



# 56<sup>th</sup> ANNUAL - OPEN ORANGE BOWL REGATTA

Coconut Grove Sailing Club - Miami, FL  
December 27-30, 2018

## SAILING INSTRUCTIONS



### 1. RULES

- 1.1 The 2018 CGSC Open Orange Bowl Regatta will be governed by the “The Rules” as defined in the current Racing Rules of Sailing 2017-2020 (RRS).
- 1.2 The following prescriptions of US Sailing are the only prescriptions that will apply: RRS 61.4, Appendix R, and prescriptions to RRS 60.3, 67, 70.5(a) and 76.1.
- 1.3 In the event of conflict between the Notice of Race (NoR) and these Sailing Instructions (SIs), these SIs and any amendments to these SIs will prevail. This changes RRS 63.7. If there is a conflict between a Class Rule and these SIs, the SIs will take precedence to the extent allowed by the Class Rules.
- 1.4 The special procedures of Appendix P will apply. In particular, the attention of participating 29ers and I-420s is drawn to 29er CR C1.1 (b) and I-420 CR C.1.2.1 which modify RRS 42 under certain conditions. In this regard, the Race Committee will display Race Signals as provided in RRS P5.
- 1.5 Safety Check-out/Check-in - Before launching every day, skippers shall physically sign-out at the Regatta Desk thus indicating their departure to the race course. Immediately upon returning to shore, but not later than 30 minutes after the appropriate fleet’s RC Finish Boat docks, skippers shall physically sign-in at the Regatta Desk.
- 1.6 Race Course Check-in - All boats must check in with the Race Committee prior to the Warning Signal of the first race each day by sailing past the stern of the Signal Boat on starboard tack and hailing her sail number until acknowledged by the Race Committee. Failure to comply with this SI will result in a three place penalty in the first race that day without a hearing. This changes RRS 63.1.
- 1.7 If there is a conflict between languages the English text will take precedence.

## 2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located on Coconut Grove Sailing Club, ground floor and by email to all competing boats affected by this notice. Failure of a boat to receive or read any such emails will not be grounds for redress. This changes RRS 62.1(a).

## 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Written changes will be posted by 1000 on Thursday, December 27, and thereafter by 0830 on the day they will take effect. However, any changes in the Schedule of Races will be posted by 1000 on Wednesday or by 1900 hours on the day before they take effect.
- 3.2 Oral changes to the Sailing Instructions may be given on the water in accordance with RRS 90.2(c). The Race Committee Signal Boat shall display Code Flag "L" (with one sound) in accordance to RRS 90.2(c) and Competitors shall approach the Signal Boat and verbally receive the change.

## 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the CGSC flagpole.
- 4.2 When Code Flag "L", is displayed ashore, a notice to competitors has been posted on the Official Notice Board, and notification may be sent to competing boats by email.
- 4.3 When Code Flag "AP" is displayed ashore, "1 minute" is replaced with 'not less than 60 minutes" in the race signal AP. This changes RRS Race Signals AP.

## 5. SCHEDULE OF RACES

- 5.1 **Eleven (11) races are scheduled** for each class.
- 5.2 The scheduled time of the 1<sup>st</sup> Warning Signal shall be as follows:

<b>Thursday, Dec. 27</b>	
Start order to be announced before race.	1200
Check course board on Signal.	
<b>Friday, Dec.28</b>	
Start order to be announced before race.	1100
Check course board on Signal	
<b>Saturday, Dec. 29</b>	
Start order to be announced before race.	1100
Check course board on Signal	
<b>Sunday, Dec. 30</b>	
Start order will be announced before race.	1030
Check course board on Signal	

- 5.3 The Race Committee Finishing Boat will display Code Flag "A" without a sound signal, while boats are finishing indicating there will be no more racing that day. If Code Flag "A" is not displayed, boats should return to the starting area in anticipation of another race.
- 5.4 On the final day of the regatta, no warning signal will be made later than 1330 hours.

## 6. CLASS FLAGS

- 6.1 The Class flags for all classes will be displayed at the Competitor's meeting.

## 7. RACING AREA

- 7.1 All racing will be on Biscayne Bay in an area approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl.G 5sec 8ft). See "ADDENDUM No.2-COURSE AREA Charlie" attached.

## 8. COURSES

- 8.1 Courses will be as described below, and posted on a Race Committee Signal Boat course board prior to the first warning of each race. See "ADDENDUM No. 1-COURSE ILLUSTRATIONS" attached. (This changes RRS 27.1.)

