



At Coconut Grove Sailing Club – Miami, Florida

HOWLER REGATTA, XIII

October 28-29, 2023



HOWLER^{H21}
Coconut Grove Sailing Club

SAILING INSTRUCTIONS (SI)

The notation [NP] is a rule in these Sailing Instructions and/or the Notice of Race means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a)

1 RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. US Sailing prescriptions to RRS 63.1 and 63.2 will not apply.
- 1.3. Rule 40.1 shall apply re personal flotation devices. The preamble to Part 4 will not apply.
- 1.4. RRS Appendix V, Alternative Penalties, shall apply.

2 NOTICES TO COMPETITORS and COMMUNICATION

- 2.1. The Official Notice Board is electronic, and can be accessed directly at https://www.regattanetwork.com/event/26891#_newsroom
- 2.2. Communication to coaches and support persons will be made via these VHF Channels:

Optimist Championship/C420s:	69
Optimist Green:	71
Laser 4.7 and Radial:	73
- 2.3. No competitors shall carry electronic communications devices, including VHF radio or cell phones while on the water.
- 2.4. Coaches and Support vessels shall carry VHF radios and shall monitor the channels assigned to their fleet at all times while on the water.

3 FORMAT

3.1. Optimist Championship Fleet:

- 3.1.1. The Championship Fleet will sail a single start.
- 3.1.2. A maximum of eight (8) races for the fleet are scheduled.

3.2. Optimist Green fleet:

- 3.2.1. The Green Fleet will sail a single start.
- 3.2.2. A maximum of eight (8) races for the fleet are scheduled.

3.3. Laser 4.7 and Laser Radial Fleets:

- 3.3.1. The Laser 4.7 fleet and the Laser Radial Fleet will sail with separate starts.

3.3.2. A maximum of eight (8) races for each fleet are scheduled.

3.4. C420 Fleet:

3.3.1. The C420 will sail a single start.

3.3.2. A maximum of eight (8) races for the fleet are scheduled.

4 CHANGES TO THE SAILING INSTRUCTIONS (SI)

Any change to the SI will be posted on the official notice board by 0800 on the day that it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.

5 SIGNALS MADE ASHORE AND LAUNCHING

5.1. Signals made ashore will be displayed from the flagpole located on the lawn of the Coconut Grove Sailing Club.

5.2. When flag "AP" is displayed, "1 minute" is replaced with "not less than 45 minutes" in Race Signal "AP". This changes Race Signal "AP."

5.3 [NP]. All boats shall be kept at Myers Park in the assigned area until the harbor launch times (see NOR 6 Full Schedule).

6 RACING AREA

6.1. **Optimist Championship Fleet/ C420 Fleet:** East and South of the Brennan Channel.

6.2. **Green Fleet:** Due south of Dinner Key Islands in the vicinity of Ransom Everglades.

6.3. **Laser Fleets:** NE of the Optimist championship course, east of the Brennan Channel.

7 THE COURSE AND CHANGES TO COURSE LEG(S)

7.1. SI Addendum 1 illustrates the courses for each fleet, including the general configuration of the marks, the order in which marks are to be passed, and the side on which each mark is to be left.

7.2. If one of the gate marks (mark 3P or 3S or 4P or 4S) is missing, boats shall round the remaining gate mark to port.

7.3. For a change of the next leg of the course, the race committee will move the original mark.

7.4. The race committee may make minor changes to legs of the course in either direction to compensate for wind / current differences on that side of the course, without signals or change marks, provided the change is made before any boats begin that leg. This is added to RRS 33.

8 MARKS

8.1. Rounding Marks:

8.1.1. **Green Fleet:** Red inflatable cylinder buoys.

8.1.2. **Optimist Championship/C420 Fleet:** Orange 5ft. (1.5m) inflatable tetrahedrons for course marks and a Green 5ft. (1.5m) tetrahedron for Finish mark.

8.1.3. **Laser Fleets:** Orange 5ft. (1.5m) inflatable tetrahedrons.

9 RESTRICTED AREAS

9.1. The **racing area** for each fleet is the space encompassing the course, the starting area, and the finishing area. It extends 100 yards beyond any racing boat and all marks. Except

as permitted by SI 18, only competing boats and official vessels (designated as such by the race committee) may enter the racing area while boats are racing.

