



2025 STAR DISTRICT 20 CHAMPIONSHIP

November 8-9, 2025

SAILING INSTRUCTIONS

POSTED November 3, 2025, **Amended November 6 2025**

The notation [NP] in a *rule* means that a boat may not protest another boat for breaking that *rule*. This changes RRS 60.1. The notation [DP] in a *rule* means that the penalty for a breach of a *rule* may, at the discretion of the protest committee, be less than disqualification.

The Organizing Authority (OA) is the Coconut Grove Sailing Club (CGSC).

1. Rules

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The event shall qualify as a Blue Star Star District 20 Championship (Star Class Rule (STCR) rule 23.5.3) open to all members of all fleets and to Isolated Members. The championship is an 'Open District Championship'. Honor Awards for the event and qualifications via the event are only granted to the winners which are either members of the organizing district or participating as Isolated Members.
- 1.3. US Sailing Prescriptions that will apply [RRS 25.1, 34, 65.1, 70.3(b), 76.1, 81, 86.3, 88.2, the prescription to the preamble to Part 5, and Appendix R] are included as an Addendum A in the Notice of Race (NOR).
- 1.4. Rule 60.4(a)(2) is replaced by the following: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or
- 1.5. RRS Appendix P will apply, even though no judges will be on the water observing the races. RRS P2.2 and P2.3 will not apply. RRS P2.1 is changed so that it will apply to the first and subsequent penalties.
- 1.6. STCR 34.3.1 changes RRS 32 to provide that courses will not be shortened.
- 1.7. STCR 34.3.9, Format C, is changed to allow the minimum distance of a leg to be less than one (1) nautical mile.
- 1.8. STCR 34.6.3 changes RRS 35, A5, and A10 to provide that boats not finishing within the stated time in the ISCYRA rules, after the first boat sails the course and finishes within the time limit will be scored "TLE" as defined therein. Specifically, TLE will be calculated

as the theoretical average score of all boats not *finished* and still sailing the course at the close of the window.

- 1.9. Per STCR 35.5, RRS 44.1 and P2.1 are changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 1.10. RRS 63.5(c) is replaced with "If there is a conflict between a rule in the sailing instructions and one in the notice of race, the sailing instructions shall apply."

2. Changes in the Sailing Instructions (SI)

- 2.1. Any change to the SI will be approved by the Principal Race Officer and will be posted by 10:00 A.M. on the day it will take effect, except that any change in the schedule of races will be posted by 6:00 P.M. on the day before it will take effect. Failure to post notices on the regatta website will not be grounds for redress. This changes RRS 61.4(b)(1).
- 2.2. Any change to the SI will be posted on the Official Notice Board (ONB).

3. Communication with Competitors

- 3.1. Notices to competitors will be posted on the ONB. Effective 1800 on November 7, the ONB will be the "Star District 20 ONB 2025 group" on Whatsapp. Competitors can join the group by using the invitation QR



or the invitation link <https://chat.whatsapp.com/JD13hzKWn3W3NzMjvtcafU?mode=wwt>

- 3.2. On shore, the Race Committee (RC) intends to communicate with competitors via the "Star District 20 ONB 2025 group" on Whatsapp.
- 3.2. On the water, the RC intends to monitor and communicate with competitors and Support Persons via VHF radio on channel 73.
- 3.3. Boats may be hailed by Race Officials by sail number.
- 3.4. [DP] Failure of any information to be given or received shall not be grounds for redress. Information gathered on any other VHF channel or RC communication channel shall not be grounds for redress, except when a request for redress under this instruction is initiated by the RC or the Protest Committee. These changes are added to RRS 61.4(b).
- 3.5. The location of the race office is the meeting room at CGSC located on the upper floor of the clubhouse.

4. Code of Conduct

- 4.1. [DP] Competitors and Support Persons shall comply with reasonable requests from Race Officials. Note RRS 37.

5. Team Weight

- 5.1. **In order to be eligible for a Blue or Green Star, teams must demonstrate compliance with STCR 31.1.3 prior to the end of measurement, at 9:00 A.M. on November 8, 2024.**
- 5.2. Available measurement times are during November 7th 4:00 to 6:30 P.M., and November 8th 8:00 A.M. to 9:00 A.M.

6. Equipment

- 6.1. Sails with incorrect numbers must be reported to the RC before Saturday morning, November 8th, at 9:00 A.M. Failure will result in a 25% scoring penalty in the first race of each day where the boat sails with an incorrect number.

