



2016 Miami Ocean Challenge

Hosted by Coconut Grove Sailing Club
Event Headquarters at Miami Beach Marina

February 18-21, 2016

SAILING INSTRUCTIONS

The Organizing Authority (OA) is the Coconut Grove Sailing Club, supported by the C&C 30 OD Class Association and US Watercraft

1. RULES

- 1.1. This regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The C&C 30 OD Class Rules shall apply. A C&C 30 Class official may inspect entries for compliance to Class Rules. Infractions are subject to protest by the Race Committee and penalties are at the discretion of the Jury.
- 1.3. US Sailing Appendix T sections T1 and T5 will apply as modified by these SIs.
- 1.4. Only the following US Sailing Prescriptions will apply: RRS 61.4, Appendix R, and prescriptions to RRS 67 and 76.1.
- 1.5. Video and/or photographs shall not be used as evidence at protest or request for redress hearings. This changes RRS 63.6.
- 1.6. All boats must carry minimum equipment as required by the US Coast Guard, and an operating VHF radio.
- 1.7. All owners are responsible for their crew's conduct which shall at all times in the Event's venue exemplify appropriate decorum. Failure to do so is grounds for disqualification.
- 1.8. If there is a conflict between the Class Rules and these Sailing Instructions, including any Amendments, the Class Rules will take precedence.
- 1.9. If there is a conflict between the NOR, including any Amendments, and these Sailing Instructions, including any Amendments, the Sailing Instructions will take precedence. This changes RRS 63.7.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the Official Notice Board located inside Monty's Restaurant behind the pool and adjacent to the Race Desk at the Miami Beach Marina (MBM) event venue.
- 2.2. The Race Committee intends to utilize VHF Channel 73 for the purposes of disseminating pertinent race information (including individual recall identifications). Failure of a boat to receive these communications shall not be grounds for redress. This changes rule 62.1(a) and modifies NOR 16.2.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted before 0830 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.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the main flagpole atop the Dock Office on E Dock at MBM.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes rule Race Signals.

5. SCHEDULE

- 5.1. The schedule for the event is as follows (this modifies NOR 8.1):

Thursday, February 18 – REGISTRATION & PRACTICE DAY

Informal practice races to be conducted- more information to follow
 1600 – 1800 Registration at the Race Desk. Bow numbers to be provided
 1800 Skippers' Meeting – Inside Monty's Restaurant – raised area in back

Friday, February 19- RACE DAY ONE

1100 Initial Warning Signal
 Après Racing Social – Monty's

Saturday, February 20 - RACE DAY TWO

1100 Initial Warning Signal
 Free evening

Sunday, February 21 - RACE DAY THREE

1100 Initial Warning Signal
 1430 No initial Warning Signal will be made after this time
 Après Racing Social and Awards – Monty's

- 5.2. Up to 10 Races are scheduled. This modifies NOR 8.2.
- 5.3. The RC may conduct as many as four races each day.
- 5.4. The OA and/or the RC reserve the right to modify the program due to weather conditions or other causes.

6. CLASS FLAGS AND EVENT BOW NUMBERS

- 6.1. The Class flag will be the C&C 30 OD Class insignia in blue and red on a white background.
- 6.2. Bow numbers are required and will be provided. They are to be displayed on both sides of the bow approximately 6-10 inches below deck level and between 8-14 inches aft of the bow.

7. RACING AREAS

The racing area will be as provided in NOR Attachment A, south of Government Cut and ESE of Bear Cut. The center of the racing area is at approximately: N 25°43.20 / W 080° 06.20.

8. THE COURSES

- 8.1. No later than the Warning Signal, the Race Committee will display the course, approximate compass bearing and distance of the first leg. Failure to broadcast or to receive this notification shall not constitute grounds for redress. This changes 62.1(a).
- 8.2. The information will be arranged vertically.
 Example:

4	<i>Course</i>
300	<i>Approximate bearing to Mark 1 (magnetic)</i>
1.5	<i>Approximate distance to Mark 1 (nautical miles)</i>

Course 4: (4 Legs) Start – 1 – 1a – Gate – 1 – 1a – Finish (Downwind)
Course 5: (5 Legs) Start – 1 – 1a – Gate – 1 – 1a – Gate – Finish (Upwind)

- 8.3. Marks 1 and 1a shall be rounded to port. Mark 1a is an offset mark and will be positioned to port of Mark 1 (looking upwind).
- 8.4. If only one Gate mark is set, boats shall round the single mark to port.

- 8.5. Except when there is a change of course, the Gate will be positioned to windward of the RC Signal Boat and may be laid after the starting signal.
- 8.6. Except when there is a change of course:
- The finish for course 4 will be to leeward of the Gate
 - The finish for course 5 will be in the approximate position of Mark 1.

9. MARKS

- 9.1. The original marks of the course will be orange inflatable marks.
- 9.2. In the event of a change of course, change marks will be yellow inflatable marks.

10. THE START

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. In the event that the port end Line Boat is not on station, it will be replaced by a yellow starting mark and the starting line will be between the staff on the Race Committee Signal Boat and the course side of said mark.

11. CHANGE OF 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 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. Such changes will be signaled in accordance with RRS 33. In addition, the change may be announced by the Race Committee on VHF 73. Failure to broadcast or to receive this notification shall not constitute grounds for redress. This changes RRS 62.1(a).

