2026 Offshore 160 Singlehanded Challenge

Friday, July 10 - Sunday, July 12

Sponsored by the Newport Yacht Club

Organizing Authority (OA): Newport, Rhode Island

SAILING INSTRUCTIONS

Recommended Charts: 13205; 13218

1. Rules

1.1 The race is organized by the Newport Yacht Club. The race will be governed by Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of *US Sailing* Racing Rules, the Rules of the Road (refer to Coast Guard COLREGS), the Notice of Race and these Sailing Instructions, including any additions, changes, or amendments to any of the aforementioned.

1.2 The notation '[DP]' in a rule of the sailing instructions (SIs) means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.
The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

2. Entries

2.1 Eligible yachts may be entered by completing registration with the organizing authority, 2024 OFFSHORE 160 Singlehanded Challenge, c/o Newport Yacht Club, 110 Long Wharf, Newport, Rl 02840.

3. Notices to Competitors

3.1 Notices to competitors will be posted on the Newport Yacht Club website as well as emailed to the competitors.

4. Changes in Sailing Instructions/Skippers' Meeting

4.1 Additional sailing instructions or changes to the sailing instructions will be issued by the Race Committee at the Skippers' Meeting and posted on the Newport Yacht Club website.

4.2 The Skippers' Meeting will be held at Newport Yacht Club at 0900 hours on Friday. Attendance of the Skippers' Meeting is mandatory for all skippers.

5. Schedule of Race

5.1 The Warning Signal for the first class will be at 1155 hours on Friday.

5.2 Scratch sheets with the lists of classes and class starting times will be distributed at the Skippers' Meeting.

6. The Course

6.1 All classes will sail the same course. Individual Class Numeral Code Flags will be raised at the Warning Signal for each class, and be lowered at the start of that class per RRS Rule 26.

6.2 COURSES

Course A: From the starting area, south of Rose Island and the Newport Bridge and west of Goat Island, entrants will proceed to the following marks in this order:

- southward, rounding R "4" Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island, Light List #19735 at 41°08-43.757N, LON 71°37-20.888W),
- thence to Virtual Mark 1 at 40-18N, 071-26W,
- thence to Virtual Mark 2 at 40-26N, 071-03W,
- thence to R "2" Fl R 4s WHIS (3.3nm S of Pt. Judith; Light List #19460),
- thence to the finish line at R"2", Brenton Reef at the entrance to Narragansett Bay.

The distance: 160 NM.

Course B: From the starting area, south of Rose Island and the Newport Bridge and west of Goat Island, entrants will proceed to the following marks in this order:

- southward, rounding R "4" Fl R 6 sec Whistle (0.7 NM southwest of Southwest Point, Block Island, Light List #19735 at 41°08-43.757N, LON 71°37-20.888W),
- thence to Virtual Mark 1 at 40-32N, 071-29W,
- thence to Virtual Mark 2 at 40-39N, 071-09W,
- thence to R "2" Fl R 4s WHIS (3.3nm S of Pt. Judith; Light List #19460),

thence to the finish line at R"2", Brenton Reef at the entrance to Narragansett Bay.
The distance: 130 NM

6.3 The Race Committee will display the International Code Flag "A" or "B" to signal the selected course. The flag(s) will be made with the CLASS warning signal or announced via VHF 72 or announced at the Skipper's Meeting.

6.4 Competitors are encouraged to review Appendix A which describes and defines the Exclusion Zone in the area of Cox Ledge. Competitors shall not enter the Exclusion Zone area designated as an obstruction in Appendix A while racing.

6.4.1 The OA may, at their discretion, assign a time penalty of less than one hour for boats which enter the Exclusion Zone.

7. The Start

7.1 All yachts shall rendezvous west of Goat Island; between Fort Adams and Rose Island. Yachts may be asked to follow the Race Committee Boat to an alternative starting area. The starting line will be between an orange flag on the race committee boat at one end of the line and an orange inflatable marker buoy (pin nearer to Goat Island) or some other buoy identified by the Race Committee, in vicinity west of Goat Island.

7.2 Races will be started in accordance with RRS Rule 26. Classes will start at 5-minute intervals with a sound signal made at the Warning (5 minutes before start), the Preparatory (4 minutes before start), Preparatory down (1 minute before start) and the Start.

7.3 The Starting Signal will be the Warning for the next class to start and will be signified by the raising of the appropriate Class Numeral Code Flag (and its Course announced on VHF 72).

1155 Hours	Warning signal for CLASS 1
1200	Start of CLASS 1; Warning signal for next Class 2
1205	Start of CLASS 2; etc.

7.4 Yachts who's Warning Signal has not been made shall keep clear of the starting area and of all yachts whose Warning Signal has been made.