- 9.2.** The **waiting area** is the area to leeward of the racing area below the starting line, marked by a series of small balls or marks. Support Vessels are to anchor with their anchors at or behind the line formed by the row of small balls or marks, or, in the absence of small buoys, at a distance specified by the Principal Race Officer.
- 9.3.** The **corridor** is the lane to starboard of the race committee finish vessel between the finish line and the waiting area, inside the race course. Boats are reminded when returning to the waiting area to not sail upwind of the starting line or across the starting line. Except as permitted by SI 23, only competing boats and official vessels (designated as such by the race committee) may enter the corridor while boats are racing.

10 THE START

10.1. Class Flags:

10.1.1. Optimist Championship fleet: White flag with an Optimist class emblem.

10.1.2. C420 Fleets: C420 Class Flag

10.1.3. Laser Fleets: Laser Class Flags for 4.7 and Radial.

10.1.4. Optimist Green fleet: Green flag with a white Optimist class emblem

10.2. The starting line will be between a staff displaying an orange flag on a race committee signal vessel at the starboard end and a staff displaying an orange flag on a race committee vessel at the port end.

10.3 The Orange line flag will be raised no more than 5 minutes prior to the warning for the first race. Multiple sounds may be made to call attention to an imminent warning signal for a race..

10.4 [NP] A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS), without a hearing. This change is added to RRS A5.

10.5 The Race Committee may place a small mark near the center of the starting line as an approximate guide to line position. This mark is not a mark of the course, does not define the starting line and Rules 27.2, 28, and 31 do not apply.

10.6 The race committee will not hail the sail numbers of boats that are OCS or subject to starting penalties under RRS 30. Unofficial 'race committee actions' may be broadcasted on the fleets' respective VHF channel as a courtesy to coaches and spectators after all boats have started and/or may be displayed on a notice board on the signal boat. The official list of race committee actions will be posted on the official notice board.

11 THE FINISH AND RETURN TO THE STARTING AREA

11.1. For the Championship, Green and C420 fleets, the **finish line** will be between a staff displaying a blue flag on a race committee finish vessel at the port end and the course side of the mark.

11.2 For the Laser fleet, the **finish line** will be between a staff displaying a blue flag on a race committee finish vessel at the starboard end and the course side of the mark.

11.3. Immediately after finishing, all boats shall sail clear of the finishing area and promptly return to the waiting area as shown in SI Addendum 1(B), 2(B), and 3.

12 TIME LIMITS [NP]

- 12.1. Mark One Time Limit:** The time limit for the first boat to round Mark 1 is 30 Minutes. If no boat has passed Mark 1 within the Time Limit, the race shall be abandoned.
- 12.2. Race Time Limit:** The time limit for the first boat in a race to sail the course and finish is fifty minutes.
- 12.3. Finishing Window:** Boats failing to finish within twenty minutes after the first boat in a race sails the course and finishes will be scored TLE (Time Limit Expired) without a hearing with a score of the number of finishers in that race plus half of one more than the number of boats that are subject to TLE. This changes A5.2

13 ALTERNATIVE PENALTIES

Appendix V shall apply. A boat takes an alternative scoring penalty by completing the online Penalty Acknowledgement form [at the link Alternate Penalty Acknowledgement https://forms.gle/kNqrqj6qpU2VTJvi6](https://forms.gle/kNqrqj6qpU2VTJvi6)

14 PROTESTS, SCORING REVIEWS, AND REDRESS REQUESTS

- 14.1.** A boat intending to protest another boat concerning an incident in the racing area that she is involved in or sees is requested, at the first reasonable opportunity after she finishes *and before contacting any support persons*, to inform the race committee at the finishing line of her intent to protest and, when applicable, the identity of the protestee.
- 14.2. Protest Time Limit** The protest time limit is 60 minutes after the race committee finish vessel docks. The protest time limit (filing deadline) will be posted on the official notice board as soon as practical.
- 14.3.** The protest notices required by RRS 63.2, and the notification of protests by the race committee or protest committee required by RRS 61.1(b), will be posted on the official notice board as soon as possible after a protest has been delivered, but not later than 15 minutes after the protest time limit. It is a boat's sole responsibility to check the Hearing Schedule at Regatta Network (https://www.regattanetwork.com/event/26891#_newsroom) or your email promptly after the end of the protest filing time to see if she is cited in a protest.

