



**Pensacola, FL**

## **SAILING INSTRUCTIONS**

The Organizing Authority (OA) is The International Melges 24 Class Association (IM24CA) in conjunction with the Pensacola Yacht Club.

*The notation '[DP]' in a rule in the NOR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

### **1. RULES**

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. The Equipment Rules of Sailing will apply.
- 1.3. The following rules will be changed in accordance with RRS 86.1(b).
  - a) RRS 44.1. And 44.2 are changed as defined in NOR 11.1 and 11.2.
  - b) The Race Committee (RC) will use VHF radio to communicate to the fleet. Failure to make broadcasts or failure to hear the broadcast shall not constitute grounds for granting redress. This changes RRS 62.1. The Sailing Instructions (SI's) will provide more detail on the procedure.
- 1.4. If there is a conflict between languages the English text shall take precedence.

### **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the official notice board located on the deck of Watson Sailing Center.
- 2.2. Any questions concerning these SI's, scoring, or any other racing issues shall be submitted in writing to the Race Office. Forms to submit inquiries are available there. All written inquiries and responses will be posted on the official notice board.
- 2.3. The designated VHF channel will be 72.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the SI's will be posted on the official notice board before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.
- 3.2. For an on the water change to the sailing instructions: "L" flag shall be displayed. The change will be announced on the designated VHF channel. This changes RRS Race Signals.

### 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the club's flag pole in front of the clubhouse.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. This changes RRS Race Signals.
- 4.3. The RC intends to broadcast its intentions for the day at 0930 each morning on the designated VHF channel.

### 5. SCHEDULE OF EVENTS

#### 5.1.

DAY	DATE	EVENT	TIME(s)
Friday	11/15/2019	Registration	1600-2000
		Coaching Clinics	1000-1500
		Competitors Meeting	1800
Saturday	11/16/2019	Registration	0800-1000
		First Warning Signal	1055
		Party	1800
Sunday	11/17/2019	First Warning Signal	0955

- 5.2. Ten races are scheduled for the regatta.
- 5.3. As many as five (5) races each day may be run.
- 5.4. The OA reserves the right to modify the program due to weather conditions or other causes.

### 6. CLASS FLAG



- 6.1. The Class flag used in accordance with RRS 26 will be

### 7. RACING AREA

- 7.1 The racing area will be on Pensacola Bay south of the entrance to Bayou Chico Channel.

### 8. THE COURSES

- 8.1. The course to be sailed will be a windward-leeward configuration. Offset and gate marks will be used.
  - Course 4: Start – 1 – 1a – 2S/2P – 1 – 1a – Finish (Downwind)
  - Course 5: Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – Finish (Upwind)

- 8.2. The illustrations in SI Attachment B show example course diagrams.
- 8.3. No later than the warning signal, the RC signal vessel will display the designated course by flying the corresponding numeral pennant. The approximate compass bearing and distance from the RC signal vessel to Mark 1 will be broadcasted on the designated VHF channel.
- 8.4. Marks 1 and 1a, shall be rounded to port. Mark 1a is an offset mark and will be positioned to port of the associated windward mark (looking upwind).
- 8.5. A leeward gate (two marks) will be used. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If only one gate mark is set, boats shall round the single mark to port. Except when there is a change of course, the gate will be positioned approximately 0.1nm to windward of the RC signal vessel. The gate may be laid after the starting signal.
- 8.6. Except when there is a change of course: (a) the downwind finishing line for course 4 will be to leeward of the gate and adjacent to the RC signal vessel; and (b) the upwind finishing line for course 5 will be to windward of mark 1.

## **9. MARKS**

- 9.1. Marks 1, 2S and 2P will be orange inflatable tetrahedrons.
- 9.2. Mark 1a will be a red or orange ball.
- 9.3. Change mark will be yellow inflatable tetrahedrons.
- 9.4. The starting marks will be either two RC vessels or a RC vessel and a red inflatable tetrahedron.
- 9.5. The finishing marks will be either two RC vessels or a RC vessel and a red inflatable tetrahedron.