7.5 One end of the Starting line will be the committee boat which may have an orange buoy attached to its stern by a line (keep off buoy). The orange buoy and its attachment line are parts of the mark.

8. Recalls

8.1 Individual Recalls will be signaled by International Code Flag "X" and one sound signal for yachts over early. The Race Committee will attempt to notify each yacht recalled via VHF on Channel 72. However, it is each yacht's individual responsibility to start correctly.

8.2 General Recall will be signaled by International Code Flag "First Substitute", accompanied by two sound signals, and indicates that the class is recalled for a new start. **When a General Recall has been signaled, starts for succeeding classes will be postponed accordingly.** See RRS 29.2.

9. Postponements

9.1 Postponement will be indicated by International Code Flag "AP" (Answering Pennant) accompanied by two sound signals. One minute after the lowering of International Code Flag "AP", which will be accompanied by one long sound signal, the Warning Signal of the next class will be made.

10. Race Log/Acknowledgment of Proper Course Completion

10.1 Each entrant must keep a complete and legible Race Log, which is provided with these sailing instructions. In this Race Log, the following must be recorded:

- The rounding time of each mark of the yacht's course;
- The ***GPS time*** of the yacht's finish;
- Times and duration of engine operation;
- Any other information which the entrant deems pertinent.

10.2 Each entrant must sign and surrender his/her Race Log/Acknowledgment of Proper Course Completion (included with these Sailing Instructions) to a Race Committee Officer at Newport Yacht Club by 1000 hours on Sunday **OR** within three (3) hours of the yacht's finish, whichever time is later. The Race Log/Acknowledgment sheet must be signed by the skipper. If the completed Race Log/Acknowledgment sheet is not received by the yacht's deadline, the entrant will be scored as DNF.

In the absence of a Race Committee Officer and a formal Duty Desk, the Race Log/Acknowledgment of Proper Course Completion may be turned into the OFFSHORE COMMITTEE mail slot or the Duty Desk both at the Newport Yacht Club (opposite Club Office). The time of drop-off should be noted somewhere on the Race Log. Or the Race Log may be text/emailed (for example a picture taken of it by a cell phone and texted or emailed) to 401-862-7125 or roy@royguay.net. The official finish time is on the Race Log/Acknowledgment.

10.3 It is appreciated if the finish time is reported to the Race Committee shortly after finishing via either VHF 72 or cell phone to the Duty Desk phone. Skippers are solely responsible for taking their own finishes, recording them on and turning in their Race Logs.

11. Check-In Prior to Start and Radio Reporting During the Race

11.1 Prior to the first Warning Signal, each competitor is requested to check-in with the race committee by sailing across the committee boat's stern or via VHF 72. After the first Warning Signal, competitors may check-in with the committee as they enter the starting area for their starting sequence only. Failure to check in will not be grounds for disqualification.

11.2 Each competitor is required to attempt to announce to fellow competitors (VHF channel 72) within 15 minutes before or after each mark rounding, reporting which mark of the course the vessel is rounding. After reporting a rounding, call the Offshore Duty Desk with that rounding (401-619-4936). At all other times, competitors are encouraged to monitor VHF channel 13, 16 as well as 72.

11.3 Each competitor should also attempt to contact the Race Committee approximately 30 minutes before his/her expected finish. OFFSHORE160 Race Committee will be monitoring VHF Channel 72 initially and when boats expected to finish; they will also stand by the Newport YC telephone (401-619-4936) the Offshore Duty Desk; use of cell phones is allowed. You can leave a message should no one answer. Or Roy Guay's cell phone can be called: 401-862-7125. Or if capable an email (e.g. InReach, etc.) may be sent to roy@royguay.net (including mark roundings). Entrants are requested to contact the race committee with their finish times (shortly after finishing).

11.4 If competitors wish to engage in "chats" which is encouraged, it is requested that they switch off to another channel and keep VHF Channel 72 free for reporting purposes.

12. Withdrawals

12.1 In the event a vessel withdraws from the race for whatever reason, the skipper is strongly urged to attempt to notify the Race Committee on VHF Channel 72 (or by telephone, if available, at 401-619-4936 or Roy Guay's cell phone 401-862-7125 or email: roy@royguay.net) immediately. In the event that the Race Committee cannot be raised, the skipper should make reasonable attempts to contact fellow competitors so that withdrawal information may

then be relayed to the Race Committee and as soon as possible contact the Race Committee of your status. Do not leave the Race Committee wondering what you are doing.

13. The Finish
13.1 The finish line will be at R2 (at the entrance to Narragansett Bay), at a distance not to exceed 1/2 mile.