15 REDRESS REQUESTS AND SCORING INQUIRIES

- 15.1.** Scoring Inquiries, including potential redress requests relating to a scoring penalty, are considered Requests for Redress per RRS 62.1. They should be initiated by filling out the online form "Request for Scoring Review" <https://forms.gle/Mo9BbySShMpg6c2p8>
- 15.1.1.** Alternatively, a completed Scoring Inquiry form may be photographed and emailed to ScoringInquiry@cgsc.org. Questions about the status of scoring inquiries can be emailed to ScoringInquiry@cgsc.org. The RC will investigate, inform the competitor, and attempt to resolve the issue. If the competitor chooses to seek redress under 60.1(b), then the redress time limit will have been satisfied if the Scoring Inquiry form was submitted before the redress time limit expired.

- 15.2. Protests and Requests for Redress unrelated to a starting penalty should be initiated by** filling out the online Protest/Redress form at the protest form link

<https://forms.gle/gvXqTBKbbLj7nD5K8> If a diagram is required, it should be photographed and emailed to Protest@cgsc.org.

15.2.1. Alternatively, a completed Protest form may be photographed and emailed to Protest@cgsc.org. Questions about the status of protests and redress requests can be emailed to Protest@cgsc.org.

15.3. If the race committee posts a list of boats scored OCS, UFD or BFD on the official notice board before the time limit cited in SI 14.2, a request for redress based on such a posted score shall be made no later than 30 minutes after the posting or the protest time limit, whichever is later. This change is added to RRS 62.2.

15.4. Requests for redress relating to an OCS or starting penalty shall state the procedural error the competitor believes the race committee may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 62.2. See World Sailing Case 136 for guidance.

15.5. 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 change is added as the last sentence to RRS 62.2.

16 SCORING

16.1 One (1) completed race shall constitute the regatta.

16.2 When fewer than five (5) races have been completed, a boat's series score will be the total of all of her race scores. This changes RRS A2.1.

16.25 For the RWB Optimist fleet, a boat's score will be the total of all her scores. This changes RRS A2.1.

16.3 RRS A5.2 is changed for the RWB fleet to: A boat that did not start, did not sail the course, did not finish, retired or was disqualified shall be scored for the finishing place one more than the number of boats entered in the largest of the four divisions as described in SI 3.1.

17 SAFETY AND CHECK-OUT/CHECK-IN PROCEDURES [NP]

17.1. Race-Course Check-in - All boats must check in with the Race Committee prior to the Warning Signal of the first race each day by sailing past the stern of the Signal Boat on starboard tack and hailing her sail number until acknowledged by the Race Committee. The check-in period will end when Code Flag Lima is removed approximately 5 minutes prior to the first Warning of the day. Failure to comply with SI 17.1 will result in a three-place penalty in the first race that day without a hearing. This changes RRS 63.1.

17.2. 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, once back to shore, the skipper shall email racecommittee@cgsc.org.

