



Beringer Bowl Overnight Ocean Race July 16 – 17, 2021

Presented in Partnership with Rumson's Rum

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*BOSTON YACHT CLUB
1 FRONT STREET
MARBLEHEAD, MA 01945*

SAILING INSTRUCTIONS (SIs)

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).

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The penalty for breaking a rule is at the discretion of the protest committee. The protest committee may penalize a boat by disqualifying her, adding time to her elapsed time, or by adding points to her race score.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by radio announcement on VHF radio channel 72.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://www.regattaman.com/calendar.php?reg=MBSA|MBSA-N|MBSA-S>.
- 3.2 In the starting and finishing areas, the race committee intends to monitor and communicate with boats by on VHF Channel 72.
- 3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4 Each boat shall monitor VHF channel 16 from 10 minutes after the start until arriving in Provincetown or, if she retires, after returning to a harbor and contacting the PRO per in NOR Addendum 1, Communications.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4.2 [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the Boston Yacht Club Yardarm.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 One race is scheduled.
- 6.2 The scheduled time of the first warning signal for the race is 1900 hrs.

7 RACING AREA

- 7.1 NoR Addendum 1 shows the location of the racing area.

8 COURSES

- 8.1 NoR Addendum 1 shows the courses and marks that will be used.
- 8.2 The start line for the ORRez Overnight divisions will be an orange tetrahedron.
- 8.3 The start line for the PHRFNE OCS division will be between the orange flag on the Race Committee signal boat and Tinkers Rock Gong buoy, MBSA List A, Mark D.

9 MARKS

- 9.1 Marks are NOAA Government marks.
- 9.2 The start and rounding marks are:

Course Mark Ref	Name	Light List Position	Light Chart	Structure
Start	Tinkers Rock Gong Buoy "TR" ["Tr", gong]; Light List # 10410	42-28-54.737N 070-48-51.976W		Green & Red bands
1	Three & One Half Fathom Ledge Lighted Bell Buoy "2" ["2", FI R 4s]; Light List # 395	42-21-04.975N 070-50-29.784W	FI R 4s	Red
2	Wood End Lighted Bell Buoy "1"; ["1", FI G 4s BELL]; Light List # 13265	42-00-21.959N 070-11-33.348W	FI G 4s	Green
3 (Finish)	Long Point Shoal Lighted Bell Buoy "3"; ["3", Q G Bell]; Light List # 13280	42-02-02.561N 070-09-40.413W	Q G	Green

10 THE START

- 10.1 The Race will be started using RRS 26 with the warning signal for each class made five minutes before the starting signal.
- 10.2 The warning signal for the first class to start will be no earlier than 1900 hrs.
- 10.3 The starting line is between a staff displaying an orange flag on the signal vessel the Carl A. Alberg at the starboard end and the course side of the port-end starting mark, which shall be an inflatable orange tetrahedron.
- 10.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.5 If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.6 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 10.7 A boat that does not start within 20 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

11 THE FINISH

- 11.1 If the RC signal boat is on station, the finish line will be between the RC signal boat and Provincetown Harbor Approach, Long Point Shoal Lighted Bell Buoy – Green '3', 'QG', which shall be passed to port.
- 11.2 If the RC signal boat is not on station at the finish, the finish line will be a line extending on a bearing of 090 deg mag. from the Long Point Shoal Lighted Bell Buoy – Green '3', 'QG', which shall be passed to port.
- 11.3 Upon finishing competitors will record their finish time as well as the boat finishing before and after them, if possible, and submit it to the RC signal boat Nun Left at its slip by 1100 hours, or by texting or emailing PRO as indicated in Addendum 1 to SIs, Finish Line Protocols.

12 PENALTY SYSTEM

- 12.1 RRS 44.3, Scoring Penalty, will apply with the following changes:
- 12.2 The requirement to fly a yellow flag is deleted from RRS 44.3(a) and 44.3(b).

12.3 A boat taking a scoring penalty shall, at the time of the incident, attempt to notify the other boat via VHF channel 16.

12.4 The requirement in 44.3(b) to notify the race committee shall be met by submitting a Penalty Acceptance Form (available at the race office or https://cdn.ussailing.org/wp-content/uploads/2018/01/Alternative_long_word.doc within the protest time limit at the race office, either in person or by email). The penalty for not meeting this reporting time, shall be 5 minutes added to the boat's elapsed time for the race.

13 TIME LIMITS

13.1 There is no time limit. A boat that does not finish by 1100 hrs on Saturday, July 17, shall attempt to notify the PRO, either by VHF channel 72, email, or telephone, of their position and their estimated time of arrival.

