the Race Committee.
 - 5.3.3. Email Capability – Boats shall be equipped to send and receive e-mail communications.
 - 5.3.4. YB Race Tracker – supplied race trackers will report a boats position. It will be the responsibility of the skipper of the boat to ensure that the tracker remains properly installed, and must make every effort to ensure it is functional for the entire race. The Skipper will be responsible for returning the tracker soon as practical upon finishing.

6. ELIGIBILITY

San Diego to Puerto Vallarta International Yacht Race | pvrace.com

San Diego Yacht Club | www.sdyc.org

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- 6.1. This race is open to all ocean racing boats 30' LOA or greater whose skipper is a member of a club or other organization affiliated with either US Sailing, their National Authority, or World Sailing.
- 6.2. To be eligible to race, each boat shall possess, prior to starting, a valid 2024 ORR fully measured certificate. See section 11 – Rating Certificates.
- 6.3. New certificates or Renewals may be obtained by completing the online webform application from <https://www.ussailing.org/competition/offshore/orr/>
- 6.4. For questions regarding ORR ratings, email offshore@ussailing.org (or call 401 342 7953). For ORR-MH email jimteeters@ussailing.org (or call 401 862 3681)
- 6.5. Eligible boats will be divided into divisions and scored by their ORR ratings. Multihulls will be divided and be scored by their ORR-MH rating.
- 6.6. Individual boats, or boats accepted as a class whose class rules or configurations prevent them from complying with some of the requirements of this NOR, may petition the Organizing Authority for waivers no later than February 2, 2024. Justification of any deviation and alternative means of compliance should accompany petitions and should accompany a request to establish a class.
- 6.7. Additional requirements for eligibility, including but not limited to medical test results or proof of vaccination for departure to or arrival in Mexico, are not currently required. However, the OA reserves the right to amend this NOR if such procedures become recommended for safe international travel.

7. CREW LIMITATIONS

- 7.1. The minimum crew on any boat shall be 4. Any request to waive this requirement must be accompanied by a boat history and sailing resumes of all crew onboard.

8. ENTRY AND FEES

- 8.1. Entry shall be made online at the event website: pvrace.com
- 8.2. The following is included in entry fee:
 - Kick Off Fiesta
 - Hosted breakfast for Skippers and Navigators at the Skippers' meeting
 - Race Tracking Services
 - Customs Officials on site
 - Race Blog / Photo updates
 - Awards Fiesta
- 8.3. The entry fee is as follows:

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LOA Range	Standard Entry Fees (until cob. 1/05/24)	Late Entry Fee (1/06/24 – 2/02/24)
30 – 40	\$24/ft	\$28/ft
41 – 50	\$27/ft	\$31/ft
51 – 60	\$30/ft	\$34/ft
61 – 70	\$32/ft	\$36/ft
71+	\$34/ft	\$38/ft

- 8.4. Entries received by close of business (cob) Friday, January 5th, 2024 will be charged the Standard Entry Fee per foot of length overall (LOA) as shown in 8.3.
- 8.5. Entries received between Saturday, January 6th, 2024 through Friday, February 2nd, 2024 will be charged the Late Entry Fee per foot of length overall (LOA) as shown in 8.3.
- 8.6. Requests for full refunds will be granted if received by 1700, Friday, January 5th, 2024.
- 8.7. No entries will be accepted after Friday, February 2nd, 2024 unless approved by the organizing authority.
- 8.8. Entries shall have the following registration items complete on or before Monday, February 5th. A boat is not eligible to start this race until **ALL** of the following has been submitted:
 - 8.8.1. Subject to RRS 78.2, a copy of the boat's current Rating Certificate which has been submitted to the appropriate Rating Authority for review.
 - 8.8.2. Each skipper (see NOR 1.5) ensures the crew roster in Yacht Scoring is accurate with complete crew names & emails, and that each crew has completed their online waiver with their contact as well as an onshore emergency contact number and that the 'racing waiver' box for each crew is marked Yes."
 - 8.8.3. Each team is required to submit a high-quality photo of each sailor's passport photo page with no edges cut off. Passport photos should be an individual image or PDF for each sailor. These should be loaded to the Dropbox file request link provided to the entrant upon entry. Contact jared@sdyc.org with questions.
 - 8.8.4. One photograph (digital only) of their boat suitable for print reproduction on the event website, any media releases, and distribution upon request by government authorities.
 - 8.8.5. All entry fees are paid in full.

