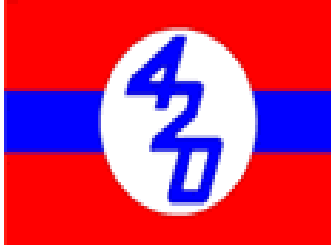
	<p align="center">2023 International 420 Class North American Championship January 14-16, 2023</p> <p align="center">SAILING INSTRUCTIONS (with Am #1) https://www.regattanetwork.com/event/25266</p> <p align="center">Coconut Grove Sailing Club (CGSC) Miami, FL</p> <p align="center"><i>The organizing authority (OA) for the event is the Coconut Grove Sailing Club</i></p>	
<p><i>The notation '[DP]' in a rule in the notice of race (NoR) or sailing instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule of the SIs or NoR means that a boat may not protest another boat for breaking that rule or request redress based on that rule. This changes RRS 60.1(a) and 62.1(a).</i></p>		

1 RULES

- 1.1 The event 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 (CR).
- 1.3 RRS 63.7 is replaced with: "If there is a conflict between the notice of race (NoR) and the sailing instructions (SIs), the SI shall prevail. If there is a conflict between a CR and these SIs, these SIs take precedence to the extent allowed by CRs.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted no later than 2 hours before the first warning signal 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 [NP] Changes to a sailing instruction may be made on the water. The race committee signal vessel will display flag L and announce the change. All competitors shall sail by the signal boat to receive the oral change as soon as possible while flag L is displayed. Additionally, the change will be broadcast via VHF 73.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 [NP] Notices to competitors will be posted on the official notice board located online at https://www.regattanetwork.com/event/25266#_newsroom. Notices will be emailed to boats at the email address under which the boats are registered.
- 3.2 On the water, the race committee intends to monitor and communicate with support persons on VHF radio channel 73.
- 3.3 [DP] While racing, 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.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the main flagpole at CGSC and a notice will be posted.
- 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

Date	Time	
Friday, 13th	1630 - 1800	Check-In at CGSC
	1800	Competitors Meeting and Social Gathering at CGSC
Saturday, 14th	1100	First warning signal, additional races to follow
Sunday, 15th	1100	First warning signal, additional races to follow
Monday, 16th	1100	First warning signal, additional races to follow
	1400	Last possible warning signal
	ASAP after racing	Prizegiving and Closing Ceremony

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

7 CLASS FLAGS

- 7.1 The class flag is the I-420 class insignia on a red/blue background.

8 RACING AREA

- 8.1 Racing will be Biscayne Bay approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl. G 5 sec 8ft).
- 8.2 The 470 class, as part of the Miami Open Sailing Series, will be racing on the same course area.

9 COURSES

- 9.1 The diagram(s) in SI Addendum 1 shows the courses, 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, and the approximate compass bearing and length of the first leg.

10 MARKS

- 10.1 The starting marks will be race committee vessels or a yellow tetrahedron.
- 10.2 The finishing marks will be a race committee vessel and a green tetrahedron.
- 10.3 All other marks will be orange tetrahedrons.
- 10.4 New marks, as provided in SI 12 will be yellow tetrahedrons.

11 THE START

- 11.1 Races will be started using RRS 26.

- 11.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and either staff displaying an orange flag on a race committee vessel at the port end or the course side of the port-end starting mark.
- 11.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.4 [NP] 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.
- 11.5 A boat that does not start within 4 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

- 12.1 Without signal, the race committee may move a mark to change the direction up to 10 degrees or the length up to 10% of the previous length, provided that no boat is sailing to the mark.
- 12.2 When signaled in accordance with RRS 33, 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

- 13.1 The finishing line is between a staff displaying a blue flag on the finishing vessel and the course side of the port end finishing mark.

14 PENALTY SYSTEM

- 14.1 RRS/US Appendix V, Alternative Penalties, applies.
- 14.2 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>.

15 TIME LIMITS AND TARGET TIMES

- 15.1 The Target Time, Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window, in minutes, are shown in the table below.

Target Time [NP]	Mark 1 Time Limit	Race Time Limit	Finishing Window
45	30	90	15

- 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 **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.

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 vessel docks, or 45 minutes after the race committee ashore announces no more racing today. These times will be posted on the notice board.
- 16.3 Scoring Inquiries and Starting Penalty Inquiries

(a) 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>.

(b) Alternatively, a completed scoring inquiry form may be photographed and emailed to ScoringInquiry@cgsc.org. The race committee will investigate and respond by email. 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 Hearing Requests

(a) Protests and requests for hearings unrelated to a starting penalty should be initiated by filling out the online hearing request form at: <https://forms.gle/kzBWozHdzMxarmfjb9>.

(b) If a diagram is required, it should be photographed and emailed to Protest@cgsc.org.

(c) Alternatively, a completed hearing request form may be photographed and emailed to Protest@cgsc.org.

16.5 Notices will be posted as soon as practical after a hearing request is filed 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 penalties by the race committee. If this list is posted prior to the protest time limit, then 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, protest committee, or technical committee will be posted to inform boats under RRS 61.1(b).

