



470 North American Championship – Men & Mixed Crews
Women’s 470 North American Championship
International 420 North American Championship
(a qualifying event for the 2019 World Sailing Youth World Championship)

JANUARY 19 - 21, 2019 – MIAMI, FLORIDA

Organizing Authority: Coconut Grove Sailing Club

SAILING INSTRUCTIONS

1. RULES

- 1.1. The regatta will be governed by the Rules as defined in the 2017-2020 World Sailing Racing Rules of Sailing.
- 1.2. The Equipment Rules of Sailing will apply to the extent they are referenced into the respective Class Rules.
- 1.3. No Class Rule change will apply.
- 1.4. Only US Sailing Prescriptions rule 61.4, Appendix R, and prescriptions to rules 60.3, 67, 70.5(a) and 76.1 will apply, except that for the I-420 class the US Sailing prescriptions to rules 63.2 and 63.4 shall apply with the words “when practicable” in the first sentence of the prescription to rule 63.4 deleted.
- 1.5. The special procedures of Appendix P will apply.
- 1.6. In the event of conflict between the Notice of Race (NOR) and these Sailing Instructions (Sis), these Sis and any amendment 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.
- 1.7. If there is a conflict between languages, the English text will take precedence.
- 1.8. This is a protected competition for the I-420 class (per US Sailing Regulation 12.03). The expedited appeal process is available for this class (see Appendix R, Procedures for Appeals and Requests, rule R8, Expedited Appeals). Refer to Addendum 1.

2. NOTICES TO COMPETITORS

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

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any written change to these Sailing Instructions will be posted as provided in SI 2, above, no later than 90 minutes before the first Warning Signal on the day it will take effect, except that any changes in the Schedule of Races will be posted by 1900 hours on the day before they take effect.
- 3.2. Oral changes to the Sailing Instructions may be given on the water. The Race Committee Signal Boat shall display Code Flag "L" and announce the change in accordance with RRS 90.2(c). Competitors shall approach the Committee Boat and verbally receive the change while Code Flag "L" is displayed.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the main flag pole at the Coconut Grove Sailing Club, and notification will be sent to competing boats by e-mail.
- 4.2. When Flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.

5. SCHEDULE OF RACES

- 5.1. First Warning Signal Saturday, Sunday, and Monday will be at 1130 hours.
- 5.2. A maximum of nine races are scheduled for each class.
- 5.3. No more than four races will be sailed per day.
- 5.4. The makeup of starts will be announced at the Competitors Meeting on Friday, January 18th at 1800 at CGSC (See NOR 6.1) and posted on the Official Notice Board. The Mens/Mixed and Women's 470's will compete as one class however will be scored separately.
- 5.5. The Race Committee Finishing Boat will display Code Flag "A" without a sound signal while boats are finishing to indicate "No more racing today." If Code Flag "A" is not displayed, boats should return to the starting area in anticipation of another race.
- 5.6. On the final day of the regatta, no Warning Signal will be made later than 1430 hours.
- 5.7. On Monday, January 21st, closing ceremony will be at CGSC as soon as practical after the last race.

6. CLASS FLAGS

Class Flags for all classes will be displayed at the Competitors' Meeting.

7. RACING AREA

Racing will be on Biscayne Bay approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl. G 5 sec 8ft).

8. THE COURSES

- 8.1. The Courses and their designations will be as described in Addendum 2 - COURSE ILLUSTRATIONS.
- 8.2. Courses will be posted on a Race Committee Signal Boat course board prior to the first Warning Signal of each race. The designation of the course to be sailed, the approximate magnetic compass bearing, and approximate distance from the starting line to the first mark will be displayed (This changes RRS 27.1). See Addendum 2 attached.
- 8.3. Course Designations:
 - COURSE W** - Start – 1– OS - 4S/4P – 1 -OS – Finish W
 - COURSE O** – Start – 1– OS - 2 – 3S/3P – 2 – 3S/3P – Finish T
 - COURSE I** – Start – 1 - OS - 4S/4P – 1 –OS - 2- 3S/3P – Finish T
- 8.4. The interior angle between Marks 1 and 2 for Courses O and I will be approximately 60 degrees. The interior angle between Mark 3P and Finish T will be approximately 120 deg.
- 8.5. If Marks 4S/4P are present, they will not be marks of the course for boats on their last leg to the finish of Course W.
- 8.6. 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.