9. ADVERTISING

- 9.1. Advertising is unrestricted subject to WS Reg. 20.2 and 20.3.

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10. SCHEDULE OF EVENTS

- Monday, January 1, 2024.....Sailing Instructions posted**
- Friday, January 5, 2024 Standard entry fee closed (8.4)**
- Friday, January 5, 2024 Withdrawals with 100% refunds closed (8.6)**
- Friday, January 5, 2024 Petition to establish additional classes closed (6.6)**
- Friday, January 26, 2024.....OA Petitions for waivers closed (6.6)**
- Friday, February 2, 2024 Race entry closed (8.7)**
- Friday, February 9, 2024 Any rating data due to Rating Authority (11.1)**
- Friday, February 9, 2024 All fees, photos, and documents due (8.8)**
- Friday, February 9, 2024 Provisional class breaks posted (4.0/16.1)**
- Friday, February 16, 2024 Request for interpretations of NOR/SIs due (5.2)**
- Friday, February 16, 2024 Official Class breaks posted (16.1)**
- Thursday, February 22, 2024 @ 0800 Reception and Skippers Meeting I**
- Thursday, February 22, 2024 @ 1200 *Provisional START I**
- Thursday, February 22, 2024 @ 1800 Kick Off Fiesta at SDYC**
- Friday, February 23, 2024 @ 0800 Reception and Skippers Meeting II**
- Friday, February 23, 2024 @ 1200 *Provisional START II**
- Saturday, February 24, 2024 @ 0800 Reception and Skippers Meeting III**
- Saturday, February 24, 2024 @ 1200 *Provisional START III**
- Friday, March 1, 2024 @ 1800..... Trophy Presentation (17.1)**

****START Dates and times are provisional.***

Additional dates or times may be added to best facilitate timely arrivals for all entries.

11. RATING CERTIFICATES

- 11.1. Rating application, data, and any alterations to hull, spar, sails or other equipment configurations that may affect a rating certificate from prior years shall be made available to the rating authority (US Sailing) no later than February 9, 2024.
- 11.2. A rating certificate approved by the Rating Authority representing the boat's configuration for this race shall be submitted to the Organizing Authority (by the RA or competitor) prior to the close of entries at 1700, Friday, February 2, 2024.

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11.3. In lieu of above, certificates issued by the boat's National Authority or a statement from the Executive Director of those classes racing as a class that the boat is a current member of the class must be submitted prior to 1700, Friday, February 9, 2024.

11.4. In the event that a boat's National Authority, Class Association or Rating Authority is unable to approve a Rating Certificate by 1700, Friday, February 9, 2024, the Organizing Authority may make other arrangements such as they consider most equitable.

12. INSPECTIONS

12.1. All boats are subject USSERs Regulation 1.3 – Inspection. Resolution of any problems regarding required safety equipment, minimum accommodations, eligibility of crew members etc., will be determined by the Organizing Authority and the Rating Authority.

13. VENUE and COURSE

13.1. Race Headquarters will be located in the Sailing Office of San Diego Yacht Club prior to Monday, February 26, 2024.

13.2. Race Headquarters will be located in the vicinity of the destination marina from 1400, Monday, February 26, 2024, until 1600, Saturday, March 2, 2024.

13.3. The Start will be located in the vicinity of SD Channel Buoy #17.

13.4. The Finish will be a virtual finish gate located off Punta Mita, Nayarit, Mexico.

13.5. The approximate rhumb-line course distance is 1050 nautical miles.

14. ALTERATIONS TO SAFETY EQUIPMENT

14.1. The following USSER “US Ocean” level requirements are modified by this NOR and/or the Sailing Instructions and included as the Puerto Vallarta Safety Requirements (VSERs) in Addendum 1 with same numbering. Specifically:

a) USSER 3.8.3 is deleted and replaced with: “A boat shall have a satellite phone with waterproof protection which may be fixed or handheld.”

b) [NP/DP] USSER 3.9 is modified to add: All boats shall operate AIS (Rx + Tx) from the time they leave the dock until 2 HOURS after crossing the starting line and from the time when a boat is approximately 25 nm from the finish line until they are at the dock. Any vessel retiring from the race or requesting outside assistance shall operate their AIS as described from as soon as possible until such time as they have reached safe harbor.

c) USSER 3.21 (Display of sail numbers independent of sail) is deleted.

