



Florida State Finn Championship Event No. 4

Coconut Grove Sailing
Club 2990 South Bayshore
Drive Miami, Florida 33133
USA



SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. RULES

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. RRS 42.3 is changed by adding: The Race Committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted after the starting signal, except when the boat's proper course is close-hauled or above. This changes rules 42.2(a), 42.2(b) and 42.2(c). (2) The race committee will apply Rule C.1.1 (1) in winds of 10 knots and above, measured at deck level on a race committee boat at the windward mark.
- 1.3. The US Sailing Prescriptions to RRS 63.2 will not apply.
- 1.4. Appendix P is in effect, P.1 is changed per Paragraph 13 below and P.2 and P.3 are not in effect.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 0930 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.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at: <https://www.regattanetwork.com/event/23224>
- 3.2. The race office is located at Coconut Grove Sailing Club ("CGSC")
2990 South Bayshore Drive, Miami, Florida 33133 USA
 - 3.2.1. Front Office GM Phone 305-444-4571 x.18 manager@cgsc.org
 - 3.2.2. Dock Master Eric Lindeman 305-444-4571 x.16 dockmaster@cgsc.com
 - 3.2.3. Regatta Chair Andi Hofman 305-978-6051 CGSCrace@gmail.com

- 3.3. On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 73.
- 3.4. [DP] [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

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials. All boats and support persons shall comply with RRS 37.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the flagpole at CGSC.
- 5.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.

6. CLASS FLAGS

- 6.1. The Finn Class flag is a white flag with the Finn logo.

7. RACING AREA

- 7.1. The racing area is on Biscayne Bay and is located approximately 1.5nm southeast of CGSC. SI Exhibit A shows the approximate location of the racing area.

8. COURSES

- 8.1. The diagram in SI Exhibit B show the courses, the order in which marks are to be passed and the side on which each mark is to be left.
- 8.2. No later than the warning signal, the race committee signal vessel will display the approximate compass bearing and length of the first leg.

9. MARKS

- 9.1. Marks 1, 4p and 4s are orange tetrahedrons.
- 9.2. New marks, as provided in SI paragraph 11.1 will be yellow tetrahedrons.

10. THE START

- 10.1. Races will be started using RRS 26.
- 10.2. Race sequences will be alerted as follows:
 - 10.2.1. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

- 10.2.2. 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 for request. This changes RRS 62.1(a).
- 10.2.3. The Start Line is between a staff displaying an orange flag on the Signal Boat at the starboard end of the boat and an orange flag on a port end line boat or the course side a port-end yellow mark.

11. CHANGE OF 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 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. See 9.3 above]

12. THE FINISH

- 12.1. 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.

13. PENALTY SYSTEM

- 13.1. If outside the Zone, RRS 44.1 and Appendix P 2.1 are both changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty. This changes RRS 44.1 and Appendix P 2.1.

14. TIME LIMITS AND TARGET TIMES

- 14.1. Target Race Time is 45 minutes, the Race Time Limit is 60 minutes and the Finishing Window is 15 minutes after the first finisher.
- 14.2. 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][two] 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.
- 14.3. 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 shall, if practicable, notify a RC finish boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.
- 15.2. Scoring inquiries, including potential redress requests relating to a starting penalty, should be initiated by filling out the online Scoring Inquiry form at

15.3. Alternatively, a completed Scoring Inquiry form may be photographed and emailed to ScoringInquiry@cgsc.org . Also, questions about the status of scoring inquiries can be emailed to ScoringInquiry@cgsc.org . The RC will investigate, get back to you, and attempt to resolve the issue. 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.