13.2 Each yacht is required to take the ***GPS time*** of her own finish when R2 bears 110° magnetic and then enter that time into the vessel's Race Log.

13.3 **RETURN OF TRACKERS:** The trackers must be returned to the Newport Yacht Club by 1600 12 July for return to ybTracking or be subject to the replacement cost. You may return them if you return to NYC after the race or at the Awards Sunday or schedule some other means with the Race Committee.

14. Time Limit
14.1 There will be no time limit for this race.

15. Scoring
15.1 Corrected elapsed times will be calculated using Time-On-Time to the PHRF-NB spinnaker ratings to determine class finish positions.

16. Protests/Prizes
16.1 Protests shall be submitted on standard protest forms (can be downloaded and printed from ussailing.org; search for "protest form") and filed with a race official at the event duty desk in accordance with Part 5 - Protests, Redress, Hearings, Misconduct and Appeals, Sections A and B of the Racing Rules of Sailing. Protests must be received by 1000 hours on Sunday, July 17 or within three hours of the protesting yacht's finish, whichever time is later. Protests will be heard in the approximate order of their receipt. Decisions of the jury will be final, in accordance with RRS Rule 64.1.

16.2 Prizes will be awarded to each yacht placing first, second and third in each class depending on the number of registered boats in each class.

17. Radio Communication
17.1 All communication with the OFFSHORE 160 race committee shall be over VHF channel 72, cell phone or email. Email (e.g. via InReach, etc.) may be used if there is no connection via VHF to RC.

17.2 Newport Yacht Club will be the central headquarters for the regatta, with monitoring of radio communications via VHF channel 72 and the telephone (401-619-4936) or Roy Guay's cell phone 401-862-7125 for emergencies.

18. Safety/Engines
18.1 Engines may be used to charge batteries, to render assistance to another entrant, and to avoid loss of or potential damage to your vessel but they may not be used to further a vessel's position. Notification of any engine use must be recorded in the vessel's Race Log.

18.2 [NP] It is strongly recommended that a harness and lifejacket be worn when on deck (at a minimum under the following conditions):
a) between the hours of sunset and sunrise;
b) when alone on deck;
c) when reefed;
d) when the true wind speed is 25 knots or above;
e) when the visibility is less than one nautical mile,
f) with due consideration of the water temperature and sea state..
A harness shall be fitted with a crotch strap or thigh straps. Jack line requirements must be installed and used as stated in the Addendum.

18.3 [NP] Competitors and support persons shall comply with reasonable requests from race officials, the Coast Guard and/or a Harbor Master safety vessel. Failure to do so may result in disqualification.

18.4 **Narragansett Bay is a restricted waterway for commercial traffic. THE COAST GUARD HAS INFORMED ALL AREA RACE COMMITTEES THAT INCIDENTS HAVE OCCURRED WHEREIN RACING YACHTS HAVE COME TOO CLOSE TO COMMERCIAL VESSELS WITH LIMITED MANEUVERABILITY AND THAT THE COAST GUARD WILL SANCTION ANY AREA CLUBS WHOSE EVENTS RESULT IN THESE INCIDENTS.**
Therefore, a racing yacht shall keep clear of commercial vessels operating in navigation channels. See Amalgamated International & U.S. Inland Navigation Rules 9(b): "A… sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway."
A racing yacht whose actions result in a danger signal of 5 or more short horn blasts from a commercial vessel (meaning "I do not understand your intentions" or "You are not taking sufficient action to avoid collision") will be protested by the race committee or protest committee. The protest committee may, at its discretion, impose a penalty for breaking this rule up to disqualification.
Additionally, for egregious or repeat offenders of this rule, the protest committee may consider filing a *RRS 69* report.
RACERS MUST COMPLY WITH ANY DIRECTION PROVIDED BY THE COAST GUARD, OTHER ON-THE-WATER LAW ENFORCEMENT, OR THE RACE COMMITTEE, PER SI PARAGRAPH 18.3 .

19. Seamanship
19.1 The OFFSHORE 160 Event Organizers and Race Committee stress that the spirit of this race is to complete a safe and seamanlike passage. That this is a race event does not condone unseamanlike conduct. Yachtsmen must maintain adequate lookout in all conditions including fog, traffic, and their own fatigue.

