



2021 BAXTER BOWL

Organizing Authority is the Newport Harbor Yacht Club



Saturday & Sunday, August 14 & 15 SAILING INSTRUCTIONS

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The following U.S. Sailing Prescriptions will apply: 60.3, 61.4, 67, 76.1, and Appendix R. The full text of these prescriptions is in Attachment BRAVO.
- 1.3. RRS Appendix P will apply. RRS P2.2 and P2.3 will not apply. RRS P2.1 is changed so that it will apply to the first and subsequent penalties. Boats may be hailed by Race Officials by Bow Number or by Sail Number.
- 1.4. STCR 34.3.1 changes RRS 32 to provide that a course will not be shortened.
- 1.5. Per STCR 34.3.1, RRS 33b will apply; leg length may be changed.
- 1.6. STCR 34.6.3 changes RRS 35, RRS A5, and RRS A10 to provide that all boats not finishing within the stated time limit for Format C after the first boat sails the course and finishes within the time limit will be scored "TLE" as defined therein.
- 1.7. STCR 35.5 changes RRS 44.1 and RRS P2.1 so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 1.8. [NP][DP] While racing, boats shall display bow numbers. The OA will supply the numbers and instructions for their application. Competitors are responsible for maintaining their bow numbers visible on both sides of the bow.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board ("ONB") located in proximity of the Race Management Office at the Newport Harbor Yacht Club (NHYC). Notices may also be accessed through the online Notice Board at [Yacht Scoring / Baxter Bowl](#) at www.YachtScoring.com and select "2021 Star Class Baxter Bowl" or go to (<https://yachtscoring.com/emenu.cfm?eid=14336>).

3. COMMUNICATION WITH COMPETITORS / CHANGES IN THE SAILING INSTRUCTIONS

Changes in the sailing instructions will be posted before 1000 hours of the day they will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

- 3.1. Notices to competitors will be posted on the ONB.
- 3.2. On the water, the Race Committee intends to monitor and communicate with competitors and Support Persons via VHF radio on channel 72.
- 3.3. Boats may be hailed by Race Officials by either Bow or Sail number.
- 3.4. [DP] Failure of any information to be given or received shall not be grounds for redress. Information gathered on any other VHF channel or RC communication channel shall not be grounds for redress, except when a request for redress under this instruction is initiated by the RC or the Jury. These changes are added to RRS 62.1.

4. SIGNALS ASHORE

- 4.1. Signals made ashore will be displayed on the flag pole located at the top of the dinghy ramp in the main boatyard.
- 4.2. Code flag “AP” when displayed ashore means that the start has been postponed. The warning signal will be made not less than 90 minutes after the lowering of the signal.
- 4.3. Flag ‘L’ over the numeral pennant of the most recent amendment will be displayed ashore each day until the race committee (RC) boat departs for the race course.

5. SCHEDULE

- 5.1. The first warning signal will be given at 1230 hours each race day.
- 5.2. The race committee may change the schedule. It is the intention of the race committee to sail three (3) races each day.
- 5.3. No warning signal will be made after 1600 hours on Sunday, August 15.

6. CLASS FLAG

The Star class flag will be a flag with a red star on a white field.

7. RACING AREA

Racing will take place approximately 0.5nm west of the Newport Beach Pier, San Pedro Channel, Pacific Ocean.

8. COURSE

- 8.1. Course “0”, Course “1”, Course “3”, or Course “4” as shown in STCR 34.3 will be used.
- 8.2. No later than the warning signal, the Race Committee signal vessel will display the course and the approximate compass bearing and distance of the first leg.

9. MARKS

- 9.1. Mark 1 (Windward) will be an inflatable yellow mark.
- 9.2. Mark 2 (Gybe, if used) and Mark 3 (Leeward Gate) will be inflatable yellow marks. If one of the Leeward Gate marks is missing, boats shall round the one existing leeward mark to port.
- 9.3. For Courses “3”, and “4”, Mark 2 (offset) will be an inflatable green cube.
- 9.4. At the mark beginning a downwind leg for Courses “0”, and “1”, Mark 2 (offset) will be an inflatable green cube.
- 9.5. The starting marks will be the RC signal boat at the starboard end, and a port pin end boat. In the event a mark boat is unavailable, it will be replaced by an inflatable red mark.
- 9.6. The finishing marks will be an RC boat at the starboard end, and a port pin end inflatable red mark.
- 9.7. Change marks are inflatable red marks, except for the offset marks which shall remain green cubes.

10. CHECK IN

[DP] Before the first warning signal for the first race each day, each boat shall: 1) sail past the race committee signal boat on starboard tack; 2) announce her sail number; and 3) obtain the recognition of her sail number by the race committee. A boat failing to do so will be scored DNS without a hearing. This changes rule A4 and A5.

11. THE START

- 11.1. The starting line will be between a staff displaying an orange flag on the RC starboard end boat and a staff displaying an orange flag on the RC port pin-end boat, or the course side of a starting mark buoy.
- 11.2. In the event of an individual recall, the bow or sail numbers or other identification of any boat or boats that are identified as OCS may be announced on VHF Channel 72. Failure of a boat to see or hear her recall notification, and the timing and order of such hails, or the length of time it takes to make a notification on the VHF will not be grounds for redress. This changes RRS 29.1 and 60.1(b).
- 11.3. A boat not starting within ten (10) minutes after the starting signal will be scored “Did Not Start” (DNS), without a hearing. This changes RRS 63.1, A5 and STCR 34.7.
- 11.4. [NP] [DP] A Race Committee service/mark boat positioned near Mark 1 will attempt to notify any OCS, UFD, or BFD boats by displaying the appropriate starting penalty and displaying their bow numbers. Boats so notified shall leave the race course immediately.