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

https://docs.google.com/forms/d/e/1FAIpQLSdzOkZE7vvK_iXfJzTr2txULYBp3CoQjtoEphz2aVXlvU5IQ/viewform

15.5. Additionally, if a diagram is required, it should be photographed and emailed to Protest@cgsc.org . Alternatively, a completed Protest form may be photographed and emailed to Protest@cgsc.org . Also, questions about the status of protests and redress requests can be emailed to Protest@cgsc.org . Protests and requests for redress shall be emailed within the protest time limit, which is one (1) hour after the RC signal boat docks and which will be posted on the regatta website notice board. Virtual Protest hearings will be conducted *via* Zoom. The protest room link is:

Coconut Grove Sailing Club Protest Room

<https://us02web.zoom.us/j/83536709778?pwd=UEo3dnpJQjhmVFVQNIRMVVRaVXVkUT09>

Meeting ID: 835 3670 9778

Passcode: 529947

15.6. Notices will be posted on the regatta site no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties to or named as witnesses. It is each boat's sole responsibility to check the on-line notice board to see if she is cited in a protest. Representatives of boats who are parties to hearings and their witnesses shall remain on call until excused by the Protest Committee.

15.7. Notices of protests by the RC, Technical Committee or Protest Committee will be posted on the on-line notice board to inform boats under RRS 61.1(b). Also, the OA will inform competitors by email or text.

15.8. On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62. If the RC posts the results on the official notice board prior to the protest time limit expiring, redress based on being scored OCS, ZFP or BFD shall be made no later than 30 minutes after the protest time limit. This changes RRS 62.2

- 15.9. A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted on the Official Notice Board after racing for the day is completed.

16. SCORING

- 16.1. Six (6) races are Scheduled and three (3) races are required to be completed to constitute a series.
- 16.2. When fewer than five (5) races have been completed, a boat's series score is the total of each of her race scores.
- 16.3. Rule A5.3 applies.

17. SAFETY REGULATIONS

- 17.1. All boats shall check-in with the Race Committee prior to the first race each day.
- 17.2. [DP] A boat that retires from a race shall notify the race committee at the first opportunity and notify the CGSC Dockmaster of its safe arrival onshore.

18. EQUIPMENT AND MEASUREMENT CHECKS

- 18.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 18.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

19. [DP] SUPPORT TEAMS

- 19.1. Coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished a race, have retired, the race committee otherwise communicates no more racing that day or signals an abandonment for the day. All support persons shall be equipped with a VHF radio that will monitor Race Committee VHF Channel 73.