12. THE FINISH

- 12.1. For downwind finishes, the finishing line will be on the opposite side of the Race Committee Signal Boat from the starting line.
- 12.2. The finishing line will be between a staff displaying an orange flag on a Race Committee Boat and the course side of a nearby yellow inflatable mark.
- 12.3. For windward finishes, the finishing line will be between a staff displaying an orange flag on a Race Committee Boat and the course side of a nearby yellow inflatable mark to port of said Committee Boat.
- 12.4. Flag A displayed, with no sound, while boats are finishing means “no more racing today.”

13. PENALTY SYSTEMS

- 13.1. Appendix T, Section A (Penalties While Racing) applies. The first two sentences of RRS 44.1 are changed to “A boat may take a one-turn penalty when she may have broken a rule of Part 2 or rule 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.
- 13.2. Unless the course is shortened to finish at the windward mark, penalties within 3 boat lengths of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This modifies RRS 44.2
- 13.3. Appendix T, Section B (Post Race Penalties) applies. After a race, a boat that may have broken a rule of Part 2 or RRS 31 while racing may take a Post-Race Penalty for that incident in accordance with RRS T2.1. The penalty shall be a Scoring Penalty in accordance with RRS 44.3 and 44.1, and shall be 25% if taken before the protest time limit or the beginning of arbitration, whichever is earlier, or 35% if subsequently taken before the beginning of a protest hearing involving the incident. This changes RRS T2.2.

14. TARGET TIMES AND TIME LIMIT

- 14.1. The target time for each race is 60 minutes. Failure to meet the target time shall not be grounds for redress. This changes rule 62.1(a).
- 14.2. The time limit for the first boat to sail the course and finish in accordance with RRS 28 shall be 120 minutes. Boats still racing more than 15 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes RRS 35 and A5.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1. In addition to meeting the requirements of RRS 61.1, a boat intending to protest another boat concerning an incident in the racing area she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest and, when applicable, the identity of the protestee.

- 15.2. Protest forms are available at the Race Desk at Monty's, MBM, as provided in SI 2.1. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 15.3. The protest time limit is 60 minutes after the RC boat docks at MBM. That time will be posted on the Official Notice Board. Arbitration meetings (See SI 15.4, below) will commence as soon as practicable.
- 15.4. An arbitration meeting in accordance with Appendix T will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or rule 31. The arbitrator will offer an opinion as to what the protest committee is likely to decide.
- 15.5. Arbitration meetings will be held each day, as needed. Hearings for protests or redress requests will be conducted after racing on Saturday for filings pertaining to racing on Friday or Saturday, and after racing on Sunday for filings pertaining to that day.
- 15.6. Breaches of instructions 1.6, 1.7, 6.2, 17, 18, 20, and 23 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be "DPI."
- 15.7. On the last scheduled day of racing, a request for reopening a hearing shall be delivered:
 - Within the protest time limit if the requesting party was informed of the decision on the previous day and;
 - No later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 15.8. 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 changes rule 62.2.
- 15.9. In the case of arbitration meetings, the representative from each yacht that attends the protest in the protest room shall be the owner or the World Sailing Classified Group 1 driver.
- 15.10. In the case of a protest, the representative from each yacht that attends the protest in the protest room shall be the owner or the World Sailing Classified Group 1 driver. World Sailing Classified Group 3 sailors from the boat protesting or the boat being protested are not allowed in the protest room or to be in contact with the representative in the protest room. Group 3 sailors from other boats may be allowed in the protest room as witnesses.
- 15.11. 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 30 minutes after the protest time limit. This changes rule 62.2.

16. SCORING

- 16.1. The Low Point Scoring System of RRS Appendix A will apply, with the following modifications:
 - Three races are required to be completed to constitute a series.
 - Each boat's series score will be the total of all of her race scores.This changes RRS A2.

17. SAFETY REGULATIONS

- 17.1. A boat that retires from a race or leaves the racing area between races shall notify the Race Committee as soon as practicable.
- 17.2. If Flag Y is displayed from the Race Committee Signal Boat in accordance with RRS 40, competitors shall wear personal flotation devices as provided therein.
- 17.3. Emergency Procedures and the Regatta Safety Plan will be posted on the Official Notice Board and the event website.
- 17.4. The owner or skipper of any race boat having contact with a Race Committee boat or its anchor rode shall report to the Race Office by the Official Notice Board and file a report immediately following racing.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. Substitution of competitors will not be allowed without the prior written approval of the OA for the race to which it applies.
- 18.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the OA. Requests for substitution shall be made at the first reasonable opportunity.

19. EQUIPMENT AND MEASUREMENT CHECKS

A boat or its equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. (See SI 1.2)

20. SUPPORT BOATS

Restrictions on Support Boats shall apply as described in C&C 30 OD Class Rule J.3 – Support Boats.

21. PRIZES

Prizes will be awarded to the helmsman and each crew member for the top three boats overall.

22. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the OA nor its Supporters will accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

23. FURTHER INFORMATION

For further information, please contact or see:

Event Website: <http://www.yachtscoring.com/emenu.cfm?eID=1506>

Dobbs Davis, US Watercraft – 443.306.3620 // office@cc30class.com

Blake Middleton, Principal Race Officer – 612.991.2727 // racemanager@cgsc.org

Ron Rostorfer, CGSC Regatta Chair – 954.401.5335 // ronsailon@comcast.net