12. CHANGE OF POSITION OF THE NEXT MARK

- 12.1. To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2. [NP] In addition to signaling the change from a RC service/mark boat, the RC will attempt to announce the change on VHF Channel 72 as boats approach the RC service/mark boat signaling the change.

13. THE FINISH

- 13.1. The finishing line will be between a staff displaying an orange flag on the starboard end and the course side of a nearby finishing Mark on the port end. This changes Race Signals, Blue Flag.

14. TIME LIMIT

- 14.1. The time limits will be as specified in STCR 34.3.7 and 34.6.3 (see SI 1.6) under Format C.

15. PROTESTS

- 15.1. An electronic form for protests and requests for redress or reopening may be accessed within the Baxter Bowl Yacht Scoring Website. [https://yachtscoring.com/race_forms.cfm]. Contact Race Management in the NHYC Race Office for assistance, if needed.
- 15.2. The protest time limit shall be one (1) hour after the docking time of the RC finish vessel. The protest time limit will be posted on the Official Notice Board near the NHYC Race Office and on the ONB at [<https://yachtscoring.com/emenu.cfm?eid=14336>]. This changes RRS 61.3 and 62.2

- 15.3. Notices will be posted on the Official Notice Board and ONB no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties. The Jury Desk will be located on the junior patio right outside the NHYC Race Office and parties and their witnesses should report there at the scheduled time.
- 15.4. Within the protest time limit, the RC shall post the bow numbers or sail numbers of all of the boats that are disqualified or penalized under RRS A5.1.

16. SCORING

- 16.1. The Low Point scoring system, RRS Appendix A, will apply, except that when five (5) or fewer races have been completed, a boat's series score will be the total of her races scores.
- 16.2. Six (6) races are scheduled of which three (3) races shall be completed to constitute a series.

17. LIABILITY AND SAFETY

- 17.1. The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.
- 17.2. Competitors leaving the race venue before the end of a race shall inform the race committee as soon as possible. Competitors not leaving the dock on a race day shall inform the NHYC race office, 949-723-6870 or via email jess.gerry@nhycstaff.org.

18. PRIZES

- 18.1. Series prizes will be awarded to the skipper and crew finishing first (1st) through third (3rd).
- 18.2. The Baxter Bowl, a perpetual trophy, will be awarded to the winner of the Star class.

19. DISCLAIMER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this regatta participate entirely at their own risk. See RRS 3, Decision to Race. The regatta organizers (OA, 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 injury to any competitor, including death, sustained as a result of participation in this regatta. By participating in this regatta, each competitor agrees to release the regatta organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

For additional information, please contact:

S/C Dwight Belden (PRO) (949) 500-1110 nhyrcr@gmail.com

Jess Gerry (949) 723-6870 jess.gerry@nhycstaff.org
(NHYC Yacht Racing Director)

Attachments:

- 1: ALPHA – Harbor location and Racing area;
- 2: BRAVO – U.S. Sailing Prescriptions;
- 3: CHARLIE - On Water Emergency Procedures

ATTACHMENT ALPHA



ATTACHMENT BRAVO

US Sailing Prescriptions that Apply:

Rule 60.3 After RRS 60.3 add

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider redress;

Rule 61.4 Add RRS 61.4

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 67 After RRS 67 add

US Sailing prescribes that:

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

Rule 76.1 After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

APPENDIX R

PROCEDURES FOR APPEALS AND REQUESTS

This appendix is a US Sailing prescription.

See rules 70 and 71. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71.

Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website. Go to [Appeals - US Sailing](#) and click the 'Appeals FAQ' link.

Appeals FAQ may also be accessed here: [Appeal-FAQ-rev-2.14.19-1.pdf \(ussailing.org\)](#)

ATTACHMENT CHARLIE:

Competitor Medical Emergency Information

Emergency Contact Information on the water:

- NHYC Race Committee **VHF 71 OR 72** (First call - unless life threatening)
or PRO Dwight Belden at (949) 500-1110
- Newport Beach Lifeguard - **VHF 16** (FIRST CALL - IF LIFE THREATENING)
- **Newport Beach Lifeguard Dispatch EMERGENCY ONLY: (949) 644-3177**

On-The-Water Procedure:

The PRO on the Signal Boat is in charge of coordinating all water rescue/emergency operations.

Unless it is a life-threatening emergency, contact the PRO on VHF 71 or VHF 72.

If it is a life-threatening emergency, immediately call for assistance on VHF channel 16.

The NHYC Dockmaster (VHF 71) or General Manager will take over once the person is put ashore.

Newport Harbor Yacht Club	+1 (949) 673-7730
NHYC Yacht Racing Director (Jess Gerry)	+1 (970) 978-0661
PRO - Dwight Belden	+1 (949) 500-1110
Newport Beach Life Guards - Business	+1 (949) 644-3047
Newport Beach Harbor Patrol	+1 (949) 723-1002