9. MARKS

- 9.1. Original Windward Marks and the Leeward Gate Marks will be 5.5 ft. orange inflatable tetrahedron Marks. New Marks will be yellow inflatable tetrahedron Marks. Offset marks will be cylindrical and will match the color of the mark they offset.
- 9.2. If one of the Leeward Gate Marks is missing, boats shall round the one remaining Leeward Mark to port.
- 9.3. The Starting Mark (see SI 11.2, below) and the Finishing Mark (see SI 13, below) if set, will be 5 ft. yellow inflatable tetrahedron Marks.

10. THE START

- 10.1. All boats in a class whose Warning Signal has not been made shall avoid the starting area during the starting sequences of other Classes
- 10.2. 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 inflatable Mark.
- 10.3. Competitors should be aware that two or more Classes may be started together. Competitors are requested to pay attention to the Class Flags displayed with the Warning Signal for each starting sequence.
- 10.4. The Race Committee Signal Boat may deploy a stand-off buoy attached to the boat. Such buoy shall be tethered to the stern of the Signal Boat and/or the Port Line boat and will function as an extension of that boat.
- 10.5. A boat starting later than four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes RRS A4.)

11. CHANGING THE NEXT LEG OF THE COURSE

To change the next leg of the course, the Race Committee will lay a new Mark (or move the finish line) and remove the old Mark as soon as practicable. When in a subsequent change a new Mark is replaced, it will be replaced by an original Mark.

12. THE FINISH

The Finish Line will be between a staff displaying an orange flag on a Race Committee boat and a staff displaying an orange flag on a nearby support Boat, or the course side of a yellow inflatable finishing Mark.

13. PENALTY SYSTEM:

13.1 Penalty at the time of the Incident

a) The first two sentences of rule 44.1 are changed to: A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns penalty.

13.2 Penalty Taken After A Race

a) After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing, may take a Post-Race Penalty for that incident. A boat takes the penalty by completing a form at the protest desk that identifies the race number, the protesting boat, and where the incident occurred. The penalty shall be a 20% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

14. TIME LIMITS

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

<u>Class</u>	<u>First Mark</u>	<u>Race</u>	<u>Target Time</u>
470 & I-420	30	90	45

14.2. 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 and A5.

14.3. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15. PROTESTS AND REQUESTS FOR REDRESS

15.1. A boat intending to protest should, if practicable, inform the Race Committee immediately after finishing a race and provide the identity of the protested boat(s).

15.2. Protest forms will be available at the Regatta Desk at CGSC. Protests and Requests for Redress shall meet the requirements of RRS 61 and be delivered to the Regatta Desk in person or by e-mail to richard.etkin@gmail.com within the protest time limit.

15.3. The time limit is one (1) hour after the Race Committee Finish Boat docks or when a race is abandoned ashore.

15.4. Notices will be posted promptly following expiration of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Protest hearings will be conducted at CGSC as soon as possible and in the approximate order in which they were filed.

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. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).

15.7. It is each boat's sole responsibility to check the Regatta Notice Board at CGSC or its e-mail promptly after the end of the protest filing time to see if she is cited in a protest.

15.8. Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Protest Desk until excused by the Protest Committee.

15.9. Breaches of Sailing Instruction 18, 19 or RRS 55 will not be grounds for protest by a boat. (This changes RRS 60.1.)

15.10. The actions of media boats will not be grounds for redress. (This changes RRS 62.1(a).)

15.11. The penalty for breaking RRS, other than Part 2 or 31, will be at the discretion of the protest committee and may be less than disqualification.

15.12. On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted, changing RRS 62.2.

16. SCORING

16.1. 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.)

16.2. One race sailed and completed will constitute a series.

17. PRIZES

Trophies will be awarded to the top three finishers in each class scored.

18. SUPPORT AND COACH BOATS

- 18.1. Except when rendering assistance to a boat in danger at the boat's request or at the request of the Race Committee, support and coach boats shall stay 100 meters outside areas where boats are racing from the time of the Preparatory Signal for the first Class to start until the time the last boat finishes or the Race Committee signals a postponement, general recall or abandonment.
- 18.2. Support and coach boats shall be marked with national letters or a country flag.
- 18.3. A hearing may be called if a coach boat fails to comply with the requirements of this SI 18. The penalty for failing to comply with these requirements or the oral instructions of the Race Committee or the 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.