## **10. AREAS THAT ARE OBSTRUCTIONS**

- 10.1. There are no areas in the intended race course that are obstructions.

## **11. THE START**

- 11.1. The starting line will be between the staff displaying an orange flag on the starboard end RC signal vessel and either the staff displaying an orange flag on the port end RC line vessel or the course side of the starting mark.
- 11.2. A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 11.3. Boats subject to individual recall (RRS 29.1) may be broadcasted on the designated VHF channel using bow or sail numbers.
- 11.4. After a General Recall for a start that used the starting penalty RRS 30.2 (Z Flag Rule) the RC will attempt to broadcast over the designated VHF channel the bow or sail numbers of boats that are observed to be ZFP.
- 11.5. Failure of the RC to make a broadcast or to time it accurately will not be grounds for granting redress. This is a limit to RRS 62.1(a).
- 11.6. RRS 30.4 (Black Flag Rule) is changed to permit the RC to display bow number and/or sail number.

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

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. At the weather mark, the RC will make every effort to set an offset mark with a change mark, however, if it is absent, proceed to the next mark of the course from the weather mark.

### **13. THE FINISH**

13.1. For both upwind and downwind finishes, the finishing line will be between a staff displaying an orange flag on the finishing line vessel and a staff displaying an orange flag on a nearby RC vessel, or the course side of a nearby mark.

13.2. Flag A displayed at the finish means “no more racing today.”

### **14. PENALTY SYSTEM**

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

14.2. Penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg unless the course is shortened to finish at the windward mark. This changes RRS 44.2

14.3. A boat that has taken a penalty under RRS 31 or 44.1 shall complete an acknowledgment form at the PC office prior to the end of protest time. If the form has not been completed, the PC will consider the penalty as not taken.

### **15. TIME LIMITS AND TARGET TIMES**

15.1. The target time for each race is 40-60 minutes. Failure to meet the target time will not be grounds for granting redress. This is a limit to RRS 62.1(a).

15.2. Boats failing to finish within 30 minutes after the first boat that sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing (see SCORING). This changes RRS 35, 63.1, A4.2, and A5i.

### **16. PROTESTS AND REQUESTS FOR REDRESS**

16.1. Protest forms are available at the protest desk in Watson Sailing Center. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

16.2. The protest time limit is 60 minutes after the RC Signal Vessel docks. The RC will post the end of the protest time limit on the official notice board.

16.3. Breaches of instructions marked “NP” will not be grounds for a protest by a boat. This is a limit to RRS 60.1(a).

16.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. These notices will be posted on the official notice board. Hearings will be conducted in the approximate order as received.

16.5. Notices of protests by the RC or PC will be posted to inform boats under RRS 61.1(b).

16.6. A list of boats that have been scored OCS, ZFP, UFD, and/or BFD will be posted on the official

notice board. Any request for redress based on such a posted score shall be made no later than one hour after it has been posted. This changes RRS 62.2.

- 16.7. On the last scheduled day of racing a request for redress from a PC decision shall be delivered to the protest desk in Watson Sailing Center no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## **17. SCORING**

- 17.1. The Low Point Scoring System of RRS Appendix A will apply.
- 17.2. One (1) race is required to be completed to constitute a regatta.
- 17.3. When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six (6) or more races have been completed, a boat's series score will be the total of her scores excluding her worst score.
- 17.4. Boats scored TLE will be scored points equal to the number of boats finishing within the time limit plus two points by the RC without a hearing. The total shall not exceed the total number of boats in the class. This changes RRS A4.1, A4.2, A5, and A11.
- 17.5. To request correction of an alleged error in posted race or series results, a boat shall complete a 'Scoring Inquiry Form' available at the Regatta Room and submit the completed form.