7. Signals Made Ashore

- 7.1. Signals made ashore will be displayed from the flagpole at CGSC and will be communicated through the WhatsApp group.
- 7.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.

8. Schedule

- 8.1. Per STCR 27.4, six (6) races are scheduled.
- 8.2. The RC may change the schedule. During Saturday, November 8th, three (3) races are scheduled, and during Sunday, November 9th, three (3) additional races are scheduled per the Format being sailed per STCR 34.3.9. The RC reserves the right to get one (1) race ahead of schedule should expected sailing conditions warrant.
- 8.3. The scheduled time of the first warning signal is 1200 on Saturday and 1055 on Sunday.
- 8.4. To alert boats that a race will begin soon, the orange starting line flags will be displayed with one sound at least five (5) minutes before a warning signal is made.
- 8.5. No warning signal will be made after **1400** on Sunday, November 9th.

9. Class Flag

- 9.1. The Class Flag will be a white flag with a star.

10. Racing Area

- 10.1. The racing area will be on Biscayne Bay approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl. G 5 sec 8ft).

11. Courses [NP]

- 11.1. STCR Format C and course 4 or course 3 will be used, with a leeward gate and an offset mark to mark 1. See Addendum A.
- 11.2. No later than the warning signal, the RC signal vessel will display the course to be sailed and the compass bearing to mark 1.

12. Marks

- 12.1. Mark 1 (Windward) will be a yellow inflatable mark to be left to port.
- 12.2. Mark 1a (Offset) will be a yellow inflatable mark to be left to port.
- 12.3. Mark 2 (Leeward Gate) will be yellow inflatable marks.
- 12.4. The starting marks will be an RC signal vessel at the starboard end, and an orange inflatable mark or a port end RC pin vessel.

12.5. The finish line will be the same as the start line.

13. The Start

- 13.1. [DP] Prior to the first warning signal of the first race of the day, boats shall sail on starboard tack by the stern of the RC starboard-end boat, to be acknowledged.
- 13.2. The starting line will be between a staff displaying an orange flag on the starboard end RC vessel and either the course side of an orange mark or a staff displaying an orange flag on the pin vessel.
- 13.3. All starts will be in accordance with RRS 26.
- 13.4. If a boat is subject to RRS 29.1 or 30, the RC will attempt to hail her sail number on the VHFCS
- 13.5. A boat not starting within ten (10) minutes after the starting signal will be scored "Did Not Start" (DNS), without a hearing. This changes RRS A5 and STCR 34.7.
- 13.6. RRS A5.3 will apply. This means that for any boat that is scored DNS, DNF, OCS, NSC, RAF, or DSQ, their score will be the number of boats that came to the starting area + 1.

14. Changing the Next Leg of the Course

- 14.1. To change the next leg of the course, the RC will move the original mark to its new position.
- 14.2. [NP] In addition to signaling the change from a RC vessel, the RC will announce the change on VHF Channel 73.

15. The Finish

- 15.1. The finishing line will be the same as the starting line for a downwind finish between the orange start buoy (or a blue flag displayed on the pin vessel) and a blue flag displayed on the RC signal vessel.
- 15.2. The finishing line for Course 3 will be between a blue flag on a RC boat and the nearby orange inflatable.

16. Penalty System and Protest Procedures

- 16.1. Per STCR 35.5, RRS 44.1 and P2.1 are changed so that the "Two-Turn Penalty" is replaced by a "One-turn Penalty."

17. Protest, Scoring and Redress Procedures

- 17.1. 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 to inform the RC at the finishing line of her intent to protest and, when applicable, the identity of the protestee.
- 17.2. **Protest Time Limit** The protest time limit is 60 minutes after the RC finish vessel docks. The protest time limit (filing deadline) will be posted on the ONB, and sent out over WhatsApp, as soon as practical.
- 17.3. The protest notices required by RRS 63.1(a)(1), and the notification of protests by the RC or Protest Committee required by RRS 60.2(a)(2), will be posted on the ONB 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/30282#_newsroom or your email promptly after the end of the protest filing time to see if she is cited in a protest.

- 17.4. Scoring Inquiries, including potential redress requests relating to a scoring penalty, are considered Requests for Redress per RRS 61.4(b). They should be initiated by filling out the online form "Request for Scoring Review" <https://forms.gle/Mo9BbySShMpg6c2p8>
- 17.5. 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 RRS 61.1(a), then the redress time limit will have been satisfied if the Scoring Inquiry form was submitted before the redress time limit expired.
- 17.6. **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.
- 17.7. 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.
- 17.8. If the RC posts a list of boats scored OCS, UFD or BFD on the ONB before the time limit cited in SI 17.2, 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 61.2(b).
- 17.9. **Requests for redress relating to an OCS or starting penalty** shall state the procedural error the competitor believes the RC may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 61.2(a). See World Sailing Case 136 for guidance.