19. Safety Requirements

- 19.1. Competitors shall wear adequate personal buoyancy while on the water, other than for brief periods while adding or removing clothing.
- 19.2. 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, she shall promptly report her actions to the Protest Desk on shore at CGSC.
- 19.3. Boats that are not leaving the harbor to race shall inform the Protest Desk prior to the start of the first race of that day.
- 19.4. Prior to the Warning Signal of the first race she sails each day, each boat shall sail on starboard tack past the stern of the Signal Boat and shall hail 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.)

20. RADIO COMMUNICATION

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

21. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority, Race Committee, host club, and their officers, employees and volunteers 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.

22. INSURANCE

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

ADDENDUM 1

PROCEDURES FOR PROTECTED COMPETITIONS

1.1. US Sailing Regulation 12.03, Protected Competitions, will be in effect for the I-420 class. The following rules and procedures will apply:

- a) The US Sailing prescriptions to rules 63.2 and 63.4 shall apply to a Protected Competition, except that the words “when practicable” in the first sentence of the prescription to rule 63.4 are deleted.
- b) Protest committees shall include 20% "sailor-athlete" representation. "Sailor-athlete" has the meaning of "athlete" set forth in USOC Bylaw, Section 8.8.2 (the 10-year rule) or Level A or B Sailor-Athlete as defined by US Sailing Sailor Athlete Council (SAC) Bylaws 3.3.1 and 3.3.2 (except that the US Sailing member class referred to in SAC Bylaw 3.3.2.3 shall be an international class recognized by World Sailing at the time of the sailor-athlete's qualification).
- c) The right of appeal will not be denied under rule 70.5 (a), (b), or (c), but an expedited appeal process may be used that balances the needs of the competitor for certainty with respect to berths in future competitions and sufficient time to prepare the arguments and evidence for the appeal.
- d) Any boat that is a party to a redress hearing may be represented by up to two individuals. This changes rule 63.3(a).
- e) If a hearing is scheduled after the event is concluded and after the sailors and officials have left the venue, it will be scheduled as soon as possible, and in a place and manner chosen with deference to the competitor's preferences or circumstances; and parties to the hearing have the right to be present telephonically or via video feed as appropriate, provided all participants can hear and speak to each other.

1.2. The following rule changes shall be made:

- a) Rule 65.2 is changed as follows: “seven days” is changed to “24 hours”; and “promptly” is changed to “, within 24 hours”.
- b) Rule 66, Reopening a Hearing, second sentence is deleted and replaced by: “However, if an appeal of its decision has been sent to the national authority, the hearing shall not be reopened unless the national authority requires reopening under rule R5.4 or decides the appeal cannot be considered.”
- c) Rule 70.2 is deleted.

1.3. EXPEDITED APPEALS PROCEDURE

The expedited appeals system in rule R8, Expedited Appeals, will be used.

<http://www.ussailing.org/race-officials/rules-and-appeals/expedited-appeals/>

R8 EXPEDITED APPEALS

These provisions may be used as an expedited appeals process for US Sailing Protected Competition, as defined in US Sailing Regulation 12.03 and permitted by Regulation 12.03, Section B, Procedures for Protected Competitions.

APPELLANT'S RESPONSIBILITIES

R8.1 An appeal of a protest committee's decision or its procedures shall be sent by e-mail to the US Sailing Race Administration Director (director) at raceadmin@ussailing.org, with a copy to the protest committee chairman.

R8.2 The appeal shall be sent no later than 24 hours after the protest time limit on the last day of the event, or 24 hours after receiving the written decision being appealed or the protest committee's decision not to reopen a hearing, whichever is latest.

R8.3 The appeal shall include: a) the grounds for the appeal; i.e., why the appellant believes the protest committee's decision, or its procedures were incorrect; and b) the names and e-mail addresses of the parties to the hearing and the chairman of the protest committee.

R8.4 US Sailing charges a fee of \$25 for an appeal by a member of US Sailing or another national authority, and \$75 for all others. The fee must be paid before the appeal will be considered and can be paid by credit card online: http://bit.ly/appeal_fee. The fee can also be paid by contacting the director.

US SAILING RACE ADMINISTRATION DIRECTOR'S RESPONSIBILITIES

R8.5 Upon receipt of the appeal, the director will as soon as reasonably possible

- a) forward the appeal to the US Sailing Appeals Committee,
- b) send a written acknowledgement of the appeal via email, and
- c) send a copy of the appeal via email to the parties to the hearing and the protest committee chairman unless satisfied that they already have received it.