20. Risk Statement
20.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

20.2 The OA accepts no liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the series.

21. Access to Automatic Transponder Data
21.1 Data from ybTracking's automatic transponders should be available via:
- Race Website: **https://www.newportyachtclub.org/offshore-sailing**
- Public Tracking Link: **https://yb.tl/offshore1602026**
- Low-bandwidth-accessible mini-site: **https://yb.tl/Links/offshore1602026**

INJURY PROTOCOL

In the event of an accident or injury on the water, some of which is specific to being Narragansett Bay, competitors should:

1 Hail "US Coast Guard Station" on VHF Ch. 16

2 They will ask the following questions. Respond as your situation requires.

- Your Position (lat/long and/or geographic)
- # of people involved
- Nature of distress
- Description of vessel or person
- Whether participants are wearing PFDs

3 USCG will instruct you to the best drop off location and may ask you to switch VHF channels. THEY will coordinate with the local Fire Department to send an ambulance to that location.

4 Newport Harbormaster will be monitoring VHF 16 and will follow the conversation if channel is switched.

5 USCG and Fire Department will send boats. Be sure to let them know if you are moving.

6 Call 911 from your cell phone. Let them know you are in touch with the Coast Guard.

7 Once the injured competitor has been taken to one of the drop off locations, please contact the Race Committee.

EMERGENCY / CONTACT INFO:

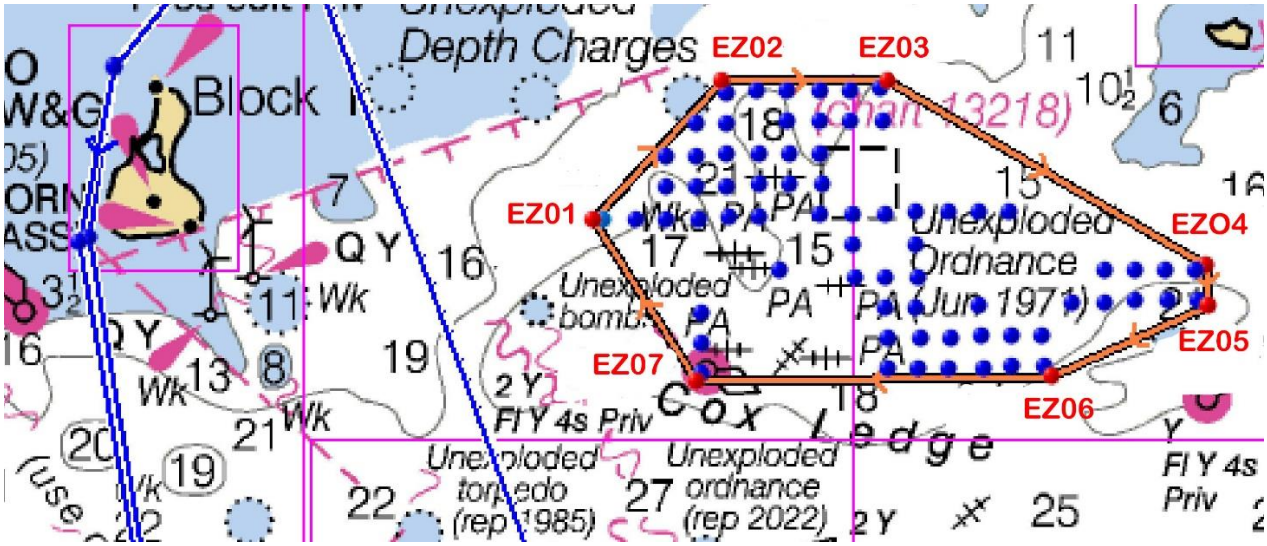
US Coast Guard	401.846.3676 Castle Hill or VHF Channel 16
Emergency Vehicle	Phone 911
Race Committee – Roy Guay	401.862.7125 or VHF Channel 72

TRANSPORT LOCATIONS:

Jamestown Emergency Medical – East Ferry Landing – 911 or 401.423.7276
Newport Elm Street Pier – north of Goat Island bridge
Newport Perrotti Park - Americas Cup Ave
Newport Goat Island Fuel Dock
Newport Fort Adams Alofsin Pier
Newport USCG Castle Hill

Appendix A
Exclusion Zone in Cox Ledge Area

The Exclusion Zone in the Cox Ledge area is defined by the six virtual marks described below and the lines connecting the adjacent virtual marks and is designated as Obstruction pursuant to the RRS Definition. Boats may not enter the area designated as the Cox Ledge Obstruction while racing.



Exclusion Zone Virtual Boundary Marks

EZ01 41°09.500'N, 71°16.000'W

EZ02 41°13.900'N, 71°10.500'W

EZ03 41°13.900'N, 71°03.500'W

EZ04 41°08.000'N, 70°50.000'W

EZ05 41°06.700'N, 70°49.900'W

EZ06 41°04.500'N, 70°56.500'W

EZ07 41°04.300'N, 71°11.600'W