



VX ONE 2024 FLORIDA STATE CHAMPIONSHIP

March 2-3, 2024

NOTICE OF RACE

Posted August 15, 2023

Amended February 16, 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.

2. COMMUNICATION

- 2.1 The official notice board (ONB) is located online at:
https://www.regattanetwork.com/event/26748#_newsroom
- 2.2 All boats shall carry a VHF radio capable of communication with the race committee on US VHF Marine 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 2024 VX One Winter Regatta will be online at:

https://www.regattanetwork.com/event/26748#_registration

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, will submit at check-in a cell phone number for immediate communication with the boat while ashore.

5. FEES

5.1 The deadline for entry and payment is **February 16, 2024**. Late entries will be subject to an additional \$75.00 late fee.

5.2 VX One Class: \$250 (\$325.00 after **February 16, 2024**).

5.3 The entry fee is refundable, minus a \$75 handling fee, if notification of cancellation is received and acknowledged by **February 23, 2024**. Entry fees will not be refunded after this date, unless the organizing authority decides to cancel the event in which case all entry fees will be refunded.

6. CREW LIMITATIONS

6.1 Boats will comply with class rules regarding the number of crew, however, there will be no crew-weigh-in or crew weight restrictions.

6.2 Substitution of crew during the event is not allowed without written permission of the Principal Race Officer.

6.3 For a boat to enter as 'Corinthian', all competitors on the boat must be Category 1 eligible as defined in World Sailing Sailor Categorization Code, Regulation 22, and meet the requirements of their class for Corinthian status.

7. ADVERTISING

7.1 Boats may be required to display the event sponsor's advertising in accordance with World Sailing Advertising Code, Regulation 20. Materials and instructions for application will be provided at check-in. Display of any other advertising on a boat other than that permitted in Regulation 20.7 requires the written consent of the organizing authority.

8. SCHEDULE

8.1 Up to four races are scheduled per day, with a maximum of eight races.

8.2 Friday, March 1, 2024

1000 -1800 Equipment Load in at Regatta Park

1630-1730 Check-in @ Coconut Grove Sailing Club

1830 Skipper's Meeting @ CGSC, followed by Dinner

Saturday, March 2, 2024

1100 First Warning Signal Melges 20s

To be followed by VX Ones

~~Post-Racing Happy Hour at CGSC~~

Sunday, March 3, 2024

1100 First Warning Signal Melges 20s

To be followed by VX Ones

1400 No warning signal will be made after this time.

1600 Prize Giving at CGSC

9. EQUIPMENT INSPECTION

9.1 A boat shall be prepared to submit to the IJ her current class measurement certificate upon request.

9.2 No measurement or equipment inspection is scheduled, however, a boat may be inspected at any time for compliance with class rules, if so directed by the international jury.

10. VENUE

10.1 The sailing venue will be in the vicinity of Dinner Key Channel Fl G 2.5s 5M "1".

11. COURSES

11.1 The courses will be windward-leeward with weather offsets and leeward gates. A Racing Area Chart and Course Diagrams will be appended to the sailing instructions.

12. PENALTY SYSTEM

12.1 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.'

12.2 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.

13. SCORING

13.1 Each boat's score shall be the total of her race scores, excluding her worst score if six or more races are successfully completed.

13.2 RRS A2.1; the word 'series' is deleted and replaced by 'event'.

13.3 RRS A2.2 shall not apply.

13.4 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.'

13.5 Points for a Corinthian class will be based on fleet scores.

14. SUPPORT PERSON

14.1 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.

14.2 The race committee or jury 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).

15. HAUL-OUT RESTRICTIONS

15.1 Boats will be afloat prior to their first warning signal for the event and shall not be hauled-out until completion of the final race of their class, except with the written permission of the principal race officer or jury.

16. LAUNCHING - BERTHING - HAULING - TRAILER STORAGE

16.1 Launching, berthing, hauling and trailer storage will be at City of Miami Regatta Park. Contact: www.bacardiinvitational.com.

17. RISK STATEMENT

17.1 Before participating in this event every owner, competitor, and *support person* shall sign a Waiver of Liability posted at:

17.2 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.

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 will be submitted at check-in.

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 right 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

Gail Miller at gmillermorris@gmail.com, 704-502-4014

Event information can be found at

https://www.regattanetwork.com/event/26748#_registration

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, when 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
NATIONAL PARK CLOSED AREA
 In the vicinity of Biscayne National Park, this portion of Biscayne National Park is closed to the following activities: fishing, swimming, boating, and any other activities involving persons or property. This closure is in effect from sunrise to sunset, seven days a week, except on the following dates: ...

Coconut Grove Sailing Club

NOTE H
PROHIBITED AREAS
 Areas where the presence of vessels is prohibited or restricted. These areas are to be avoided. ...

NOTE J
AUTONAUTIC AREA
 Areas around Miami Lighted Buoy "M" ...

SENSITIVE SEA AREA (SSA)
 Sensitive Sea Areas (SSA) are areas where the presence of vessels is prohibited or restricted. ...

Map details including various navigational aids, depth soundings, and geographical features like Coconut Grove, Dodge Island, and the Miami River.



SUNARLY SENSITIVE SEA AREA