17.3. Competitors shall have a whistle always attached to their PFD while on the water.

17.4. Each boat shall have a secure loop in the end of its painter.

18 SUPPORT PERSON REGULATIONS [NP]

- 18.1.** Coaches are expected to be good role models for young sailors and conduct themselves accordingly ashore and on the water.
- 18.2.** Coaching of green fleet skippers while racing is permitted, however coaching shall be limited to skippers in the bottom half of the fleet in any given race. Only boats which have registered with the organizing authority and carry identification satisfactory to the organizing authority will be allowed to be in the race area. All individuals on such registered boats are required to wear PFD. Coach boats shall neither create wakes nor otherwise interfere with competitors. Coaches shall provide fair and consistent support to all competitors, not just their team or sailor. Violation of this instruction may result in any penalty that the jury deems appropriate, up to, and including the disqualification of the coached skipper from the regatta”
- 18.3.** Parents (spectators) who are on the water either in support or coach vessels are considered coaches for the purpose of SI 18. Those parents who serve on race committee vessels (including patrol and safety vessels) may not communicate in any way with their sailors or their coaches from the time the orange starting line flags are displayed until all sailors have finished that race (the “No Communication Period”). The only exception to this rule is when directed by the Principal Race Officer or they are involved with safety and rescue (Code Flag Victor). During periods of time when communication with coaches and/or sailors is permissible, these parents shall not transfer any strategic or tactical information (including audio or video recordings) gained due to their advantageous location on the racecourse or their access to race committee communications, unless such information is made available to all sailors, coaches and other parents/supporters. Communications of a personal nature (e.g., ‘great race’, ‘get something to drink’, ‘go see your coach’, etc.) are always permissible outside the “No Communication Period”.
- 18.4. General support (coach and spectator) vessel requirements:**
- 18.4.1.** Support vessels shall display a numbered flag provided by the organizing authority at all times while on the water. No ‘team’ flags, private signal flags, or any object that might be construed as a signal shall be flown from coach or support vessels while racing is underway.
- 18.4.2.** Support vessels shall follow the instructions of race committee, patrol, safety, protest committee, and other race management vessels at all times.
- 18.4.3.** No support vessels shall tie up to or congregate around any aid to navigation, such as buoys or channel markers, or tie up to any fixed fishing gear or fishing floats.
- 18.5. Restrictions:**
- 18.5.1.** Except as provided in SI 18.2, all support vessels shall stay out of the racing area while boats are racing and at least 100 yards away from any racing boat, and move slowly with minimal wake, except where permitted in this instruction. Certain support vessels may be designated as rescue craft by the Principal Race Officer or Safety Officer and given permission to enter the racing area for the purposes of rescue operations only.

18.5.2. When the race committee hoists (or is displaying) its orange starting line flags, all support vessels in the starting area shall proceed immediately to the waiting area and shall remain there until the race committee lowers the orange starting line flags, except that, after first and subsequent start(s) of a race, coach and support vessels may exit the waiting area and proceed slowly with minimal wake to the weather mark, only on the starboard side of the course. The race committee may close the starboard side of the course to support vessels. RRS 41 and the Preamble to Part 4 is modified as stated above.

18.5.3. There shall be no anchoring inside the course or in the vicinity of the finish line.

18.5.4. There shall be no unapproved unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, coach/spectator boat zones, start line or finish line.

18.6. Competitors affiliated with any coach, parent, or spectator vessel that breaks SI 18 may be protested and penalized under RRS 41, Outside Help, in which case the Preamble to Part 4 will not apply. This change is added to RRS 41.

18.7. Coaches, parents, or spectators that repeatedly and/or intentionally break SI 18 may be subject to disciplinary actions up to and including exclusion from the venue.

19 ENVIRONMENT [NP]

Competitors are expected to respect Basic Principle: Environmental Responsibility. Trash may be placed aboard race committee and support vessels.

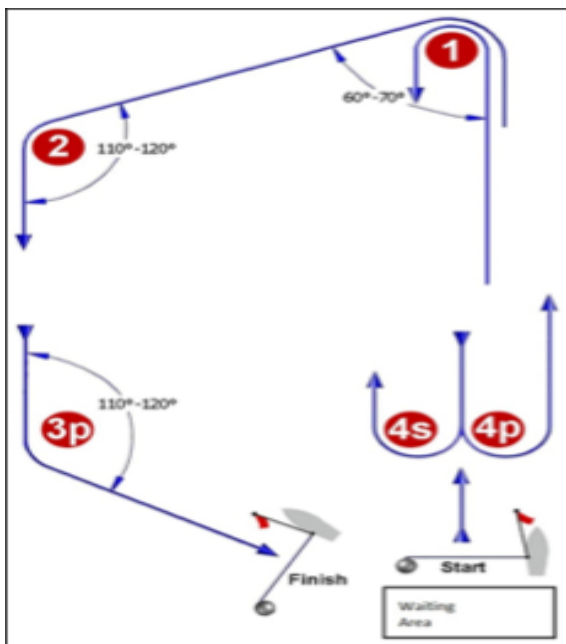
FURTHER INFORMATION

Regatta Chair	Alberto Olivo Alberto.cgsc@gmail.com
CGSC Regatta Chair:	Susan Walcutt racecommittee@cgsc.org
Chief Judge:	Richard Elkin, US Sailing Certified Judge
Chief Scorer:	Alberto Olivo