## **18. SAFETY REGULATIONS (NP)**

- 18.1. A boat that retires from a race or leaves the racing area between races shall notify the RC as soon as possible. The use of VHF is acceptable.
- 18.2. Boats not leaving the harbor for a scheduled race shall promptly notify the Regatta Chair, Tom Pace and/or the RC.
- 18.3. Boats shall not impede the passage of commercial vessels and shall comply with US Inland Navigation Rules Act of 1980. Boats that fail to comply promptly with signals from a race committee vessel to alter course, or that receives a 5 blast warning from a commercial vessel, will be subject to protest and possible disqualification.

## **19. REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1. Substitution of competitors will not be allowed without prior written approval of the OA, Tom Pace.
- 19.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the OA, Tom Pace. Requests for substitution shall be made at the first reasonable opportunity.
- 19.3. Any substitution granted via SI 19.1 or 19.2 will be posted on the official notice board.

## **20. EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1. A boat or equipment may be inspected at any time for compliance with the Class Rules and sailing instructions. (On the water, a boat can be instructed by a measurer or equipment inspector to proceed immediately to a designated area for inspection.)
- 20.2. In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.

## **21. BOW NUMBERS (NP)**

- 21.1. Bow numbers shall be displayed on both sides of the boat's hull always while racing. Instructions as to position will be supplied by the OA at registration. It is the responsibility of the crew to ensure the numbers remain on the boat and obtain replacements as necessary. Please remember that these numbers are to stay on the boat for future events.
- 21.2. Boats sailing in the Corinthian Division are encouraged to display identification stickers on the mainsail at all times while racing. These stickers and further instruction may be available at registration.

## **22. SUPPORT BOATS (NP)**

- 22.1. Team leaders, coaches and other support personnel shall comply with NOR Attachment A.
- 22.2. During registration coach and support boats shall declare proof of insurance and provide photo ID of the driver. Boats shall comply with local laws and regulations regarding their operation.

## **23. TRASH DISPOSAL (NP)**

- 23.1. Trash may be placed aboard support or official boats, when not racing. A penalty for breaking RRS 55 may be less than disqualification if the PC so decides. This changes RRS 64.1.

## **24. HAUL-OUT RESTRICTIONS (NP)**

- 24.1. Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the PRO.

## **25. DIVING EQUIPMENT AND PLASTIC POOLS (NP)**

- 25.1. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta. Snorkels may be used in accordance with Class Rules.

## **26. RADIO COMMUNICATION (NP)**

- 26.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones and other electronic communication equipment.
- 26.2. The RC will use the designated VHF channel (72) to communicate to the fleet, including the location of the starting area, countdown to the start, OCS bow and/or sail numbers, general recalls and postponements. Failure to make these broadcasts or failure to hear them shall not constitute grounds for granting redress. This changes RRS 62.1.

## **27. PRIZES**

- 27.1. See NOR 15.

## **28. DISCLAIMER OF LIABILITY**

- 28.1. Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the OA, their event management, officers, employees, volunteers, etc. will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Liability waivers shall be signed by all competitors during

registration.

## **29. INSURANCE**

29.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$200,000 (USD) per event or the equivalent.

## **30. RIGHTS TO USE NAME AND LIKENESS**

30.1. Competitors grant the OA the unrestricted right and permission to use the name and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information; in this respect, competitors' names and any biographical material of themselves may also be used or reproduced in any way known. As part of the registration process, each individual participating crewmember will be required to sign a declaration accepting this waiver of rights.

## **31. RACE OFFICIALS**

### **31.1. Regatta Chair:**

Tom Pace, [tgato@prodigy.net](mailto:tgato@prodigy.net), 850-572-6727

### **31.2. Principal Race Officer:**

Hal Smith, [hal\\_smith@mindspring.com](mailto:hal_smith@mindspring.com), 864-275-6290

### **31.3. Protest Committee Chair, Chief Judge:**

Lloyd Causey, [lloyd@causey.com](mailto:lloyd@causey.com), 985-517-6041