



**INTERNATIONAL ETHELLES CLASS
2023 WORLD CHAMPIONSHIP
SAILING INSTRUCTIONS
April 16-21, 2023
POSTED 04/10/2023**

Etchells Fleet 20 Biscayne Bay is the organizing authority (OA).
The Biscayne Bay Yacht Club (BBYC), Coral Reef Yacht Club (CRYC) and Shake-A-Leg Miami (SALM)
are the hosts. The BBYC Regatta Committee is designated as race committee (RC).

The notation [DP] in a rule in the Sailing Instructions (SIs) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation [NP] in a rule means that a boat may not protest another boat for breaking this rule.

1 RULES:

- 1.1 The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS). See NOR1 for rules that apply.
- 1.2 [DP] International Etchells Association Class Rules will apply.
- 1.3 The US Sailing prescriptions that apply are rule 61.4 and the prescriptions to rules 60.3, 67, 76.1.
- 1.4 Except for breaking a rule of Part 1 or 2 or RRS 31, the International Jury may impose a Discretionary Penalty (DP) less than disqualification, in accordance with RRS 64.2.
- 1.5 RRS APPENDIX T, ARBITRATION will be offered, as changed in SI 14.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs will be posted before 0900 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.

3 COMMUNICATION WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board (ONB) located at https://yachtscore.com/notice_board.cfm?eid=15513.
- 3.2 The race office is in the Biscayne Bay Yacht Club (BBYC).
- 3.3 On the water, the RC intends to monitor and communicate with competitors on VHF channel 72.
- 3.4 [DP] The use of mobile/cell phones, or any device capable of sending and/or receiving external electronic communication, data and/or connecting to the internet is prohibited after the first Warning Signal on each race day until the boat has completed racing that day, except in an emergency threatening the safety of any member of the crew or the flotation of the boat.
- 3.5 In addition, during the event a messaging service may also be used to contact registered mobile numbers for each boat providing notifications and RC communications. Further details will be provided at registration. Failure to receive messages shall not be grounds for redress and changes RRS 62.1(a).

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and *support persons* shall comply with reasonable requests from race officials.
- 4.2 Competitors shall handle any equipment provided by the OA with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the south flagpole at Biscayne Bay Yacht Club.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP.

6 SCHEDULE AND EVENTS

- 6.1 The times shown in the table below (SI 6.2) are US Eastern Daylight Time (EDT).
- 6.2 Schedule:

Date	Time	First Warning Signal	Event
Wed. 12 April	0900-1600		Registration at BBYC Boat measurement at BBYC, CRYC, SALM Sail measurement at SALM
Thu. 13 April	0900-1600		Registration at BBYC Boat measurement at BBYC, CRYC, SALM Sail measurement at SALM
Fri. 14 April	0900-1600		Registration at BBYC Boat measurement at BBYC, CRYC, SALM Sail measurement at SALM
Sat. 15 April	0900-1600		Registration at BBYC Boat measurement at BBYC, CRYC, SALM Sail measurement at SALM
Sun. 16 April	0830-1200 1800-1900	1255	Crew Weigh In – CRYC Practice Race Opening Ceremony at BBYC
Mon. 17 April	0900-0915 1700-1800	1155	Competitor's Briefing Worlds Race 1 Worlds Race 2 Daily Prizegiving at CRYC
Tue. 18 April	0900-0915 1700-1800	1155	Competitor's Briefing Worlds Race 3 Worlds Race 4 Daily Prizegiving at CRYC
Wed. 19 April	0730-0900 0900-0915 1830-1900 1900-2100	1155	Mid-week Re-Weigh In at BBYC Competitor's Briefing Worlds Race 5 Worlds Race 6 Daily Prizegiving at Shake-A-Leg Miami Mid-week Party at Shake-A-Leg Miami
Thu. 20 April	0900-0915 1700-1800	1155	Competitor's Briefing Worlds Race 7 Worlds Race 8 Daily Prizegiving at BBYC
Fri. 21 April	0900-0915 1800-2200	1155	Competitor's Briefing Worlds Race 9 Awards Dinner at Shake-A-Leg Miami
Sat. 22 April			Reserve Day; Haul Out

- 6.3 One extra race per day may be sailed, provided that the championship is no more than one race ahead of schedule and the change is made according to SI 2.1.
- 6.4 To alert boats that a race will begin soon, the orange starting line flag(s) will be displayed with one sound at least five minutes before a warning signal is made.
- 6.5 On the last scheduled day of racing no warning signal will be made after 14:00 EDT.

