



## 2013 STAR CLASS NORTH AMERICAN CHAMPIONSHIP

June 4<sup>th</sup> – 9<sup>th</sup>, 2013

# SAILING INSTRUCTIONS

Organizing Authority: Newport Harbor Yacht Club & the International Star Class Racing Association (STCR)

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### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) except as any of these that are modified by the Notice of Race and/or Sailing Instructions and any amendments thereto.
- 1.2. RRS Appendix P will apply. RRS Appendix P is changed to permit the hail to a protested boat to be either sail number or bow number.
- 1.3. US Sailing is the national authority of the venue. No national prescriptions will apply except for those listed in paragraph 22, herein.

### 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the Official Notice Board located on east wall of the main boatyard at the Newport Harbor Yacht Club (NHYC).
- 2.2. Flag 'L' over the numeral pennant of the most recent amendment will be displayed ashore each day until the race committee signal boat departs for the race course.

### 3. CREW WEIGHT

- 3.1. All crews must comply with Star Class rule (STCR) 31.1.3 at all times during the series.

### 4. CHANGES IN THE SAILING INSTRUCTIONS

- 4.1. Changes in the sailing instructions will be approved by the jury and the Organizing Authority and will be posted before 0900 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.

### 5. SIGNALS ASHORE

- 5.1. Signals made ashore will be displayed on the flag pole located at the top of the dinghy ramp in the main boatyard.
- 5.2. Code flag "AP" when displayed ashore means that the start has been postponed. The warning signal will be made not less than ninety (90) minutes after the lowering of the signal.

### 6. SCHEDULE

Check-in & Measurement	Tuesday 6/4/13	1000 - 1600
	Wednesday 6/5/13	1000 - 1630
Practice Race - Tow leaves NHYC	Wednesday 6/5/13	1200
Practice Race – First warning signal	Wednesday 6/5/13	1330
Competitors' Briefing	Wednesday 6/5/13	1800
Tow leaves NHYC	Thursday 6/6/13 – Sunday 6/9/13	1100
First warning signal	Thursday 6/6/13 – Sunday 6/9/13	1300

- 6.1. The race committee may change the schedule. It is the intention of the race committee to sail two (2) races each day; however no more than three (3) races per day may be sailed as per STCR 34.3.7 Format B.
- 6.2. No warning signal will be made after 1600 hours on Sunday, June 9<sup>th</sup>.

### 7. CLASS FLAG

- 7.1. The class flag will be one with a red star on a white field.

## **8. RACING AREA**

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

## **9. COURSE**

- 9.1. Course "0", Course "1", Course "3", or Course "4", as described in STCR 34.3, and in accordance with STCR 34.3.7, Format B, may be used.
- 9.2. No later than the preparatory signal, the race committee will display the following information from the signal boat on placards:
- The course number to be sailed,
  - The approximate compass bearing, from Mark 3 (or marks 3s and 3p), for the first leg; and
  - The distance, from the start line, of the first leg.
- 9.3. The letter "G" displayed with any course number will denote that a gate will replace Mark 3.
- 9.4. The courses will not be shortened. This changes RRS 32 and race signal "Shorten Course".
- 9.5. Lengths of legs of the course will not be changed after the preparatory signal. This changes RRS 33 (b).

## **10. MARKS**

- 10.1. Mark 1 will be a YELLOW inflatable cone.
- 10.2. Mark 2 will be a GREEN inflatable cylinder.
- 10.3. Mark 3, or 3s and 3p, will be a RED inflatable cone(s).
- 10.4. The starting and finishing line marks will be race committee vessels and/or an ORANGE inflatable cylinder.
- 10.5. A new mark will be identified with a black cap. If a new mark is subsequently changed, it will be replaced with an original mark.
- 10.6. At any mark beginning a downwind leg on courses "0", "1" and "2", the race committee may set an off-set mark. In that case, boats shall pass Mark 1 to port, and then round the off-set mark to port.

## **11. CHECK IN**

- 11.1. 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 bow number; and 3) obtain the recognition of her bow number by the race committee. A boat failing to do so will be scored DNS without a hearing. This changes rule A4 and A5.

## **12. THE START**

- 12.1. The start line will be between a staff with an orange flag on the race committee signal boat at the starboard end and a staff displaying an orange flag on an anchored race committee boat at the port end.
- 12.2. To alert boats that a race will begin soon, the orange starting line flag(s) will be displayed with one sound at least five minutes before a warning signal is displayed.
- 12.3. A boat failing to start within ten (10) minutes of her starting signal will be scored DNS without a hearing. This changes rule A4 and A5.
- 12.4. The recall number for a boat shall be her bow number.
- 12.5. A race committee boat displaying Code flag "G" may pass in front of the fleet in the event of an abandonment, postponement or general recall which means: "The race committee has signaled an abandonment, postponement or general recall. Boats are to return to the starting area immediately."
- 12.6. A race committee boat displaying Code flag "X" positioned near Mark 1 will attempt to notify boats that were OCS and will display their bow numbers.
- 12.7. A race committee boat displaying a black flag positioned near Mark 1 will attempt to notify boats that were BFD and will display their bow numbers. Any boat notified that she has been disqualified shall leave the race course immediately. However, if there are additional races scheduled for that day, boats having been disqualified in the first race may stand by in an area outside the race course for a subsequent race.

### **13. CHANGE OF POSITION OF THE NEXT MARK**

- 13.1. To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced by an original mark.

### **14. THE FINISH**

- 14.1. The finishing line will be between the staff displaying an orange flag on a race committee boat and the course side of a nearby inflatable orange cylinder.

