



**470 North American Championship
(Men and Mixed Crews)
Women's 470 North American Championship
(Women Crews)**

January 10-12, 2020 – Miami, Florida



**Organizing Authority:
Coconut Grove Sailing Club (CGSC)**

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
- 1.5. The special procedures of Appendix P will apply.
- 1.6. 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.

- 1.7. 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.
- 1.8. 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 the first floor of the Coconut Grove Sailing Club, and by e-mail to all competing boats. 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 120 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 90 minutes" in Race Signals AP.

5. SCHEDULE OF RACES

- 5.1. First Warning Signal Friday, Saturday, and Sunday will be at 1100 hours.
- 5.2. A maximum of nine races are scheduled.
- 5.3. No more than four races will be sailed per day.
- 5.4. The makeup of starts will be announced at or before the Competitors Meeting on Thursday, January 9th 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 either
 - a) One class, however will be scored separately; or
 - b) Separate classes,
 depending on the number of entries.
- 5.5. The Race Committee Finishing Boat will display Code Flag "A" without a sound signal while boats are finishing a race 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. (This changes NOR 6.1 with regard to that day.)
- 5.7. On Sunday January 12th, the closing ceremony will be at CGSC as soon as practical after the last race.

6. CLASS FLAGS

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

7. RACING AREA

7.1. Racing will be on either:

- **Circle A** – east of Cape Florida at the south end of Key Biscayne as described in NOR 9.2, with circle center at approximately N25-40.000/W080-07.200; or
- **Circle B** – Inside Biscayne Bay, as described in NOR 9.3.
- See NOR 9.4 – 9.7 for additional detail. In addition, please refer to Addendum 1 – RACING AREAS, and Addendum 2 – CAPE FLORIDA CHANNEL DETAIL.

8. THE COURSES

- 8.1. The Courses and their designations will be as described in Addendum 3 - 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 may be either orange or yellow.
- 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 10.2, below) and the Finishing Mark (see SI 12.1, below) if set, will be 5.5 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 the other Class (if appropriate).
- 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 both 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

- 11.1. 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

- 12.1. 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** -- 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** -- 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 (in minutes) are as follows:

<u>First Mark</u>	<u>Race</u>	<u>Target Time</u>
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 protest 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. Request for Redress Filing Time shall be 30 minutes after the posting of penalty/decision, 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 or 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.

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 regatta.

17. PRIZES

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

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 their harbor to race shall inform the RC Finish Boat Recorder via e-mail at phillips2412@hotmail.com.
- 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 SI 19.4 will result in a three place penalty in the first race that day without a hearing. (This changes RRS 63.1.)

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 phone cell phone calls and text messages.

21. DISCLAIMER OF LIABILITY

21.1. 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

22.1. 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 3 COURSE ILLUSTRATIONS

EXAMPLE COURSE BOARD – R/C SIGNAL BOAT

<u>BEARING</u>	<u>CLASS</u>	<u>COURSE</u>
120°	470 M/M	O
<u>RANGE</u>	470 W	I
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.