7 CLASS FLAG

- 7.1 The class flag will be the Etchells Class insignia on a white background.

8 RACING AREA

- 8.1 The racing area will be on Biscayne Bay approximately 2 nm south of Biscayne Channel Mark G1 (Fl G 2.5s 5m "1"). See **APPENDIX - RACING AREA**.

9 COURSES

- 9.1 The format of the courses will be windward/leeward. See **APPENDIX - COURSES**.
- 9.2 The course number and the approximate magnetic bearing and distance to the first mark will be posted on the signal vessel prior to the warning signal with a VHF announcement. See **APPENDIX - COURSES**.
- 9.3 Course 1: Start-Windward-Leeward-Windward-Leeward-Windward-Finish.
- 9.4 Course 2: Start-Windward-Leeward-Windward-Leeward-Finish.
- 9.5 There will be an offset mark at 90 degrees to port of the weather mark.
- 9.6 Marks of the course are to be left to port, except for a leeward gate where boats are to pass between gate marks in the direction from the prior mark and may leave the marks in either direction.
- 9.7 In the presence of a single weather or leeward mark, the mark is to be left to port.
- 9.8 Courses will not be shortened. This changes RRS 32.

10 MARKS

- 10.1 Either anchored or autonomous inflatable marks will be employed.
- 10.2 Mark 1a and 1b (offset) will be orange MarkSetBot inflatable marks.
- 10.3 Marks 2s and 2p will be yellow MarkSetBot inflatable marks.
- 10.4 The starting marks are the RC signal vessel at the starboard end, an optional midline vessel, and a RC vessel at the port end.
- 10.5 The finishing marks are RC vessels at the port and starboard ends for course 1; the RC signal vessel at the port end and the nearby RC vessel at the starboard end for course 2.
- 10.6 Autonomous marks may move due to outside influences. This includes minor readjustment due to wind and wave fluctuation, marks returning to station after having been pushed away by a competitor, and collisions with marks that are not actively marks of the course. This does not exonerate a boat from complying with RRS 31.

11 THE START

- 11.1 Boats will **CHECK-IN** each day prior to the first warning signal by sailing on starboard past the stern of the RC signal vessel, until the boat receives an acknowledging hail of her bow number from the RC.
- 11.2 A mid-line boat may be employed. The starting line shall be between a staff displaying an orange flag on the RC signal boat and a staff displaying an orange flag on the mid-line boat, and the staff displaying an orange flag on the mid-line boat and a staff displaying an orange flag on the port end line boat.
- 11.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and 5.2.
- 11.4 If any part of a boat's hull is on the course side of the starting line at the starting signal and the boat is identified, the RC will attempt to broadcast her bow number or sail number. Failure to identify a boat, make a broadcast, a boat failing to hear a broadcast or the order and interval of transmission will not be grounds for redress. This changes RRS 62.1(a).

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the RC will move the original marks or finish line.

- 12.2 The RC may change the location of the weather mark up to 10 degrees and 0.1 nm without signaling a change. The change will be announced on VHF channel 72 before boats begin the leg. This changes RRS 33.

13 THE FINISH

- 13.1 The finishing line will be between a staff displaying an orange flag on a RC vessel at the starboard end and a staff displaying an orange flag on a RC vessel on the port end, or the course side of an inflatable mark. This changes RRS Race Signals.

