



2023 - 2024 VX ONE WINTER SERIES

November 18-19, 2023

December 16-17, 2023

February 9-11, 2024 (Midwinters)

FOURTH AMENDED NOTICE OF RACE

POSTED August 15, 2023

POSTED November 13, 2023

POSTED November 30, 2023

POSTED January 26, 2024

POSTED February 6, 2024

The organizing authority (OA) is Coconut Grove Sailing Club. The host facility is Coconut Grove Sailing Club, 2991 South Bayshore Drive, Miami, Florida 33133.

1. RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The following US Sailing prescriptions will apply: Appendix R, and prescriptions to RRS 60.3, 61.4, 67, 70.5(a), and 76.1, attached hereto as Addendum A.
- 1.3 If there is a conflict between the sailing instructions and notice of race, the sailing instructions will take precedence. This changes RRS 63.7.
- 1.4 Boats will be in compliance with class rules except as they may be changed by this notice of race, sailing instructions or amendments.

~~1.5 The Vakaros RaceSense system will be utilized by the Race Committee (RC). This changes RRS 41(e). Fe~~

~~1.6 Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in, and shall be mounted on the aft side of the mast at all times while racing. Each boat shall either provide a working Atlas 2 at check-in for configuration with RaceSense, or an Atlas 2 will be provided, by the Organizing Authority (OA), to any boat that does not have one available.~~

~~1.7 RaceSense information is available to all boats.~~

~~1.8 Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress. This changes RRS 63.1.~~

2. COMMUNICATION

2.1 The official notice board (ONB) is located online at:

Event #1: https://www.regattanetwork.com/event/26744#_newsroom

Event #2: https://www.regattanetwork.com/event/26745#_newsroom

Event #3: https://www.regattanetwork.com/event/26746#_newsroom

2.2 All boats shall carry a VHF radio capable of communication with the race committee on US VHF channel 73.

2.3 On the water the race committee will make courtesy broadcasts to competitors by VHF radio channel 73.

2.4 From the first warning signal until a boat's last race of the day, except in an emergency, a boat shall not make or receive voice or data transmissions not available to all boats.

3. SAILING INSTRUCTIONS

3.1 The sailing instructions will be available on-line on the **ONB** at Regatta Network a minimum of one week before the first warning signal.

4. ELIGIBILITY AND ENTRY

4.1 Entry for the 2023 - 2024 VX One Winter Series Regattas will be online at:

Event #1: <https://www.regattanetwork.com/event/26744>

Event #2: <https://www.regattanetwork.com/event/26745>

Event #3: <https://www.regattanetwork.com/event/26746>

4.2 Entry is not completed until all FEES are paid, all crew have signed the WAIVER of LIABILITY and proof of INSURANCE is provided.

4.3 The PERSON IN CHARGE, per RRS 46, shall submit, at check-in, a cell phone number for immediate communication with the boat while ashore.

5. FEES

1400 No warning signal will be made after this time.

1600 Prize Giving at CGSC

8.3 **EVENT # 2 – December 15-17, 2023**

Friday, December 15, 2023

1000 1800 Equipment Load-in at Regatta Park

1730 Check-in @ Coconut Grove Sailing Club

1830 Skipper's Meeting @ CGSC with Dinner

Saturday, December 16, 2023

1100 First Warning Signal

~~Post-Racing Happy Hour at CGSC~~

Sunday, December 17, 2023

1100 First Warning Signal

1400 No warning signal will be made after this time.

1600 Prize Giving at CGSC

8.4 **EVENT # 3 – VX One Midwinters - February 9-11, 2024**

Thursday, February 8, 2024

1000 -1800 Equipment Load in at Regatta Park

1730 Check-in @ Coconut Grove Sailing Club

1830 Skipper's Meeting @ CGSC with Dinner

Friday, February 9, 2024

1100 First Warning Signal Melges 20s; VX One warning to follow

~~Post-Racing Happy Hour at CGSC~~

Saturday, February 10, 2024

1100 First Warning Signal Melges 20s; VX One warning to follow

~~Post-Racing Happy Hour at CGSC~~

Sunday, February 11, 2024

1100 First Warning Signal Melges 20s; VX One warning to follow

1400 No warning signal will be made after this time.

1600 Prize Giving at CGSC

9. **VENUE**

9.1 The sailing venue will be on Biscayne Bay in the vicinity of Dinner Key Channel Fl G 2.5s 5M “1”, see Addendum B.

10. COURSES

10.1 The courses will be windward-leeward with a weather offset mark and leeward gates. A Racing Area Chart and Course Diagrams will be appended to the sailing instructions.