16.8 It is each boat's sole responsibility to check the notice board or their email to see if they are 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.

17 SCORING

17.1 One race is required to be completed to constitute an event.

17.2 When fewer than 6 races have been completed, a boat's series score is the total of her race scores.

18 [DP][NP] SAFETY REGULATIONS

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 past the stern of the race committee signal vessel and hail her sail number until acknowledged by the race committee. Failure to comply with SI 18.4 will result in a scoring penalty, without a hearing, of 3 places (see RRS 44.3(c)) in the first race that day. This changes RRS 63.1 and A5.1.

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 [DP] Substitution of competitors is not allowed without prior written approval of the race committee.

19.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21 [DP] SUPPORT TEAMS

- 21.1 Support vessels shall be equipped with a functioning engine safety cut-out switch (kill switch) which shall be attached to the helmsman at all times while the engine is running.
- 21.2 Support vessels shall display the flag provided by the OA at Check-in at all times while on the water. A support person will be charged \$80 if the flag is not returned at the end of the event.
- 21.3 Support vessels are expected to render assistance to a boat in danger when requested by the boat, or at the request of the race committee, protest committee, or technical committee.
- 21.4 Support vessels shall monitor the race committee VHF channel (see SI 3) during the race.
- 21.5 Support 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.

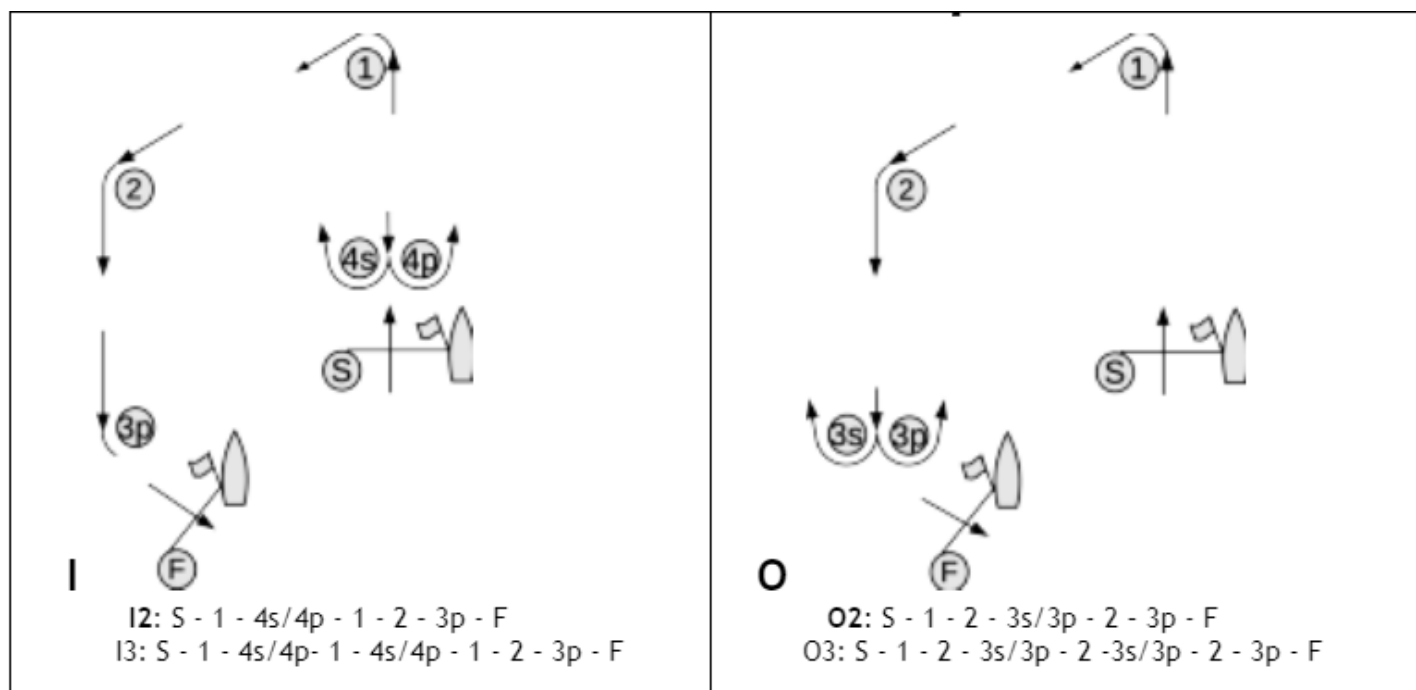
22 TRASH DISPOSAL

- 22.1 Trash may be placed aboard official or support person vessels.

23 RISK STATEMENT

- 23.1 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.**

SI Addendum C - Courses



Notes:

- At a leeward gate, if only one mark is set, then the mark shall be rounded to port,
- [NP] The interior angle between marks 1 and 2 will be approximately 60-70°. The interior angle between mark 3 and the finish will be approximately 110-120°.