- 8.2 Course Designations:

<b>COURSE W Windward/Leeward</b>
<ul style="list-style-type: none"><li>• Start -- 1 -OS- 4S/4P - 1- OS- Finish (I-420s, &amp; 29ers)</li><li>• Start – 1 -OS- 4S/4P - 1-OS- 4S/4P – Finish (Lasers)</li></ul>
<b>COURSE O Outer Trapezoid</b>
<ul style="list-style-type: none"><li>• Start – 1 – OS- 2 - 3S/3P - 2 - 3S/3P - Finish</li></ul>
<b>COURSE I Inner Trapezoid</b>
<ul style="list-style-type: none"><li>• Start – 1 – OS- 4S/4P - 1 – OS- 2- 3S/3P - Finish</li></ul>









- 8.3 The interior angle between Marks 1 and 2 for Courses O and I will be approximately 60 to 70 degrees (with the smaller angle in heavier winds).

- 8.4 Note that if present, the windward Offset Mark (Mark OS) adjacent to Mark 1 is always a mark of the course when rounding Mark 1, regardless of the Course being sailed.

- 8.5 If Marks 4S/4P are present, they will not be marks of the course for I-420s, or 29ers on their last leg to the finish of Course W.

- 8.6 Courses will be posted on the Race Committee Signal Boat course board prior to the Warning Signal of each race. For each Class, the designation of the course to be sailed, the approximate magnetic compass bearing of the first leg, and distance from the Starting Line to the Windward Mark will be displayed. (See Addendum No. 1.).

## 9. MARKS

- 9.1 Course Marks, except for the Offset Mark(s), will be 5 ft. (1.5m) inflatable tetrahedron marks.

- 9.2 The Windward Marks and Gates will be orange tetrahedron marks.

- 9.3 The Offset Mark will be a 3 ft. (0.9m) mini-cylinder mark.

- 9.4 All marks shall be left to port, except that:

a) The gates (Marks 3S/3P and 4S/4P) shall be left as per *RRS 28.1(c)*, and,

b) The yellow Mark of Finish Line T shall be left to starboard.

- 9.5 If the Windward Mark or the Offset Mark is missing, and no Code Flag "M" is displayed in its place by a nearby Race Committee boat, the only remaining Mark shall be left to port.

- 9.6 If one Gate Mark is missing, the only remaining gate mark shall be left to port.

- 9.7 Starting and Finishing Marks are as provided in SI 10.1 and 13.1, respectively.

- 9.8 The positional relationships among the Marks are depicted in Addendum 1, hereto.

- 9.9 Start and finish marks, if located in a boat, include the boat.

## 10. THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and a staff displaying an orange flag on a port end Line Boat or the course side of a yellow starting mark.

- 10.2 A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes *RRS A4.1* and *63.1*).

## 11. RECALLS

- 11.1 In the event of an individual recall, the Race Committee will not hail the sail numbers or identification of any boat or boats that are determined to be OCS, or in violation of *RRS 30.1*.
- 11.2 The Race Committee may post the sail numbers of boat incurring OCS, ZFP, UFD or BFD penalties from the stern of the Signal Boat following the finish of a race in which any of those penalties were incurred.

## 12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to a new position.
- 12.2 If the direction of the next leg will be changed, the direction will be signaled in accordance with *RRS 33(a) (2)*.

## 13. THE FINISH

- 13.1 The finish line(s) will be between a staff displaying an orange flag on the Race Committee Finish Boat and a staff displaying an orange flag on a nearby RC Mark Boat, or the course side of a yellow finishing Mark. Finish lines "W", "O" and "I" are depicted in Addendum No. 1.

## 14. TIME LIMITS

- 14.1 The time limit and target time for each class (in minutes) are as follows:

Class:	First Mark	Race	Target Time
Lasers	30	90	45
I-420s	30	90	45
29ers	20	60	35

- 14.2 Any race in which no boat in a Class rounds the first mark within the above First Mark Time Limit following the start or finishes within the Race Time Limit following the start shall be abandoned.
- 14.3 Any boats not finishing within 15 minutes of the finish time of the first boat in her Class (which has sailed the course in compliance with *RRS 28*) will be scored Did Not Finish without a hearing. This changes *RRS 35, A4 & A5*.
- 14.4 Failure to meet the target time will not be grounds for redress. This changes *RRS 62.1(a)*.

