



Coconut Grove Sailing Club

International 420 Class and 470 Class

2026 North American Championship Regatta



January 17-19, 2026 – Miami, Florida
Coconut Grove Sailing Club (CGSC)

The Organizing Authority is the Coconut Grove Sailing Club.

SAILING INSTRUCTIONS

Posted January 12, 2026, amended Jan 15 2026

The notation '[NP]' in a rule of the notice of race or sailing instructions 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 and 61.1(a).

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, the prescriptions to the preamble of Part 5, and the prescriptions to RRS 65.1, 70.3(b), 76.1 and 88.2. The complete text of these will be posted on the official notice board.
- 1.3 Appendix P will apply, as modified in SI 14 (Penalty Systems)
- 1.4 Appendix V will apply.
- 1.5 The Equipment Rules of Sailing will apply to the extent they are referenced in the respective class rules (CR).
- 1.6 RRS 63.5(c) 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 SIs 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] Oral changes to a SI 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 vessel to receive the oral change as soon as possible while flag L is displayed.

Additionally, the change will be broadcast via VHF 73, and posted to the notice board as soon as possible.

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/30485#_newsroom.
- 3.2 Ashore, the OA, the protest committee and the race committee will be communicating via an event WhatsApp. Notices that something has been posted on the notice board will be pushed out via WhatsApp. Competitors and coaches can join the “I-420 470 North Americans 2026” WhatsApp group by using the invitation QR



or the invitation <https://chat.whatsapp.com/E6OUX4XMwi9EeWawn0fOsb>.

- 3.3 On the water, the race committee intends to monitor and communicate with support persons on VHF radio channel 73.
- 3.4 [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. This information will be posted on the notice board and pushed out via WhatsApp.
- 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, 16th	1630 - 1800	Check-In at CGSC
	1800	Competitors Meeting and Social Gathering at CGSC
Saturday, 17th	1100	First warning signal, additional races to follow

Sunday, 18th	1100	First warning signal, additional races to follow
Monday, 19th	1100	First warning signal, additional races to follow
	1400	Last possible initial warning signal
	ASAP after racing	Prizegiving

- 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 for the I-420 fleet will be class insignia on a red/blue background.
7.2 The class flag for the 470 fleet will be class insignia on a 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).

9 COURSES

- 9.1 The diagram(s) in Addendum A 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.

11 THE START

- 11.1 Races will be started in accordance with RRS 26.
11.2 The starting line will be 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 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. Failure to make the hail, do so in a timely manner or to make the hail accurately or the order of the boat(s) hailed will not be grounds for granting redress. This changes RRS 64.1(b)(1).
11.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) 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 adjust the course up to 10 degrees or 10% of the previous length, provided that no boat is sailing to the mark. This changes RRS 33.
- 12.2 When signaled in accordance with RRS 33, the race committee will move the original mark to its new position.

13 THE FINISH

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

14 PENALTY SYSTEM

- 14.1 RRS Appendix P shall apply as modified below:

1. The title of P2.1 is changed to, "First and Subsequent Penalties."
2. The text of P2.1 is changed to, "When a boat is penalized under rule P1.2 her penalty shall be a One-Turn Penalty under rule 44.2. If they fail to take it, they shall be disqualified without a hearing. **However, when a boat is penalized under RRS P1.2 after she finishes, her penalty is a 10 percent penalty.**"
3. P2.2, P2.3 and P2.4 are deleted.
4. On the water, judges will display code flag "J" or a US Sailing "Judges" flag.

- 14.2 RRS Appendix V, Alternative Penalties, a US Sailing Prescription, applies. Actions will be posted on the Notice Board. This is in addition to the US Sailing Prescriptions that apply in NOR 1.3.

- 14.3 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

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

Mark 1 Time Limit	Race Time Limit	Finishing Window
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, but no worse than DNF. This changes RRS 35, A5.1, A5.2 and A10.

16 HEARING REQUESTS

- 16.1 A boat intending to protest is encouraged to 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 finish 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/kzBWohzdMxarmfjb9>.
 - (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.
- 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 61.2(3).
- 16.7 Notices of protests by the race committee, protest committee, or technical committee will be posted to inform boats under RRS 60.2(2).
- 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 63.1(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 Nine (9) races are scheduled.
- 17.2 One (1) completed race is required to constitute an event.
- 17.3 When fewer than six (6) races have been completed, a boat's series score is the total of her race scores. This modifies RRS A2.
- 17.4 No more than four (4) races will be sailed per day.

18 [DP][NP] SAFETY REGULATIONS

- 18.1 RRS 40.1 applies. 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: racecommittee@cgsc.org.
- 18.3 Boats that are not leaving the harbor to race shall inform the race committee Finish Boat Recorder by emailing: racecommittee@cgsc.org.
- 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. In accordance with RRS 60.5(b)(3), 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 A5.1.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 [DP] Substitution of competitors is not allowed without prior written approval of the Principal Race Officer.
- 19.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Principal Race Officer. Requests for substitution shall be made, in writing, 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 CR, the NoR and the SIs.

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.
- 21.6 No support vessels are allowed inside the racecourse, between the inside and outside loops.
- 21.7 No support vessel will be allowed at either end of the starting line during the sequence.
- 21.8 Support vessels shall remain below and to starboard of the finish line area.

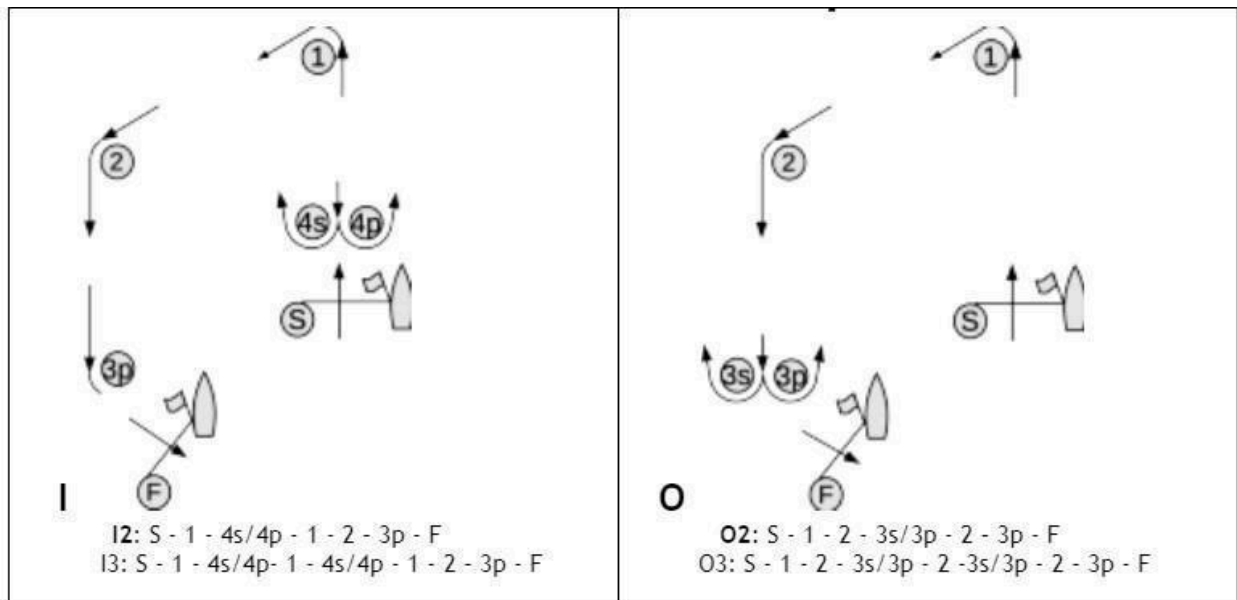
22 TRASH DISPOSAL

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 A - 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°.