11. PENALTY SYSTEM

11.1 Penalty At The Time Of An Incident. The first two sentences of RRS 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 RRS 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while within the *zone* around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’

11.2 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 delivering a written notice to the race office that identifies the race number and when and where the incident occurred. 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.

12. SCORING

12.1 Each boat’s score shall be the total of her race scores, excluding her worst score if six (6) or more races are successfully completed.

12.2 RRS A2.1; the word ‘series’ is deleted and replaced by ‘event’.

12.3 RRS A2.2 shall not apply.

12.4 RRS A5.2 first sentence is changed to: ‘A boat that did not start, sail the course or finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area for that race.’

13. SUPPORT PERSON

13.1 A *support person* agrees while on the water to monitor the race committee on the assigned VHF channel, **73**, to assist the race committee if requested, and accepts the provisions of RRS 4.1, Acceptance of the Rules.

13.2 The race committee or protest committee may warn a *support person* who, in their opinion, is about to infringe on a race, before protesting under RRS 60.2 or 60.3(d).

16. LAUNCHING - BERTHING - HAULING - TRAILER STORAGE

16.1 Launching, berthing, hauling and trailer storage will be **available** at City of Miami Regatta Park. Contact: www.CGSCrace@gmail.com. **Boats are not required to be berthed at Regatta Park**

17. RISK STATEMENT

17.1 In addition to RRS 3, by participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. Among others 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 by or death by drowning, trauma, hypothermia or other causes.

17.2 ~~Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Atlas 2 due to negligence.~~

18. INSURANCE

18.1 A boat shall be insured with current third-party liability insurance with a minimum coverage of not less than \$100,00/300,000 per incident. A copy of the boat's coverage page shall be uploaded to Regatta Network prior to the Competitor's Meeting.

19. PRIZES

19.1 Event prizes will be given for first, second and third place for both skipper and crew.

20. MEDIA RIGHTS

21.1 Competitors give absolute rights for video footage and photographs of themselves or their boat to be published in any media for press, editorial, or advertising purposes.

EVENT MANAGEMENT AND FURTHER INFORMATION

Andi Hoffman at CGSCRace@gmail.com, 305.978.6051

Gail Miller at gmillermorris@gmail.com, 704.502.4014

ADDENDUM A

2021-2024 US SAILING PRESCRIPTIONS

Rule 60.3 – After rule 60.3 add

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider Redress;

Rule 61 – Add at the end of rule 61

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 67 – After rule 67 add

US Sailing prescribes that:

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of ‘assumption of risk’ for monetary damages resulting from contact with other boats.

Rule 70.5(a) – After rule 70.5(a) add

US Sailing prescribes that its approval is required. Go to rules.ussailing.org and click the ‘No Appeal’ link for more information or to obtain approval.

Rule 76.1 – After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

ADDENDUM B

urrent variations in parts of the Cut-2 are particularly difficult to negotiate between predicted and actual currents, especially when entering from the sea during easterly winds, a strong turning torque to the north left. A similar but less serious problem is leaving the port during ebb tides, as currents occur in the turning basin at Dodge Island, which may make ships may encounter current anomalies Miami River.

Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE G
ATIONAL PARK CLOSED AREA
of artifacts, this portion of Biscayne National Park is closed to the following activities:
kayaking, swimming, fishing, and any other activities involving persons or animals.
For viewing divers, a glass bottom boat is permitted at any time unless an emergency.

Coconut Grove Sailing Club

NOTE H
PROHIBITED AREAS
as to be avoided
the U.S. National Marine Sanctuaries Act, Pub. L. 101-405 and 16 CFR 145, these areas are to be avoided by vessels and vessels greater than 100 feet.

NOTE J
CAUTIONARY AREA
The area around the Lighted Buoy "M" is a cautionary area and the sound and light of the buoy is to be used in conjunction with other limits with this area. A PSSA is an active area around which extreme caution is required for information purposes.

SENSITIVE SEA AREA (SSA)
Sensitive Sea Areas (SSA) are defined as areas where the seabed is composed of soft mud or silt and is used in conjunction with other limits with this area. A PSSA is an active area around which extreme caution is required for information purposes.

Various other navigational notes and symbols are present on the map, including depth soundings, buoy locations, and channel markings.