## 15. PROTEST AND REDRESS REQUESTS

- 15.1 A boat intending to protest should, if practicable, inform the Race Committee of its intention and the identity of the protest boat(s) immediately after finishing.
- 15.2 Protest forms will be available at the Regatta Desk on the Coconut Grove Sailing Club's ground floor. Protests and requests for redress shall meet the requirements of *RRS 61* and be delivered to the Regatta Desk within the protest time limit. The time limit is one (1) hour after the Race Committee Finish boat docks or when a race is abandoned ashore. Protest hearings will be conducted at Coral Reef Yacht Club (CRYC), 2984 S Bayshore Dr., Miami FL 33133, as soon as possible and in the approximate order in which they were filed. The protest schedule will be posted at CGSC and CRYC. The protest desk and protest notice board at CRYC will be located in the lobby. Parties to any protests or redress requests, and their witnesses, should report to the CRYC protest desk by the time listed on the schedule and remain in that vicinity until called. It is the responsibility of a party to bring their witnesses to CRYC at the scheduled hearing time.
- 15.3 It is a boat's sole responsibility to check the Regatta Notice Board at CGSC or its email promptly after the end of the protest filing time to see if she is cited in a protest.
- 15.4 Breaches of *SI 18* or *RRS 55* will not be grounds for protest by a boat. This changes *RRS 60.1 (a)*.

- 15.5 The Race Committee will post a list of penalties being assigned by the race committee prior to the end of protest time limit. The deadline for requesting redress based on these scores will be either 30 minutes after posting of the penalty notice or the protest time limit, whichever is later. This changes RRS 62.2.
- 15.6 On the last scheduled 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 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 15.7 On the last day of racing, requests for redress and scoring inquiries shall be delivered within the protest time or within 30 minutes of the incident or the information being posted, whichever is later. This changes RRS 62.2.

## **16. SCORING**

- 16.1 A minimum of three (3) races must be completed to constitute a Regatta.
- 16.2 The low point scoring system, as provided in RRS Appendix "A" shall apply, except that when fewer than six races have been completed, a boat's score will be the total of her race scores. (This changes RRS A2)
- 16.3 All Laser entrants will start together. Lasers and Laser Masters will be scored together for the overall Laser full rig standings. In addition, Laser Masters will be scored for the Laser Masters standings according to the Masters Handicap System. For each race, based on their finish places: Apprentice Masters – add three points; Masters – add two points; Grand Masters – add one point; and Great Grand Masters – add zero points. Ties will be broken in order of the oldest sailor(s) involved in the tie.

## **17. PRIZES**

- 17.1 Trophies will be awarded to the top three finishers in each class scored. In addition, for the I-420 and 29er Classes, the top junior team (skipper and crew not yet age 19 on December 31, 2018) and the top female team will receive prizes.

## **18. SAFETY REQUIREMENTS**

- 18.1 Competitors shall wear adequate personal buoyancy while on the water, other than for brief periods while adding or removing clothing. Wet suits and dry suits do not constitute adequate personal buoyancy.
- 18.2 A boat that retires from a race or does not intend to start a scheduled race shall promptly report this to the Race Committee via hailing and receive acknowledgement. If this is not possible once back to shore, skipper shall sign the check-in sheet displayed at the Regatta Desk.
- 18.3 Coach and support boats are required by the Race Committee to monitor Race Committee VHF channel **74**. In addition, they shall provide assistance to any competitor in danger, if notified to do so by the Race Committee.

## **19. COACH BOAT & SUPPORT BOAT (PARENT & SPECTATOR)**

- 19.1 All coach and support (parent and spectator) boats must register at the Regatta Desk during registration check-in hours to receive a boat ID flag, provided by the OA. A cash deposit of \$20.00 is required and will be refunded when the flag is returned to the Regatta Desk no later than 1 hour after the Signal Boat returns to the dock on the final day of the regatta.

19.2 Boat ID flags are as follows:

Coach	Blue flag with assigned number
Support	Red flag with assigned number

19.3 All registered boats are considered support boats.

19.4 Except when rendering aid, team leaders, coaches and other support persons shall stay 100 meters outside areas where boats are racing from the time of the preparatory signal for the first class to the start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

19.5 A hearing may be called if a coach or support boat fails to comply with the requirements of the SI 19. The penalty for failing to comply with these requirements or the oral instructions of the Race Committee or Protest Committee will be at the discretion of the Protest Committee. The penalty may be imposed on any or all boats associated with the support or coach boat.

## 20. RADIO COMMUNICATION

20.1 A boat shall neither make radio transmissions while racing nor receive radio communication not available to all boats. This restriction also applies to mobile phones, cell phone calls and text messages.

