



Coconut Grove Sailing Club 2015 Miami Midwinter Regatta

SAILING INSTRUCTIONS

The 470 North American Championship for Men and Mixed Crews,
and the Women's 470 North American Championship for
Women Crews

The International 420 North American Championship

January 17 – 19, 2015

Miami, Florida

Coconut Grove Sailing Club (CGSC) and U.S. Sailing Center Miami

The Organizing Authority is the Coconut Grove Sailing Club.

1. RULES

- 1.1 The regatta will be governed by the *rules* as defined in the current Racing Rules of Sailing for 2013-2016 (*RRS*).
- 1.2 The Equipment Rules of Sailing will apply to the extent they are referenced into the respective Class Rules.
- 1.3 Special Procedures of Appendix P will apply.
- 1.4 Only the following Prescriptions of USSailing will apply: *RRS 61.4*, *Appendix L 5.6* (see SI 5.2), *Appendix R*, and the prescriptions to *RRS 67 and 76.1*.
- 1.5 U Flag Rule. If flag U has been displayed as the Preparatory Signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or re-sailed or postponed or abandoned. This changes *RRS 26*.
- 1.6 If there is a conflict between a rule in the Notice of Race and these Sailing Instructions (SI), the Sailing Instructions will take precedence. (This changes *RRS 63.7*.) If there is a conflict

between a Class Rule and these Sailing Instructions, the Sailing Instructions will take precedence to the extent allowed by the Class Rules.

- 1.7 If there is a conflict between languages the English text will take precedence.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Notice Board located on the first floor of the Coconut Grove Sailing Club, and by e-mail to all competing 470 Class boats (which are shore-based at the USSailing Center) affected by the Notice. Failure of a boat to receive or read such e-mail will not be grounds for redress. (This changes RRS 62.1(a).)

3. CHANGES TO SAILING INSTRUCTIONS

Any written change to these Sailing Instructions will be posted as provided in SI 2, above, no later than 0900 on the day it will take effect, except that any changes in the Schedule of Races will be posted by 2000 on the day before they take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the main flagpole at the Coconut Grove Sailing Club, and notification will be sent to competing boats not shore-based at CGSC by e-mail.
- 4.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions or other Notice to competitors has been posted on the Official Bulletin Board and e-mailed to competing boats affected by the Notice.
- 4.3 Code Flag "AP" when displayed ashore means that the start has been postponed. In that case, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.

5. SCHEDULE OF RACES

- 5.1 The scheduled time for the Warning Signal for the first race each day is as follows:

Saturday, January 17, 2015

Men's/Mixed 470's, followed by Women's 470's	1100
I-420's	1130

Sunday, January 18

I-420's	1100
Women's 470's followed by Men's/Mixed 470's	1130

Monday, January 19

Men's/Mixed 470's followed by Women's 470's	1100
I-420's	1130

- 5.2 The Race Committee Finishing Boat 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 in anticipation of another race to follow.
- 5.3 On the final day of the regatta, no Warning Signal will be made later than 1600 hours.
NOTE: Monday, January 19 trophy presentation at CGSC with appetizers and free keg, as soon as practical after the last race.

6. **FORMAT OF RACING and PENALTY SYSTEM**

- 6.1 The Men's/Mixed and Women's 470's will race and be scored separately. The I-420's will race and be scored together.
- 6.2 No more than four races will be sailed per day. There will not be a Medal Race.
- 6.3 Nine races are scheduled. One race shall be completed to constitute a regatta.
- 6.4 Unless the course is shortened to finish at a windward mark, penalties within three (3) boat lengths of the windward mark or on the Offset Leg if used may be delayed and taken as soon as possible on the subsequent leg. This changes *RRS* 44.2

7. **CLASS FLAGS**

Class Flags for all classes will be displayed at the Competitors' Meeting (See NOR 6.1)

8. **RACING AREAS**

Racing will be on the CGSC Circle on Biscayne Bay approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl.G 5sec 8ft).

9. **THE COURSES**

- 9.1 The Courses and their designations will be as described in Addendum 1 - COURSE ILLUSTRATIONS.
- 9.2 Courses will be posted on a Race Committee Signal Boat course board prior to the first Warning Signal of each race. The designation of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the first mark will be displayed (This changes *RRS* 27.1).
- 9.3 Course Designations:
- COURSE W** - Start – 1– OS - 4S/4P – 1 -OS – Finish W
- COURSE O** – Start – 1– OS - 2 – 3S/3P – 2 – 3S/3P – Finish T
- COURSE I** – Start – 1 - OS - 4S/4P – 1 –OS - 2- 3S/3P – Finish T
- 9.4 The interior angle between Marks 1 and 2 for Courses O and I will be approximately 70 degrees. The interior angle between Mark 3P and Finish T for those Courses will be approximately 110 deg.
- 9.5 If Marks 4S/4P are present, they will not be marks of the course for boats on their last leg to the finish of Course W.

10. **MARKS**

- 10.1 Original Windward Marks and the Leeward Gate Marks will be orange inflatable tetrahedron Marks. New Marks will be yellow inflatable tetrahedron Marks.
- 10.2 If one of the Leeward Gate Marks is missing, boats shall round the one remaining Leeward Mark to port.
- 10.3 The Starting Mark (if set, see SI 11.2, below) and the Finishing Mark will be yellow inflatable tetrahedron Marks.

11. **THE START**

- 11.1 A boat from a Class who's Warning Signal has not been made shall avoid the starting area during the starting sequence of the other Classes.
- 11.2 The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and a staff displaying an orange flag on a port end Line Boat or the course side of a yellow inflatable Mark.
- 11.3 Competitors should be aware that two or more Classes may be started together. Competitors are requested to pay attention to the Class Flags displayed with the Warning Signal for each starting sequence. By way of example: Men's/Mixed and Women's 470.
- 11.4 The Race Committee Signal Boat may deploy a stand-off buoy attached to the boat. Such buoy shall be tethered to the stern of the Signal Boat and/or the Port Line boat and will function as an extension of that boat.
- 11.5 A boat starting later than four minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes *RRS A4*.)
- 11.6. Boats whose sail numbers are displayed as BFD by a Race Committee boat close to Mark 1 following a Black Flag start are to clear the race course.

12. **CHANGING THE NEXT LEG OF THE COURSE**

To change the next leg of the course, the Race Committee will lay a new Mark (or move the finish line) and remove the old Mark as soon as practicable. When in a subsequent change a new Mark is replaced, it will be replaced by an original Mark.

13. **THE FINISH**

The Finish Line will be between a staff displaying an orange flag on a Race Committee boat and a staff displaying an orange flag on a nearby support Boat, or the course side of a yellow inflatable finishing Mark.

14. **TIME LIMITS**

- 14.1 The time limit and target time for all Classes (in minutes) are as follows:

<u>First Mark</u>	<u>Race</u>	<u>Target Time</u>
30	90	45

- 14.2 Boats not finishing within 15 minutes of the first finisher in their Class (which has sailed the course in compliance with *RRS 28*) will be scored Did Not Finish without a hearing. This changes *RRS 35, A4 and A5*.
- 14.3 Failure to meet the target time will not be grounds for redress. This changes *RRS 62.1(a)*.

15. **PROTESTS AND REQUESTS FOR REDRESS**

- 15.1 A boat intending to protest should, if practicable, inform the Race Committee immediately after finishing a race and provide the identity of the protested boat(s).

- 15.2 Protest forms will be available at the Protest Desk at CGSC. Protests and Requests for Redress shall meet the requirements of *RRS* 61 and be delivered to the Protest Desk in person or by e-mail to sandrinequenee@gmail.com within the protest time limit.
- 15.2.1 The time limit is one (1) hour after the Race Committee Finish Boat docks or when a race is abandoned ashore for the I-420 Class, and one hour, fifteen minutes (1.25 hours) for the 470 Class.
- 15.2.2 Notices will be posted promptly following expiration of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Protest hearings will be conducted at CGSC as soon as possible and in the approximate order in which they were filed.
- 15.2.3 The Race Committee will post a list of boats that have been given starting penalties or other Race Committee actions. If this list is posted prior to the filing deadline, Requests for Redress based on this posting shall be filed no later than thirty (30) minutes after the protest time limit. This changes *RRS* 62.2
- 15.3 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under *RRS* 61.1(b).
- 15.4 It is each boat's sole responsibility to check the Regatta Notice Board at CGSC or its e-mail promptly after the end of the protest filing time to see if she is cited in a protest. Should any party fail to appear when called for a hearing, the Protest Committee may proceed in accordance with *RRS* 63.3(b).
- Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Protest Desk until excused by the Protest Committee.
- 15.5 On the last scheduled day of racing, a request for reopening a hearing shall be delivered:
- a) Within the protest time limit if the requesting party was informed of the decision on the previous day;
- b) No later than 30 minutes after the requesting party was informed of the decision on that day. This changes *RRS* 66.
- On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than thirty (30) minutes after the decision was posted. This changes *RRS* 62.2.
- 15.6 Breaches of Sailing Instruction 19 or *RRS* 55 will not be grounds for protest by a boat. (This changes *RRS* 60.1.)
- 15.7 The actions of media boats will not be grounds for redress. (This changes *RRS* 62.1(a).)

16. **SCORING**

- 16.1 The Low Point Scoring System, as provided in *RRS* Appendix "A" shall apply, except as changed in these Sailing Instructions, as follows.
- 16.2 When fewer than six races have been completed, a boat's score will be the total of her race scores. (This changes *RRS* A2.)
- 16.3 When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17. PRIZES

Trophies will be awarded to the top three finishers in each class scored.

18. SUPPORT AND COACH BOATS

18.1 Except when rendering assistance to a boat in danger at the boat's request or at the request of the Race Committee, support and coach boats shall stay 100 meters outside areas where boats are racing from the time of the Preparatory Signal for the first Class to start until the time the last boat finishes or the Race Committee signals a postponement, general recall or abandonment.

18.2 Support and coach boats shall be marked with national letters or a country flag.

18.3 A hearing may be called if a coach boat fails to comply with the requirements of this SI 18. The penalty for failing to comply with these requirements or the oral instructions of the Race Committee or the Protest Committee will be at the discretion of the Protest Committee. The penalty may be imposed on any or all boats associated with the support or coach boat.

19. SAFETY REQUIREMENTS

19.1 Competitors shall wear adequate personal buoyancy while on the water, other than for brief periods while adding or removing clothing.

19.2 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 to the Protest Desk on shore at CGSC.

19.3 Boats that are not leaving the harbor to race shall inform the Protest Desk prior to the start of the first race of that day.

19.4 Prior to the Warning Signal of the first race she sails each day, each boat shall sail on starboard tack past the stern of the Signal Boat, and shall hail her sail number until acknowledged by the Race Committee. Failure to comply with this SI will result in a three place penalty in the first race that day without a hearing. (This changes *RRS 63.1.*)

20. RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communication not available to all boats. This restriction also applies to mobile phone cell phone calls and text messages.

21. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See *RRS 4, Decision to Race*. The Organizing Authority, Race Committee, host club, and their officers, employees and volunteers will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

22. INSURANCE

Each participating boat shall be insured with valid third-party insurance with a minimum cover of US\$300,000 per occurrence or the equivalent.

Principal Race Officer: Ross Cameron

ADDENDUM 1

COURSE ILLUSTRATIONS

EXAMPLE COURSE BOARD – R/C SIGNAL BOAT

<u>BEARING</u>	<u>CLASS COURSE</u>	
120°	470	O
<u>RANGE</u>	I-420	W
0.8 NM		