20. RISK STATEMENT

- 20.1. 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.**

EXHIBIT A

RACE AREA

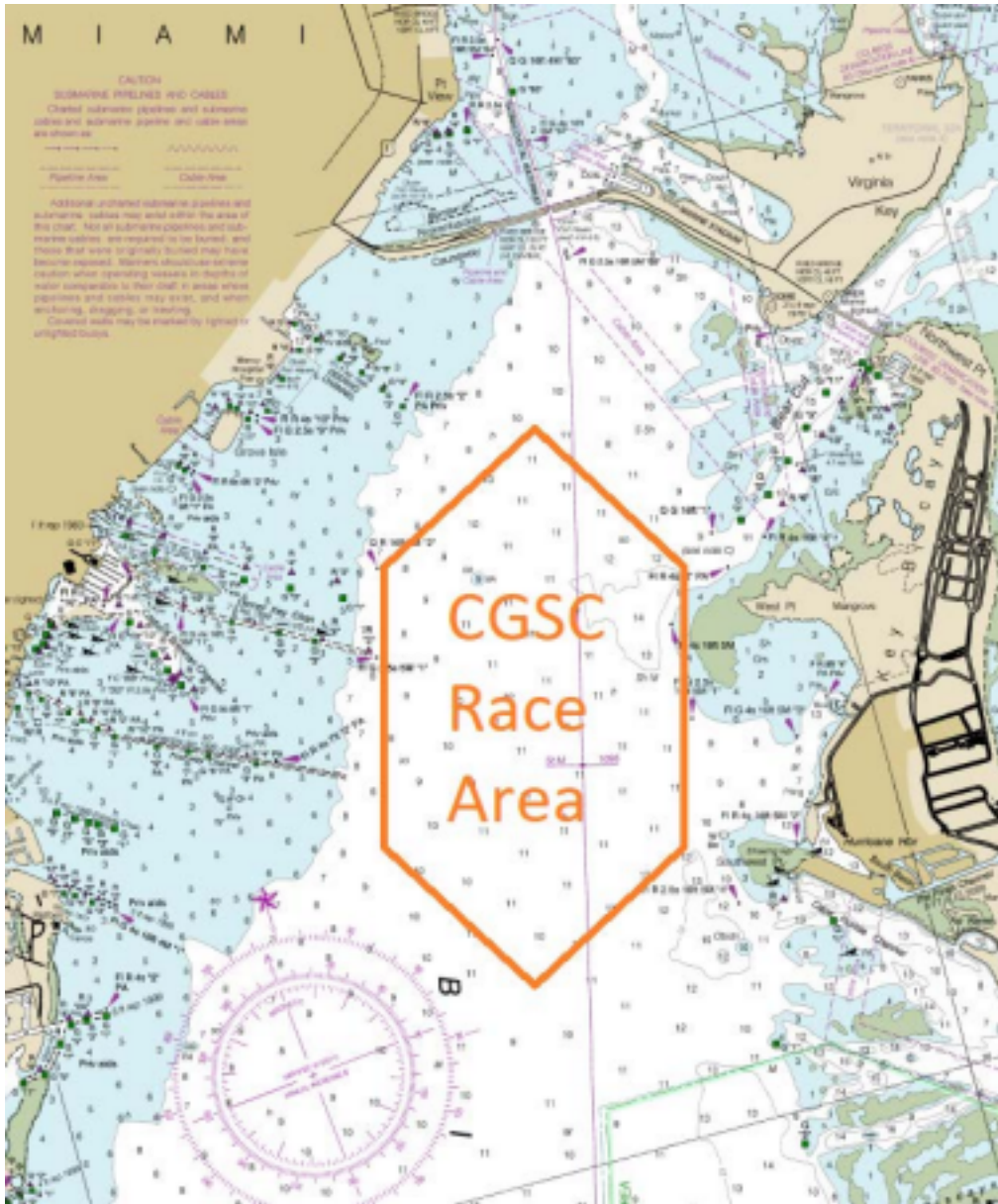
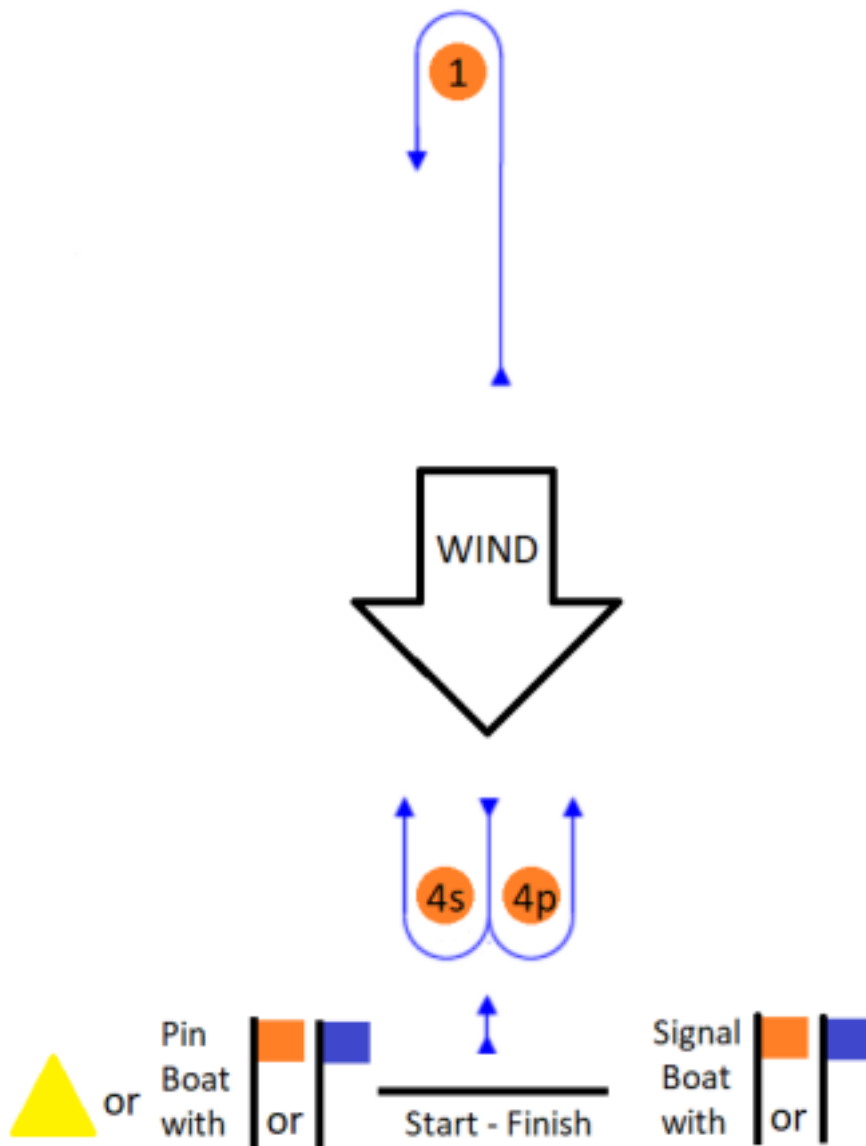