14 RETIREMENT

14.1 A boat that retires from the race shall, as soon as practical, notify the race office at bycrace@bostonyc.org, or text the PRO at (617) 548-9333.

15 RENDERING ASSISTANCE

15.1 If a boat stops racing to render assistance in compliance with RRS 1.1, they should log their position and the time when they pause racing and when they resume racing. The boat should then file a request for redress under RRS 62.1(c).

16 HEARING REQUESTS

16.1 Protest forms are available on the official notice board and at the race office, or https://cdn.ussailing.org/wp-content/uploads/2021/03/US_Sailing_Hearing_Request_Form_20210301_Fillable.pdf. Protests, requests for redress or reopening, shall be submitted to the PRO, (either in person or by email) within the protest time limit.

16.2 For boats that finish between 0500 and 1800, the protest time limit is 4 hours after a boat's finish. For boats finishing between 1800 and 0500, the protest time limit is 0900.

16.3 Notices will be posted as soon as practical after the race office receives a protest. The protest committee will attempt to notify the parties by email and/or telephone.

17 SCORING

17.1 In classes using the PHRF rating system, corrected times will be calculated using PHRF Time-on-Time scoring.

17.2 In classes using the ORRez rating system, corrected times will be calculated using random leg and windspeed to be announced prior to the first Warning Signal, Time-on-Time scoring.

18 OFFICIAL VESSELS

18.1 Official vessels will be identified as follows:

18.2 The starting Signal boat at 1900 hrs will be the Carl A. Alberg flying a blue race committee flag. Patrol Boats will be flying a yellow race committee flag.

18.3 The starting Signal boat for OCS and finishing boat for the overnight start will be the Nun Left, a Back Cove 34' powerboat with blue hull and white cabin.

19 PRIZES

19.1 Prizes will be given as follows:

19.2 The Beringer Bowl will be awarded for the first-place finish in Fleet A. The Merrigan Cup will be awarded for the first place finish in Fleet B.

19.3 Trophies for first and second place in each class in each class or division will also be presented. Third place trophies will be presented for any class or division with five or more entries.

19.4 The Iron Puffin Prize will be awarded to the boat with the best combined performance in the Michael A. Mentuck Memorial Ocean Race and the Beringer Bowl Overnight Ocean Race.

20 RISK STATEMENT

20.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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.**

21 INSURANCE

21.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.



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ADDENDUM 1 TO SAILING INSTRUCTIONS

Finish Line Protocols for the Beringer Bowl 2021

1. Why a Finish Line Protocol:

- Positively identifying each boat as it finishes is the dark, with little knowledge of approaching vessels, with wind & current affecting the wide finish line is quite challenging for the Race Committee Crew.
- Black numbers on dark Mylar sails in the dark are barely visible. Despite a very strong search light, the numbers may still be obscured or unreadable.

2. Finish Protocol:

Each vessel will call NUN LEFT on channel 72 when between ½ and 1 mile by GPS from the Finish Line.

- **NUN LEFT, NUN LEFT -- this is yacht << name of vessel >>. Please acknowledge.**
- ← NUN LEFT will acknowledge their call by saying **yacht << name of vessel >> this is the NUN LEFT standing by.**
- **NUN LEFT this is yacht << name of their vessel >> Sail # << your sail # >>, we are approximately << distance >> from the finish line. Please acknowledge.**
- ← NUN LEFT will acknowledge by saying **yacht << name of vessel >> this is the NUN LEFT and we acknowledge that you are now approaching the Finish Line.**

3. Please report: *YOUR FINISH TIME* as you cross the line or shortly thereafter if there are several boats finishing or there is interfering radio traffic.
4. If you do not receive acknowledgement from NUN LEFT please repeat the message once only.
5. In addition, all finishers shall complete the attached Finish Boat Report with their time of finish and deliver it to Nun Left at her slip in Provincetown Marina or by email to byrace@bostonyc.org by 1000 hrs. Finish times may also be reported by text or call to PRO Karen Tenenbaum (617) 548-9333 between 0700 and 1000 hrs.
6. Finish times shall be based on GPS time.
7. The NUN LEFT will be at anchor at the starboard end of the Finish Line between midnight and approx 0700 hrs. She will be displaying her anchor lights. The cockpit and cabin lights may also be on. She is a 34' Back Cove power boat with navy hull and white cabin, twin outboard motors.

Karen I. Tenenbaum, Principal Race Officer