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- d) USSER 3.33.1 and 3.33.2 (Mainsails for bad weather/emergency) are deleted and replaced with:
3.33.1 A boat shall have mainsail reefing equipment capable of reducing the effective luff of the main to $0.70 * P$ OR a storm trysail which can be set independently of the main boom, has an area less than 17.5% of $E * P$, and which is capable of being attached to the mast.
- e) USSER 3.33.3 and 3.33.4 (Headsails for bad weather/emergency) are deleted and replaced with:
3.33.3 A boat shall have a storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle OR a heavy-weather jib of area not greater than 13.5% height of the foretriangle squared and without reef points. (attachment independent of luff groove device).
- 14.2. For all boats, the OA encourages the wearing of harnesses/lifejackets between sundown and sunrise, and whenever conditions warrant, or as directed by the Skipper (RRS 46) of the boat.

15. PENALTIES

- 15.1. RRS 61.1 (b) is changed so that any boat being protested by the Race Committee for an infraction will be notified of the protest within 24 hours after the time the boat finishes the race.
- 15.2. The first sentence of RRS 64.2 is changed to: “When the protest committee decides a boat that is a party to a protest hearing has broken a rule and is not exonerated, it may impose an elapsed time penalty or impose no penalty at all.” However if the infraction caused injury or damage to another boat which in any way affected the racing ability of that boat, the offending boat shall be disqualified.
- 15.3. If an elapsed time penalty is imposed, its magnitude will be at the protest committee’s discretion unless otherwise specified in the NOR or SIs, and will apply to the calculation of all corrected times and finish positions for all race awards.
- 15.4. **[DP]** Willfully reporting a false position, impeding the transmission of tracker position reports, or remaining unreported for an extended period of time may be considered gross misconduct and a report will be filed with the protest committee pursuant to RRS 69.2.
- 15.5. **[DP]** When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not, the starting penalty shall be to add the time of the start error, if greater than 4 minutes, plus one hour to her elapsed time. See NOR 3.2.
- 15.6. **[DP]** When a boat touches a starting mark and does not take a One-Turn Penalty as described in RRS 44.2, the penalty shall be two hours added to her elapsed time.

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16. CLASSES AND SCORING

- 16.1. Provisional Class Breaks will be determined as soon as possible after the close of entries Friday, February 9, 2024. Official class breaks will be posted as a separate document – SI Addendum 1 Friday, February 16, 2024.
- 16.2. Scoring for monohulls will be figured using ORR Time on Time and will be based on the PV wind matrix (NOR Addendum 2) established by the Rating Authority and agreed upon by the OA.
- 16.3. Scoring for multihulls will be figured using ORR-MH Time on Time.

17. AWARDS

- 17.1. Awards presentation will be held in Marina Vallarta Friday, March 1, 2024 at 1800.
- 17.2. Trophies will be awarded for First on Elapsed Time-Overall, First on Corrected Time-Overall ORR.
- 17.3. Trophies for any petitioned or level-rated classes and for each ORR Racing division will be determined by corrected time and based on the number of entrants.
- 17.4. A variety of special recognition trophies may also be awarded.

18. BERTHING

- 18.1. Berthing at SDYC will be complimentary for the week prior to the start.
- 18.2. Free Berthing at Marina Vallarta is provided for racers until Saturday, March 2, 2024. All competitors to check in with Marina Vallarta Harbor Master as soon as possible after arriving at Marina Vallarta. Proof of insurance and credit card for any charges will be required.
- 18.3. After checking in, berthing at Marina Vallarta will be provided for boats finished/retired from racing until Saturday, March 2, 2024.

19. INSURANCE

- 19.1. Liability insurance with minimum \$500,000 liability insurance naming San Diego Yacht Club as additional insured is recommended.
- 19.2. Proof of third party insurance with minimum \$50,000 (fifty thousand) will be required to check into Marina Vallarta.

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20. RISK STATEMENT

- 20.1. The OA brings attention to RRS Rule 3 – The responsibility for a boat's decision to participate in a race or continue racing is hers alone.
- 20.2. The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", 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.

21. FURTHER INFORMATION

- 21.1. For further information please contact the following:
Event Website and Official Notice Board: pvrace.com

Ben Mitchell

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Karen Busch

PV Race Co-Chair

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