EXHIBIT B - RACE COURSES

Course: Leeward Finish

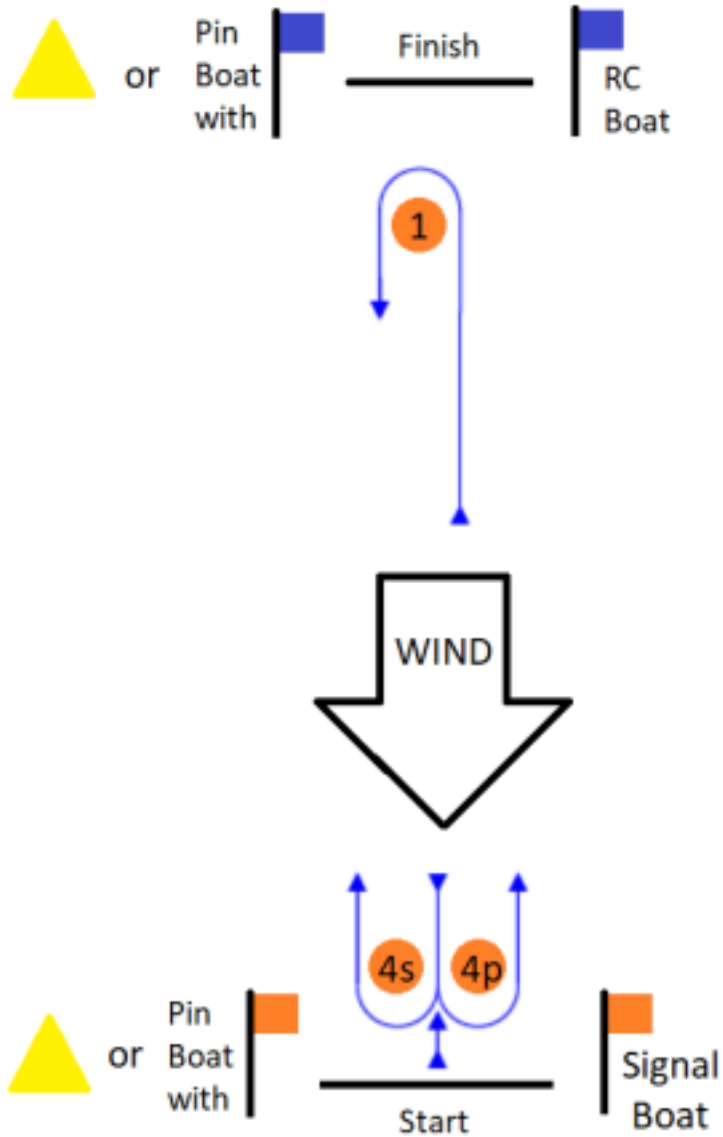


Course No. 1 : Start-1-4s/4p-1-Finish

Course No. 2 : Start-1-4s/4p-1-4s/4p-1-Finish

EXHIBIT B - RACE COURSES

Course: Windward Finish



Course No. 3 : Start-1-4s/4p-Finish

Course No. 4 : Start-1-4s/4p-1-4s/4p- Finish