18. Time Limits

- 18.1. The time limits will be as specified in STCR 34.3.9 and 34.6.3 (see SI 1.8), for the Format being sailed at this event.

19. Scoring

- 19.1. The scoring system is the Low Point System in RRS Appendix A.
- 19.2. A boat's series score will be the total of her race scores with her worst score discarded when five (5) or more races are completed.
- 19.3. Three (3) races are required to constitute a series.

20. Liability and Safety [NP] [DP]

- 20.1. The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.
- 20.2. Competitors leaving the race course before the end of a race shall inform the RC or the race office as soon as possible.
- 20.3. Competitors not leaving the dock on a race day shall inform the RC.

21. Replacement of Crew or Equipment

- 21.1. Any request for a change of crew shall be submitted, in writing, to the RC prior to 9:30 A.M. on the day of the race for which the change is to be made. If the RC grants permission, it will do so in writing and post such notice on the ONB.
- 21.2. A change of helmsman will not be permitted.
- 21.3. Substitution of damaged or lost equipment will not be allowed unless authorized by the Principal Race Officer.
- 21.4. Requests for substitution shall be made to the Principal Race Officer at the first reasonable opportunity.

22. Support Boats

- 22.1. [DP] Coach boats, support boats and private spectator boats are expected to monitor VHF channel 73 and to render assistance to a boat in danger when requested by the boat, or at the request of the RC or Protest Committee. See RRS 37.
- 22.2. [NP] [DP] Coach boats, support boats and private spectator boats shall stay 100 meters outside areas where boats are racing from the time of the warning signal until all boats have finished racing, except as provided in SI 22.3.
- 22.3. [NP] [DP] A boat shall receive no outside assistance from coach boats, support boats or private spectator boats once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the OA and available to all participants.

23. Haul Out Restrictions

- 23.1 Boats may be hauled out each day.

24. Prizes:

- 24.1 Prizes will be awarded to the skipper and crew finishing first through third.

25. Risk Statement:

- 25.1 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.

26. Insurance

- 26.1. Boats sailing in this event (each 'person in charge' per RRS 46) must be adequately insured according to the NOR and shall hold a valid insurance certificate showing proof of third-party liability for racing risks.

27. Media Rights

- 27.1. By participating in the event competitors automatically grant to the OA and their sponsors, the right in perpetuity to make, use and show, from time to time at their

discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of the competition without compensation.

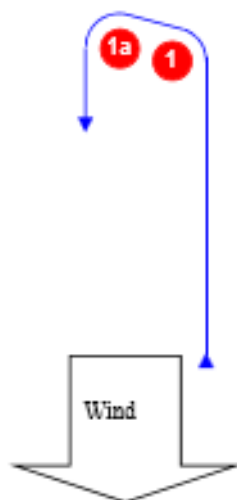
EVENT MANAGEMENT AND FURTHER INFORMATION

Steve Herman, PRO and Regatta Chair:	617-308-8793	sherman@dlawton.com
Dave Martin, RC Chair:	206-380-0233	davem@manageinc.com
Nicolaus Pro, District Secretary:	215-596-9088	captainnicpro@gmail.com
Event Website:	https://www.regattanetwork.com/event/30282	

ADDENDUM A – COURSE DIAGRAMS

Attachment 1 – Course Diagram

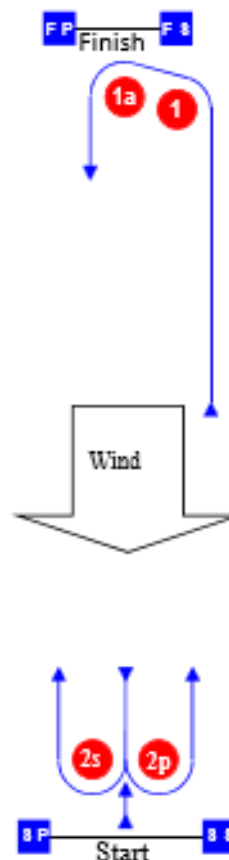
LA



Course: Leeward finish

Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish

WA



Course: Windward Finish

Signal	Mark Rounding Order
WA2	Start – 1 – 1a – 2s/2p – Finish
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish