



2022 International 420 Class North American Championship Regatta

January 15-17, 2022
Coconut Grove Sailing Club
Miami, FL

The Organizing Authority for the event is the Coconut Grove Sailing Club

SAILING INSTRUCTIONS

1. RULES

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Equipment Rules of Sailing will apply to the extent they are referenced in the respective Class Rules.
- 1.3 Where there is a conflict between this NoR and the SI's the SI's shall prevail. This changes RRS 63.7. If there is a conflict between a Class Rule and these Sailing Instructions, these Sailing Instructions take precedence to the extent allowed by Class Rules.

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 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. All competitors shall sail by the signal boat to receive the oral change as soon as possible while Code Flag "L" is displayed. Additionally, the change will be broadcast via VHF 73 to coaches, however, that does not relieve any competitor to receive the change orally from the signal boat. Failure of a boat to receive the change from the signal boat shall not be grounds for redress. This changes RRS 62.1(a).

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at https://www.regattanetwork.com/event/23213#_newsroom for the I-420. Notices will be emailed to all competing boats affected by the Notice. Failure of a boat to receive or read any such emails will not be grounds for redress. This changes RRS 62.1(a).
- 3.2 The race committee will be using VHF channel 73.

3.3 While racing, from the first warning signal until the end of the last race of the day, 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.

4 CODE OF CONDUCT

Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will only be displayed from the main flagpole at the Coconut Grove Sailing Club, and notification will be sent to competing boats by email. Flags will not be displayed at other shore-side locations.

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	Friday, January 14	1630 – 1800	Check-In at CGSC
		1800	Competitors Meeting and Social Gathering at CGSC
	Saturday, January 15	1100	First Warning Signal I-420s, add'l races to follow
	Sunday, January 16	1100	First Warning Signal I-420s, add'l races to follow
	Monday, January 17	1100	First Warning Signal I-420s, add'l races to follow
		1400	No warning signal will be made after 1400
		ASAP	Closing Ceremony

6.2 The race committee finishing boat will display Code Flag "A" while boats are finishing to indicate "No more racing today." If Code Flag "A" is not displayed, boats should return to the starting area.

7. CLASS FLAG

The I-420 Class Flag is the class insignia on a red/blue background.

8. RACING AREA

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

9. COURSES

9.1 The diagrams in SI Addendum 1 show the courses to be sailed, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

9.2 No later than the warning signal, the race committee signal vessel will display the course designation, approximate compass bearing and approximate length of the first leg.

9.3 **COURSE I** – Start – 1 – 4S/4P – 1 – 2 – 3S/3P – Finish

COURSE O – Start – 1 – 2 – 3S/3P – 2 – 3S/3P – Finish

COURSE W – Start – 1 – 4S/4P – 1 – Finish

9.4 The interior angle between Marks 1 and 2 for Course O and I will be approximately 60-70°. The interior angle between Mark 3P and Finish will be approximately 110-120°.

9.5 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.

10. MARKS

10.1 The Start and Finish marks will be yellow tetrahedrons.

- 10.2 The following marks are rounding marks: 1, 2, 3S/3P, 4S/4P and will be orange tetrahedrons.
- 10.3 New marks as provided in SI 12 will be yellow tetrahedrons.
- 10.4 If one of the Leeward Gate Marks is missing, boats shall round the one remaining Leeward Mark to port.

11. THE START

- 11.1 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and a staff displaying an orange flag on the port end line boat or the course side of the port-end starting mark.
- 11.2 The race committee signal vessel may deploy a stand-off buoy attached to the stern of the boat or port end line boat. The buoy shall function as an extension of the boat.
- 11.3 The starting sequence shall be as described in RRS 26, except the race committee will make repetitive sounds as an alert approximately 6 minutes before the start (i.e., 1 minute before the first warning signal).
- 11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5 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 request. This changes RRS 62.1(a).
- 11.6 A boat that does not start within four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12. CHANGE OF 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 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.

13. THE FINISH

The finishing line is between a staff displaying a blue flag on a race committee vessel and a staff displaying a blue flag on a nearby support boat or the course side of a yellow inflatable finishing mark.

14. PENALTY SYSTEM

- 14.1 RRS Appendix V, Alternative Penalties, Rules V1 and V2 shall be in effect.

- 14.2 **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.

Unless the course is shortened to finish at a windward mark, penalties within three (3) boat lengths of the windward mark, may be delayed and taken as soon as possible on the subsequent leg. This changes RRS 44.2. A boat that has taken penalty turns is encouraged to notify the Protest Committee by completing the online Penalty Acknowledgement form at

<https://forms.gle/nzgKDsvZkh7Dbssp7>

- 14.3 **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 the online Penalty Acknowledgement form at

<https://forms.gle/nzgKDsvZkh7Dbssp7>

RRS 44.3(c) is changed to: The penalty shall be a 30% 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.

15. TIME LIMITS AND TARGET TIMES

15.1	<u>FIRST MARK</u>	<u>RACE LIMIT</u>	<u>TARGET TIME</u>	<u>FINISHING WINDOW</u>
	30 min	90 min	45 min	15 min

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

15.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

16. HEARING REQUESTS

16.1 A boat intending to protest should notify the race committee immediately after finishing a race and provide the identity of the protested boat(s).

16.2 The protest time limit is 60 minutes after the signal boat docks with one horn. The time will be posted on the official notice board, see SI 3.1.

16.3 Hearing request forms for Scoring Inquiries, including potential redress requests relating to a starting penalty, should be initiated by filling out the online Scoring Inquiry form at:

<https://forms.gle/UtVpSLen9NhYGqjD7>

Alternatively, a completed Scoring Inquiry form may be photographed and emailed to ScoringInquiry@cgsc.org. The RC will investigate, and get back to you. If the scoring inquiry turns into a redress request, then the redress time limit will have been satisfied if the Scoring Inquiry form was submitted before the redress time limit expired.

16.4 Protests and requests for redress unrelated to a starting penalty should be initiated by filling out the online Protest form at:

<https://forms.gle/kzBWoHzdMxarmfjb9>

Additionally, if a diagram is required, it should be photographed and emailed to Protest@cgsc.org. A completed Protest form may be photographed and emailed to Protest@cgsc.org. All Protest hearings will be conducted via Zoom.

16.5 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. All Hearings will be held via ZOOM as soon as possible and in the approximate order in which they were filed.

16.6 The Race Committee will post a list of boats that have been given starting penalties or other Race Committee actions. If this list is posted prior to the protest time limit, Requests for Redress based on this posting shall be filed no later than thirty (30) minutes after the protest time limit. This changes RRS 62.2.

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

- 16.8 It is each boat's sole responsibility to check the Official Notice Board or its e-mail promptly after the end of the protest filing time to see if she is cited in a protest. Should any party fail to appear when called for a hearing, the Protest Committee may proceed in accordance with RRS 63.3(b). Representatives of boats who are parties to hearings and their witnesses shall remain on call until excused by the Protest Committee.
- 16.9 Breaches of Sailing Instruction 18 or RRS 55 will not be grounds for protest by a boat. (This changes RRS 60.1.)

17. SCORING

- 17.1 The Low Point System 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 A2.1.
- 17.2 One race is required to be completed to constitute a series.

18. SAFETY

- 18.1 Competitors shall wear adequate personal buoyancy while on the water, other than for brief periods while adding or removing clothing.
- 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, she shall promptly report her actions by emailing: CGSCscorer@gmail.com.
- 18.3 Boats that are not leaving the harbor to race shall inform the race committee Finish Boat Recorder by emailing: CGSCscorer@gmail.com.
- 18.4 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 Vessel and hail her sail number until acknowledged by the race committee. Failure to comply with SI 18.4 will result in a three (3) place penalty in the first race that day without a hearing. This changes RRS 63.1 & A5.1.

19. REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of competitors is not allowed without prior written approval of the Principal Race Officer.
- 19.2 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Principal Race Officer. Requests for substitution shall be made to the Principal Race Officer at the first reasonable opportunity, which may be after the race.

20. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the Class Rules, Notice of Race and Sailing Instructions.

21. SUPPORT TEAMS

- 21.1 Team leaders, coaches and other support persons shall display at all times the flag issued to them at Check-in. The vessel will be charged \$80 if the flag is not returned at the end of the regatta. No coach vessel will be allowed on the course without a flag.
- 21.2 Team leaders, coaches and other support persons, and private spectator vessels are expected to render assistance to a boat in danger when requested by the boat, or at the request of the race committee or jury. All such vessels shall monitor VHF channel 73 during the race.
- 21.3 Team leaders, coaches and other support persons and private spectator vessels shall stay 100 meters outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

- 21.4 A hearing may be called if a coach/support vessel fails to comply with the requirements of this SI 21. 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.
- 21.5 All support vessels shall be equipped with a functioning engine safety cut-out switch (kill switch) which shall remain attached to the support person at all times while the engine is running. Failure to comply may be misconduct and/or result in expulsion from the event.

22. TRASH DISPOSAL

Trash may be placed aboard official or support person vessels.

23. RISK STATEMENT

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.

24. INSURANCE

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

ADDENDUM 1

COURSE ILLUSTRATIONS

EXAMPLE COURSE BOARD – R/C SIGNAL BOAT

BEARING

120°

COURSE

O

RANGE

0.8 NM