## 21. TRASH DISPOSAL

21.1 Refuse may be given to any support RC boat between races.

## 22. DISCLAIMER OF LIABILITY

22.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Race Committee, Host Club or its officers will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

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**DOCK MASTER** Missy Milanese, [dockmaster@cgsc.org](mailto:dockmaster@cgsc.org)

**RACE COMMITTEE CHAIR** Susan Walcutt, [walcutts@bellsouth.net](mailto:walcutts@bellsouth.net)

**REGATTA CHAIR** Ron Rostorfer, [ronsailon@comcast.net](mailto:ronsailon@comcast.net)

**PRO** Rick Klein, [rickafloat@me.com](mailto:rickafloat@me.com)

**CHIEF JUDGE** Rick Mallinson, [mallinson@ou.edu](mailto:mallinson@ou.edu)

**SCORER** Sandrine Quenee, [sandrinequenee@gmail.com](mailto:sandrinequenee@gmail.com)

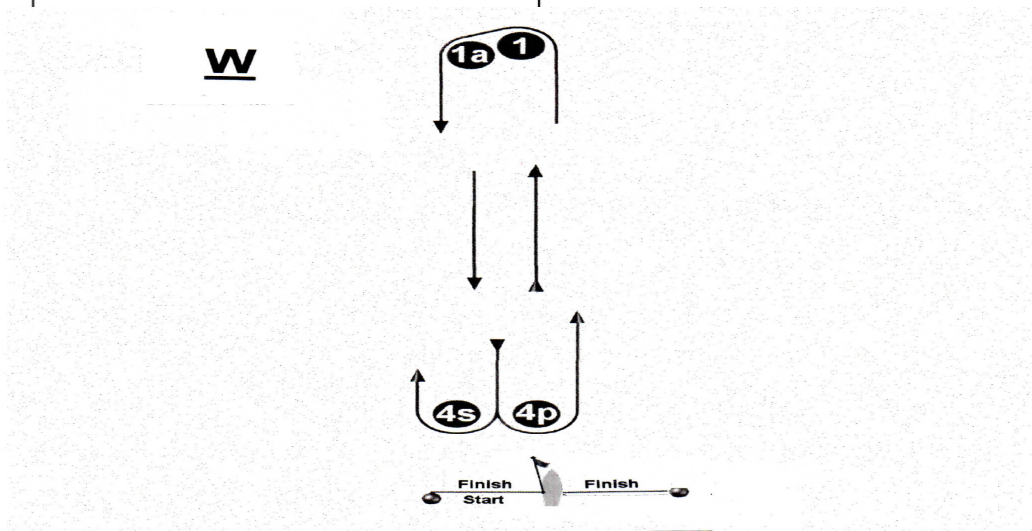
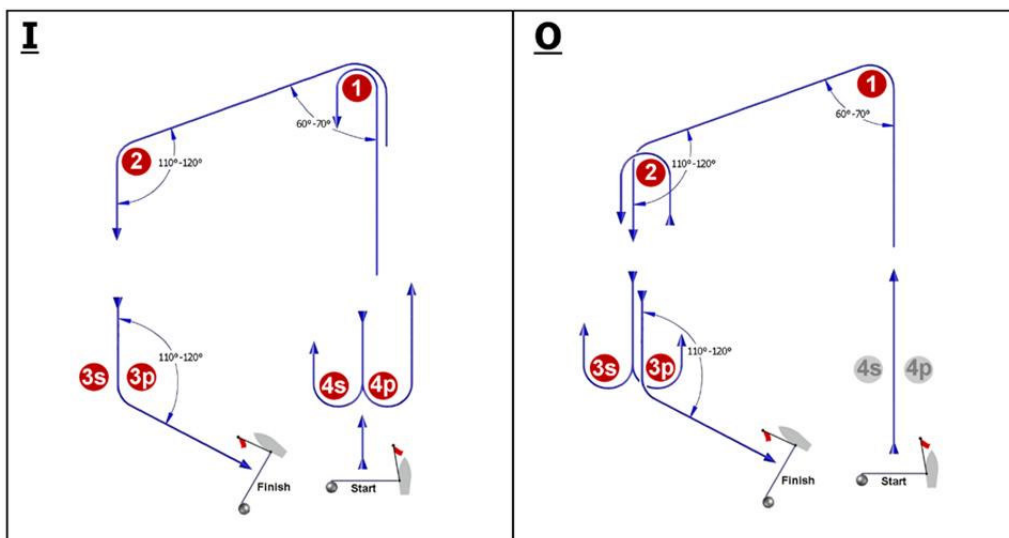
# ADDENDUM No. 1

## COURSE ILLUSTRATIONS

### EXAMPLE COURSE BOARD – R/C SIGNAL BOAT

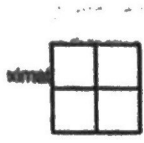
<u>BEARING</u>	<u>CLASS</u>	<u>COURSE</u>
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	29er	W
<u>RANGE</u>	Laser	I
<b>0.8 NM</b>		

If present, the Windward Offset Mark adjacent to Mark 1 is always a mark of the course, when rounding Mark 1, regardless of the Course being sailed.





# ADDENDUM 2 CHART OF COURSE AREAS



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

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