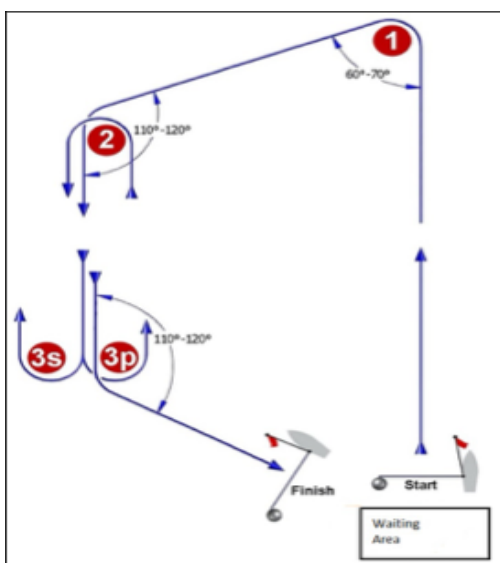
SI ADDENDUM 1 - RACE COURSE & RESTRICTIONS

Optimist Championship (RWB) Fleet and C420 fleet Trapezoids

Course I (Inner) Start-1-4S/P-1-2-3-Finish

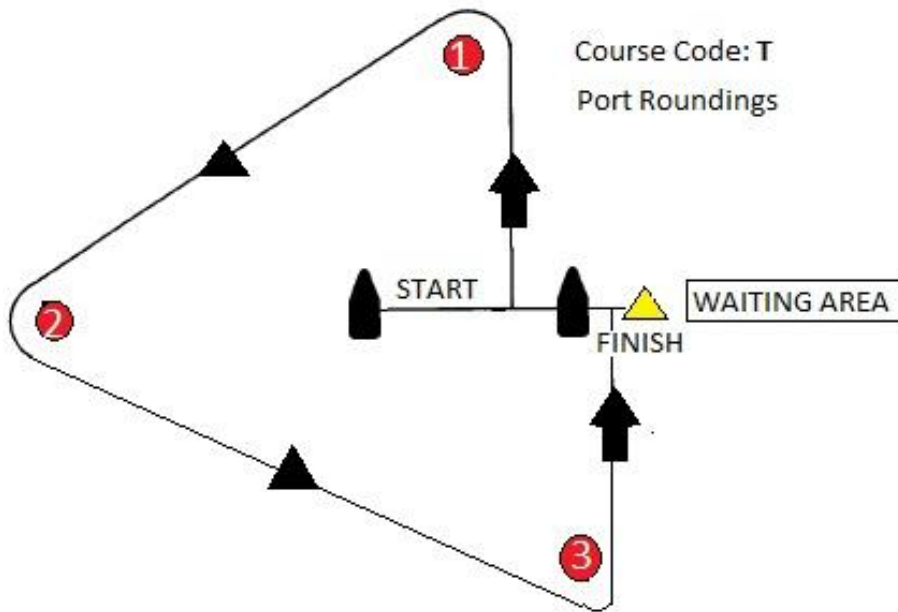


Course II (Outer) Start-1-2-3S/P-2-3S/P-Finish



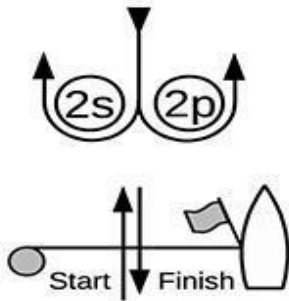
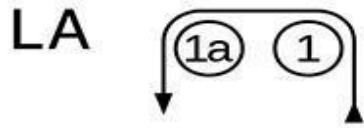
SI ADDENDUM 2(A):RACE COURSE AND RESTRICTIONS

Optimist Green Fleet Modified Triangle Course



SI ADDENDUM 3 : RACE COURSE AND RESTRICTIONS

LASER Fleets and and C420 LA Course



Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish