



MELGES 24 WORLD CHAMPIONSHIP

November 28 – December 3, 2016

Miami, Florida USA

SAILING INSTRUCTIONS

The Organizing Authority (OA) is US Melges 24 Championship Events Inc. in cooperation with the US Melges 24 Class Association (USMCA) and the International Melges 24 Class Association (IM24CA). Race Management services are provided by the Coconut Grove Sailing Club (CGSC).

1. RULES

- 1.1. The regatta will be governed by the *rules* as defined in The Racing Rules of Sailing (RRS).
- 1.2. Only the US Sailing Prescriptions to RRS 67 and 76.1 as well as to RRS 61.4 shall apply and will be posted on the event website: www.melges24worlds.com.
- 1.3. The following rules will be changed:
 - a) All competitors shall wear personal flotation devices while racing, except for brief periods while changing or adjusting clothing. Wet suits and dry suits are not personal flotation devices. This changes RRS 40. (NP)
 - b) Part 5, Section B of The Racing Rules of Sailing, as well as RRS 44.1 will be changed to permit protest arbitration, as described in Attachment B.
 - c) The Race Committee (RC) will use VHF channel 73 to communicate to the fleet. Failure to make this broadcast or failure to hear the broadcast shall not constitute grounds for granting redress. This changes RRS 62.1.
 - d) The international jury may impose suitable penalties, other than disqualification, for violations of the Class Rules, or other non-Part 2 rules.
- 1.4. Breaches of instructions marked “NP” will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Jury so decides.
- 1.5. If there is a conflict between languages this English text will take precedence.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located at the Race Office at Island Gardens Marina.
- 2.2. Any questions concerning these sailing instructions, scoring, or any other racing issues shall be submitted in writing to the Race Office. Forms to submit inquiries are available there. All written inquiries and responses will be posted on the official notice board.

3. CHANGES TO SAILING INSTRUCTIONS

3.1. Any change to the sailing instructions will be posted on the official notice board before 0830 on the day 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.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from a flag pole at the top of the ramp to A Dock between E and F Docks at Island Gardens Marina.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in the race signal AP. This changes RRS Race Signals.
- 4.3. The Race Committee intends to broadcast its intentions for the day including the racing area at 0830 each morning on the fleet VHF channel. The racing area will also be posted on the official notice board.

5. SCHEDULE OF EVENTS

- 5.1. Fourteen (14) races are scheduled for the 2016 World Championship.
- 5.2. The initial warning signal is scheduled for 1030 on each day of racing between 29 November and 3 December, 2016.
- 5.3. On the final day of racing (3 December), no initial warning signal will be made after 1430.
- 5.4. The RC may conduct as many as three (3) races each day.

6. CLASS FLAG

6.1. The Class flag used in accordance with RRS 26 will be



7. RACING AREA

7.1. SI Attachment A shows the location of the racing areas:

Racing Area Alpha: Approximately 2.5nm south of Government Cut in the Atlantic Ocean.

Racing Area Bravo: Approximately 1.5nm south of the Rickenbacker Causeway in Biscayne Bay.

8. THE COURSES

8.1. The course to be sailed will be of a windward-leeward configuration. Offset and gate marks will be used.

- Course 4: Start – 1 – 1a – 2S/2P – 3 – 3a – Finish (Downwind)
- Course 5: Start – 1 – 1a – 2S/2P – 3 – 3a – 2S/2P – Finish (Upwind)

8.2. The illustrations in SI Attachment D show example course diagrams.

8.3. No later than the warning signal, the RC signal boat will display the designated course, approximate compass bearing and distance from the RC signal boat to Mark 1. This information will also be broadcast on the fleet VHF channel.

Example Course Board:

Course 5
300°
2.0nm.

- 8.4. Marks 1, 1a, 3, and 3a shall be rounded to port. Mark 1a and 3a are offset marks and will be positioned to port of the associated windward mark (looking upwind).
- 8.5. A leeward gate (two marks) will be used. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If only one gate mark is set, boats shall round the single mark to port. Except when there is a change of course, the gate will be positioned approximately 0.1nm to windward of the RC signal boat. The gate may be laid after the starting signal.
- 8.6. The second windward leg (and third, if used) to marks 3 and 3a will be 0.5nm shorter than the distance posted from the RC signal boat to Mark 1. In the event of a change of bearing or distance relative to that stated herein, change marks will be laid on the new bearing and/or distance and signaled in accordance with RRS 33.
- 8.7. Except when there is a change of course: (a) the downwind finishing line for course 4 will be to leeward of the Gate; and (b) the upwind finishing line for course 5 will be 0.1nm to windward of mark 3.

9. MARKS

- 9.1. Marks 1, 1a, 2S and 2P will be orange.
- 9.2. Marks 3, 3a, and all change marks will be yellow.
- 9.3. The starting marks will be race committee boats displaying orange flags.
- 9.4. The finishing mark will be either a race committee boat displaying an orange flag or a yellow inflatable mark.

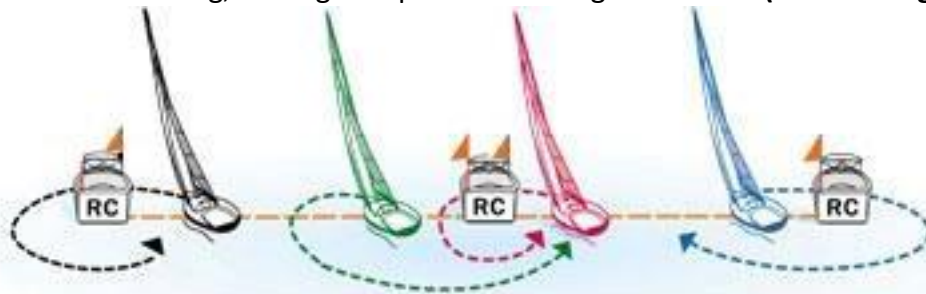
10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. There are no areas that are obstructions.

11. THE START

- 11.1. The starting line will consist of three RC boats: port end line boat, mid-line boat, and starboard end signal boat. Signal flags in accordance with RRS 26 will be displayed from the starboard end signal boat. Signal flags may be displayed from the port line boat but shall be considered a courtesy only. Official times shall be taken from the flags displayed from the starboard end signal boat ONLY.
- 11.2. The starting line will consist of two line segments: one between a staff displaying an orange flag on the mid-line boat and a staff displaying an orange flag on the port end line boat, the other between that staff displaying an orange flag on the mid-line boat and a staff displaying an orange flag on the starboard end signal boat.
- 11.3. When RRS 30.1 (I Flag Rule) is in effect, boats subject to this rule shall thereafter either: (a) sail from the course side across an extension of the starting line beyond either the port- or starboard-end boat to the pre- course side before starting, or (b) round the mid-line signal

boat before starting, leaving it to port. This changes RRS 30.1 (see the diagram below).



- 11.4. A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 11.5. Boats subject to individual recall (RRS 29.1) may be broadcast on the VHF channel 73 using bow or sail numbers.
- 11.6. AP, Individual, and General Recall flags will be displayed by all RC line boats.
- 11.7. After a General Recall for a start that used the starting penalty RRS 30.2 (Z Flag Rule) the RC will attempt to broadcast the bow or sail numbers of boats that are observed to be ZFP.
- 11.8. Failure of the RC to make a broadcast or to time it accurately will not be grounds for granting redress. This changes RRS 62.1(a).
- 11.9. RRS 30.3 (Black Flag Rule) is changed to permit the RC to display bow number and/or sail number.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original 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

- 13.1. For both upwind and downwind finishes, the finishing line will be between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby RC boat, or the course side of a nearby yellow inflatable mark.
- 13.2. Flag A displayed at the finish means “no more racing today.”

14. PENALTY SYSTEM

- 14.1. The first two sentences of RRS 44.1 are changed to read: “A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or RRS 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”
- 14.2. Except if the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2
- 14.3. The Jury may be positioned anywhere on the course area to observe conditions and the competition. Their position at any time shall not be grounds for redress. This changes RRS 62.1(a).
- 14.4. A boat that has taken a penalty under RRS 31 or 44.1 shall complete an acknowledgment

form at the jury office prior to the end of protest time.

15. TIME LIMITS AND TARGET TIMES

- 15.1. The target time for each race is 70-90 minutes. Failure to meet the target time will not be grounds for granting redress. This changes RRS 62.1(a).
- 15.2. Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. Protest forms are available at the jury desk, located at Island Gardens Marina. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2. The protest time limit is 120 minutes after the last boat has finished the final race on a given day or the final race for a given day has been abandoned. The RC will post the end of the protest time limit on the official notice board.
- 16.3. Protests involving a rule of Part 2 of the RRS will be subject to arbitration as prescribed in SI Attachment B.
- 16.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. These notices will be posted on the official notice board. Hearings will be conducted in the approximate order as received.
- 16.5. Notices of protests by the RC or Jury will be posted to inform boats under RRS 61.1(b).
- 16.6. A list of boats that have been scored OCS, ZFP, and/or BFD will be posted on the official notice board. Any request for redress based on such a posted score shall be made no later than one hour after it has been posted. This changes RRS 62.2.
- 16.7. On the last scheduled day of racing, a request for reopening a hearing shall be delivered to the jury desk: (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.
- 16.8. On the last scheduled day of racing a request for redress from a Jury decision shall be delivered to the jury desk no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 16.9. Decisions of the International Jury will be final as provided in RRS 70.5.
- 16.10. A protest panel may be formed under appendix N1.4(b). A request for a hearing of a full panel shall be subject to the time limits stated in SI 16.7.

17. SCORING

- 17.1. The Low Point Scoring System of RRS Appendix A as changed below will apply.
- 17.2. Five (5) races are required to be completed to constitute the championship.
- 17.3. When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six (6) or more races have been completed, a boat's series score will be the total of her scores excluding her worst score.
- 17.4. To request correction of an alleged error in posted race or series results, a boat shall complete a 'Scoring Inquiry Form' available at the jury desk and submit the completed form.

18. SAFETY REGULATIONS

- 18.1. A boat that retires from a race or leaves the racing area between races shall notify the race committee as soon as possible. The use of VHF is acceptable.
- 18.2. Boats not leaving the harbor for a scheduled race shall promptly notify the OA.

19. REPLACEMENT OF CREW OR EQUIPMENT

- 19.1. Substitution of competitors will not be allowed without prior written approval of the OA. Competitors desiring to substitute crew shall have crew members weighed-in prior to 0830 on that race day at the Race Office, unless otherwise extended by the OA.
- 19.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the OA. Requests for substitution shall be made to the OA at the first reasonable opportunity.
- 19.3. Any substitution granted via SI 19.1 or 19.2 will be posted on the official notice board.

20. EQUIPMENT AND MEASUREMENT CHECKS

- 20.1. A boat or equipment may be inspected at any time for compliance with the Class Rules and sailing instructions. (On the water, a boat can be instructed by a measurer or equipment inspector to proceed immediately to a designated area for inspection.)
- 20.2. In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.
- 20.3. The race committee will post on the official notice board, at the beginning of the protest time period each day of racing a list of boats that will be checked for crew weight after returning to the harbor that day in accordance with class rules. The RC will broadcast the bow numbers of boats selected as soon as the last boat crosses the finish line on the last race of the day. Boats shall report to weigh in at the Race Office no later than the protest time limit.

21. EVENT ADVERTISING/ IDENTIFICATION STICKERS/BOW NUMBERS (NP)

- 21.1. Boats shall display event advertising as provided by the OA as follows: event bow stickers shall be attached to both sides of the boat's hull at all times while racing. In addition, bow numbers shall be displayed on both sides of the boat's hull at all times while racing. Instructions as to position will be supplied by the OA at registration. It is the responsibility of the crew to ensure the numbers and stickers remain on the boat and obtain replacements as necessary. See SI Attachment C.
- 21.2. Boats sailing in the Corinthian Division will be required to display identification stickers on the mainsail at all times while racing. These stickers and further instruction will be available at registration.

22. TRACKING DEVICES (NP)

- 22.1. The OA will provide each competitor with a tracking device to be installed on each boat and active during racing each day. Competitors will be responsible for charging and maintaining functionality of said devices. Failure to comply may result in a protest by the OA.
- 22.2. The tracker and any associated equipment must be returned to the OA no later than the protest time limit on the final day of racing.
- 22.3. Data from any tracking device will not be allowed to be presented during a request for redress or a protest hearing by a boat.

23. OFFICIAL BOATS

23.1. Official boats will be marked as follows:

- Jury boats: White flag with a black "J"
- Media boats: White flag with "M"
- Race Committee boats: Blue or Yellow "RC" flag

24. SUPPORT BOATS (NP)

24.1. Team leaders, coaches and other support personnel shall comply with NOR Attachment A.

24.2. During registration coach and support boats shall declare proof of insurance and provide photo ID of the driver. Boats shall comply with local laws and regulations regarding their operation.

25. TRASH DISPOSAL (NP)

25.1. Trash may be placed aboard support or official boats, when not racing. A penalty for breaking RRS 55 may be less than disqualification if the jury so decides. This changes RRS 64.1.

26. HAUL-OUT RESTRICTIONS (NP)

26.1. Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the OA.

27. DIVING EQUIPMENT AND PLASTIC POOLS (NP)

27.1. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta. Snorkels may be used in accordance with Class Rules.

28. RADIO COMMUNICATION (NP)

28.1. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones and other electronic communication equipment.

28.2. The RC will use VHF radio to communicate to the fleet, including the location of the starting area, countdown to the start, OCS bow and/or sail numbers, general recalls and postponements. Failure to make these broadcasts or failure to hear them shall not constitute grounds for granting redress. This changes RRS 62.1.

29. PRIZES

29.1. See NOR 19.

30. DISCLAIMER OF LIABILITY

30.1. Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the OA, the IM24CA, the USMCA, nor Coconut Grove Sailing Club, their event management, officers, employees, volunteers, etc. will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Liability waivers shall be signed by all competitors during registration.

31. INSURANCE

31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$500,000 (USD) per event or the equivalent.

32. CAMERAS AND ELECTRONIC EQUIPMENT

32.1. Boats may be required to carry cameras, sound equipment or positioning equipment as supplied by and specified by the OA.

33. RIGHTS TO USE NAME AND LIKENESS

33.1. Competitors grant the OA and the International Melges 24 Class Association the unrestricted right and permission to use the name and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to Press and TV advertisements or Internet), for either editorial or advertising purposes or to be used in press information; in this respect, competitors' names and any biographical material of themselves may also be used or reproduced in any way known. As part of the registration process, each individual participating crewmember will be required to sign a declaration accepting this waiver of rights.

34. RACE OFFICIALS

34.1. Principal Race Officer:

Anderson Reggio (USA), anderson@reggiosailing.com, +1 267 304 1873

34.2. International Jury Chair:

Leo Reise (CAN), leo.reise@talspar.ca, +1 905 536 0145

34.3. IM24CA Championship Coordinator

John Abel, johnabel@telus.net, +1 250 380 8989

34.4. International Measurer:

David LaMere, lamereda@gmail.com

34.5. Regatta Chair

Randy Draftz, rdraftz@charlestonyachting.com, +1 843 557 6082

34.6. IMCA Administrator & Media Coordinator

Piret Salmistu, piret@melges24.com, +372 507 7217

SI ATTACHMENT A- RACING AREAS



SI ATTACHMENT B – ARBITRATION

1. Post-Race Penalties

- 1.1. Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- 1.2. A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- 1.3. A boat takes a Post-Race Penalty by delivery to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

2. Arbitration Meeting

- 2.1. An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving one or more rules of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

3. Arbitrator's Opinion

- 3.1. Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:
 - a) the *protest* is invalid,
 - b) no boat will be penalized for breaking a rule, or
 - c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

4. Arbitration Meeting Outcomes

- 4.1. After the arbitrator offers an opinion,
 - a) a boat may take a Post-Race Penalty, and
 - b) a boat may ask to withdraw her *protest*. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.
- 4.2. Unless all *protests* involving the incident are withdrawn, a protest hearing will be held.

SI ATTACHMENT C – Bow Number

TO APPLY VINYL BOW NUMBERS ON HULL:

Make Sure hull is clean and dry!!! (Clean and let dry) The numbers and stickers are made to be removable, so you need to wipe the hull with a solvent to remove any waxes. If a Teflon wax has been used on the boat repeat this step until tape sticks easily to hull.

The bow numbers shall be displayed on both sides of the bow in accordance with the diagram with forward most edge of the number starting on vertical line down from headstay and deck intersection.

Remove wax paper backing from numbers and stickers by peeling away the top or corner of the backing paper.

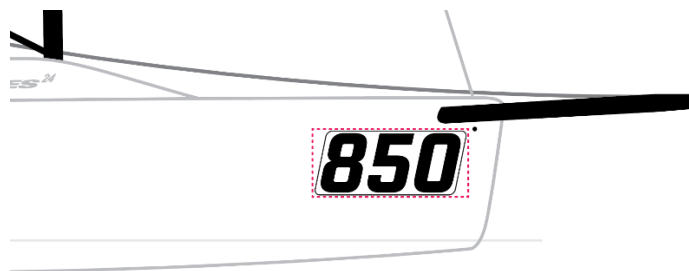
Position, with masking tape if necessary, in the appropriate place, and remove the rest of the backing paper. A light spray of water will assist in sliding larger stickers into the correct position. Squeegee stickers to remove all air bubbles and water. Work from the center outwards towards edges, rub thoroughly. A Squeegee can be a credit card, plastic scraper, or any similar smooth piece of plastic.

Peel any masking tape or outer sheet off boat pulling slowly making sure that you are pulling the tape back against itself, and not out away from the boat.

Rub with soft towel.

Please note the Sailing Instructions make it your responsibility to ensure your bow numbers remain in place and are visible.

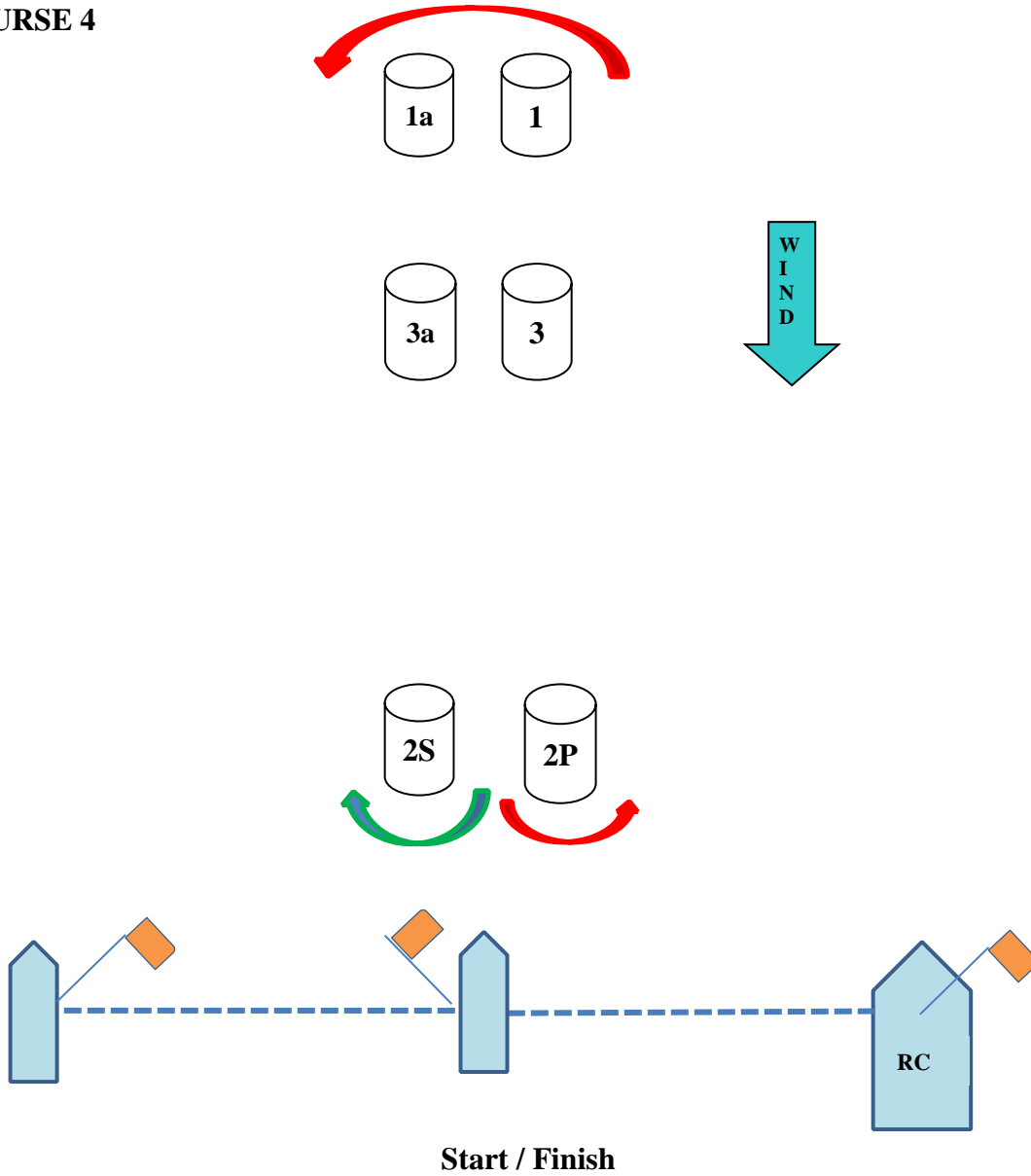
BOW NUMBER DIAGRAM



SI ATTACHMENT D – Course Diagrams

THE DISTANCES AND MARK POSITIONS ARE NOT IN SCALE.

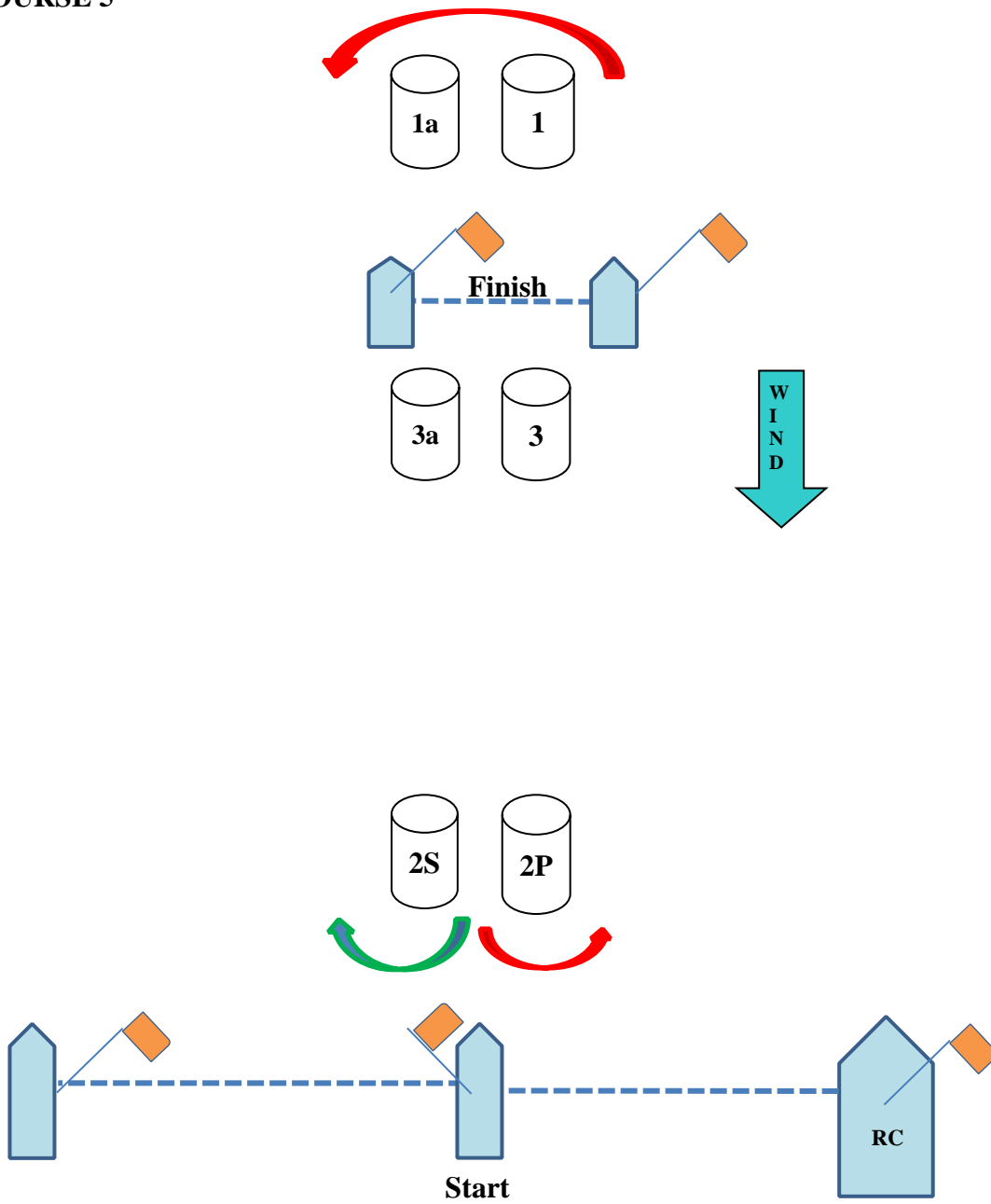
COURSE 4



Course 4: Start – 1 – 1a – 2S/2P – 3 – 3a – Finish (Downwind)

NOTE: Only two of the starting line boats will be in position for the finish, the line for which will be identified by orange flags

COURSE 5



Course 5: Start – 1 – 1a – 2S/2P – 3 – 3a – 2s/2p – Finish (Upwind)