### **15. TIME LIMIT**

- 15.1. The time limit will be as described in STCR 34.3.7 Format B.
- 15.2. Boats failing to finish within sixty (60) minutes after the first boat finishes will be scored DNF without a hearing. This changes rules 35, A4 and A5.

### **16. PROTESTS**

- 16.1. Protest must be submitted in writing, on forms available at the Protest Desk, located in the Trophy Room of NYHC. Protests shall be delivered there within the protest time limit.
- 16.2. Protests must be delivered within sixty (60) minutes of the race committee signal boat docking time. The protest time limit will be posted on the Official Notice Board. The same protest time limit applies to all protests by the race committee and jury about incidents they observe in the racing area and to request for redress. This changes RRS 61.3 and 62.2.
- 16.3. Notices will be posted on the Official Notice Board within thirty (30) minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room(s), located at NYHC at the time posted.
- 16.4. A list of boats that have been penalized for breaking rule 42 will be posted as soon as possible after the protest time limit.
- 16.5. The race committee will post a list of boats scored as DNS, DNF, OCS, ZFP, and/or BFD on the Official Notice Board thirty (30) minutes before the protest time limit.
- 16.6. On the last day of racing a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
  - (b) no later than thirty (30) minutes after the requesting party was informed.
- This changes rule 66.
- 16.7. On the last day of racing a request for redress based on a jury decision shall be delivered no later than thirty (30) minutes after the decision was posted. This changes rule 62.2.
- 16.8. The penalty for breaking SI 18, 19.1, 20, 21 and 23 will be at the discretion of the jury. For SI 20 the penalty may be applied to all boats associated with the team or private support boat.

### **17. SCORING**

- 17.1. The Low Point scoring system, RRS Appendix A, will apply, except that when four (4) or fewer races have been completed, a boat's series score will be the total of her races scores.
- 17.2. Eight (8) races are scheduled of which four (4) races shall be completed to constitute a series.
- 17.3. There will be a Master's Division for skippers aged fifty (50) to fifty-nine (59) years by the start of the first race. Entrants in this division will be competing for both the Masters' Championship and the overall Championship.
- 17.4. There will be a Grand Master's Division for skippers aged sixty (60) years and older by the start of the first race. Entrants in this division will be competing for both the Grand Masters' Championship and the overall Championship.

## **18. LIABILITY AND SAFETY**

- 18.1. The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.
- 18.2. Competitors leaving the race course 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, 949-723-6869 or via email [jenn.lancaster@nhycstaff.org](mailto:jenn.lancaster@nhycstaff.org).

## **19. CREW CHANGES**

- 19.1. Any request for a change of crew must be submitted to the International Jury in writing prior to 0900 hours on the day of the race for which the change is to be made. If the International Jury grants permission, it will do so in writing and post such notice on the Official Notice Board.
- 19.2. A change of helmsman will not be permitted.

## **20. TEAM AND PRIVATE SUPPORT BOATS**

- 20.1. Coach boats will be required to register with the Organizing Authority.
- 20.2. Coach boats and private spectator boats are expected to render assistance to a boat in danger when requested by the boat, or at the request of the race committee or jury.
- 20.3. Team leaders, coaches and other support personnel shall stay 100 meters outside areas where boats are racing from the time of the warning signal until the finish of the last race of the day.
- 20.4. A boat shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.
- 20.5. The penalty for breaking SI 20 will be at the discretion of the jury up to and including disqualification of all boats associated with the team or private support boat.

## **21. HAUL OUT RESTRICTIONS**

- 21.1. All boats must be kept at NHYC commencing on Wednesday June 5th at 1630 hours until the end of the Championship.

## **22. NATIONAL PRESCRIPTIONS THAT APPLY**

- 22.1.1. After rule 88.2 add: US Sailing prescribes that sailing instructions shall not change or delete rule 61.4, Appendix R, or its prescriptions to rules 67 or 76.1.
- 22.1.2. Add rule 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.
- 22.1.3. After rule 67 add:  
US Sailing prescribes that:
  - a. A boat that retires from a race or accepts a penalty does not, but 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 these 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.
- 22.1.4. 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.

## **23. RADIO COMMUNICATION**

- 23.1. A boat shall neither make nor receive radio transmissions (including cellular telephone) while racing.

## **24. PRIZES**

- 24.1. Perpetual trophies will be awarded according to STCR 24.
- 24.2. Series prizes will be awarded to the skipper and crew finishing first (1<sup>st</sup>) through fifth (5<sup>th</sup>).
- 24.3. Master's trophies will be awarded to the skipper and crew finishing first (1<sup>st</sup>) through fifth (5<sup>th</sup>) in the series for the skippers aged fifty (50) to fifty-nine (59) years before the start of the first race. Competitors in the Master's Division will also compete for series prizes. This changes NOR 14.3.
- 24.4. Grand Master's trophies will be awarded to the skipper and crew first (1<sup>st</sup>) through fifth (5<sup>th</sup>) in the series for the skippers aged sixty (60) years and older before the start of the first race. Competitors in the Grand Master's Division will also compete for Series prizes. This changes NOR 14.4.
- 24.5. Daily prizes will be awarded to the skipper and crew finishing first in each race.

## **25. DISCLAIMER OF LIABILITY**

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 4, Decision to Race. Participants agree that no person or organization involved in the conduct of this Championship will be liable for any accident, injury, fatality, or damage or loss of boat or personal property arising out of a participant's preparation for or participation in any on-the-water or on-shore activities (whether social, recreational, launching, hauling, boat storage or otherwise) associated with the Championship. Nothing in these Sailing Instructions or oral statements by the Organizing Authority, their officers, directors or agents, shall modify or otherwise impair the effect of the Waiver of Liability Form, the execution of which is a condition of entry.