In the acknowledgement letter, the director will inform the parties and protest committee chairman of the name and contact information of the chairman of the appeals committee.

PROTEST COMMITTEE'S RESPONSIBILITIES

R8.6 The protest committee shall e-mail to the chairman of the appeals committee as soon as reasonably possible the following documents and information:

- (a) a copy of the decision being appealed;
- (b) the written protest(s) or request(s) for redress;
- (c) a diagram if relevant, prepared or endorsed by the protest committee, that conforms to rule R2.2(c);
- (d) the notice of race, sailing instructions, any other documents governing the event, and any changes to them, unless previously sent to the appeals committee chairman; and
- (e) any other relevant documents.

R8.7 The protest committee shall, within the deadline set by the appeals committee, supply any additional documents, facts or other information when requested to do so by the appeals committee. If directed to do so by the appeals committee, the protest committee shall at the first reasonable opportunity conduct a hearing of the protest or request for redress or reopen the hearing of the protest or request for redress. The appeals committee may direct the protest committee to conduct a hearing to consider redress for the appellant or other party to the hearing.

COMMENTS

R8.8 The parties to the hearing and the protest committee may make comments on the appeal or on any of the documents listed in rule R8.6 and R8.7. Comments shall be sent by e-mail to the appeals committee, with copies to the parties to the hearing and the protest committee chairman. The comment period for the appeal and each document is 72 hours from the time the appeals committee sends the appeal or document unless the appeals committee sets a different deadline.

APPEALS COMMITTEE'S RESPONSIBILITIES

R8.9 The appeals committee shall send by e-mail to all parties to the hearing, and to the protest committee, copies of all relevant documents and comments it has received, except those supplied by that party or committee.

R8.10 The appeals committee shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case, it shall require the protest committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the protest committee shall do so at the first reasonable opportunity.

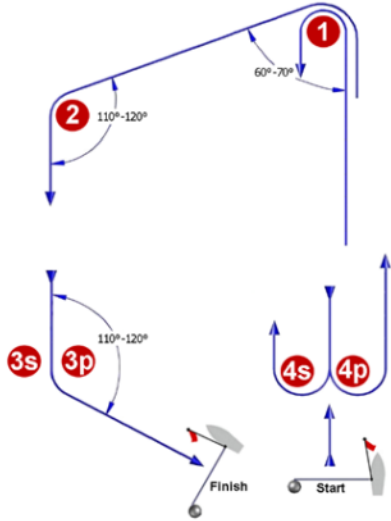
ADDENDUM 2
COURSE ILLUSTRATIONS

EXAMPLE COURSE BOARD – R/C SIGNAL BOAT

<u>BEARING</u>	<u>CLASS</u>	<u>COURSE</u>
120°	470	O
<u>RANGE</u>	I-420	W
0.8 NM		

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.

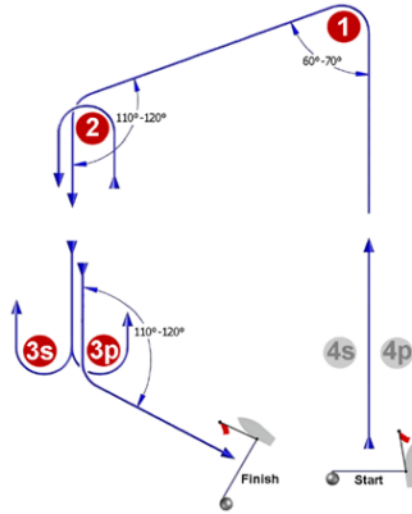
I



Course: Inner Trapezoid

Signal	Mark Rounding Order
I2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish
I3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2
	- 3p - Finish
I4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p
	- 1 - 2 - 3p - Finish

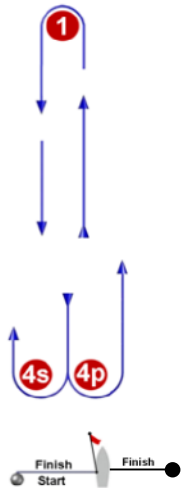
O



Course: Outer Trapezoid

Signal	Mark Rounding Order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2
	- 3p - Finish
O4	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3s/3p
	- 2 - 3p - Finish

W



Course: Windward/Leeward

Signal	Mark Rounding Order
L2	Start - 1 - 4s/4p - 1 - Finish
L3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - Finish
L4	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s/4p - 1
	- Finish