14 PENALTY SYSTEM

- 14.1 The first two sentences of RRS 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing. However, when she may have broken one or more rules 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 In RRS 44.1, insert after the first sentence: "However, if Mark 1b (spreader mark) is set, a boat may take a penalty for an incident in the zone around Mark 1a or on the leg between Mark 1a and Mark 1b, as soon as possible after leaving the zone around Mark 1b".
- 14.3 The Scoring Penalty, RRS 44.3(a)(b) will not apply.

15 TIME LIMITS

- 15.1 If no boat has passed the weather mark within **30** minutes after the start, or if no boat sails the course and finishes within **120** minutes, the race shall be abandoned. This changes RRS A5.1 and A5.2.
- 15.2 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 (**30** minutes), 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 one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1 and A5.2.

16 HEARING REQUESTS

- 16.1 Protests and requests for redress or reopening of hearings shall be delivered online to the event website on Yacht Scoring by logging into the owner's corner and filling out the online form. This changes RRS 61.3 and 62.2.
- 16.2 The protest time limit shall be sixty (60) minutes after the RC signal boat docks and will be posted on the ONB on Yacht Scoring.
- 16.3 Notices will be posted on the ONB no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties.
- 16.4 The protest desk will be located on the first floor of the BBYC clubhouse. Parties and their witnesses should report there at the scheduled hearing time
- 16.5 Within the protest time, the RC will post on the ONB the bow numbers or sail numbers of boats disqualified or penalized in accordance with RRS A5.1.
- 16.6 Scoring inquiries should be submitted to the event website on Yacht Scoring.

17 SCORING

- 17.1 The low point scoring system will be used as in RRS Appendix A with the following provisions:
- 17.2 Nine (9) races are scheduled.
- 17.3 Six (6) races are required to be completed to constitute the event.
- 17.4 When fewer than seven (7) races have been completed, a boat's event score will be the total of her race scores.
- 17.5 When seven (7) or more races have been completed, a boat's event score will be the total of her races excluding her worst score.

18 SAFETY REGULATIONS

- 18.1 In the event of an emergency on the water, boats will immediately notify the RC by hail or VHF in order to activate the emergency medical plan.
- 18.2 A boat that withdraws from the racing area for any reason will inform the race committee before departing by hail, VHF or if impracticable by notifying the RC cell phone upon reaching shore.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 [DP] Substitution of competitors is not allowed without prior written approval of the International Jury.

- 19.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the technical committee. Requests for substitution shall be made 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 class rules, NOR and SIs.
20.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

21 [DP] SUPPORT TEAMS

- 21.1 Support teams, including all *support persons* and support person vessels, shall comply with the support vessel regulations. See SI **APPENDIX – SUPPORT VESSEL REGULATIONS**

22 TRASH DISPOSAL

- 22.1 Trash may be placed aboard official vessels.

23 BERTHING

- 23.1 [DP] Boats shall be kept in their assigned places while in the BBYC, CRYC or SALM harbor.

24 HAUL OUT RESTRICTIONS

- 24.1 Boats shall be afloat no later than 09:00 on the first scheduled day of racing, and shall not be hauled out until their final race, except with and according to the terms of prior written permission of the technical committee.

25 DIVING EQUIPMENT AND PLASTIC POOLS

- 25.1 [DP] Underwater breathing apparatus and plastic pools, or their equivalent, shall not be used around boats from April 16, 2023 at 18:00 until championship racing concludes.

26 PRIZES

- 26.1 Prizes will be given in accordance with NOR 24

27 RISK STATEMENT

- 27.1 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.**

28 INSURANCE

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

29 TRACKING

- 29.1 An electronic tracking system will be used to track the position of boats during the race and competitors shall allow the installation of tracking devices on their boats. The OA may use the information received from the system for media coverage of the racing as well as for technical and safety purposes. Tracking content may not be used in a hearing.

30 FURTHER INFORMATION

- 30.1 Official notice board website at Yacht Scoring: https://yachtscoring.com/notice_board.cfm?eid=15513
30.2 For inquiries about the 2023 AON Etchells World Championship Miami:

Regatta Chairmen: Jeff Nehms – racing@etchellsfleet20.org and Chris Lanza – CFL@lanzalaw.com
Regatta Committee Chairman: Bruce Harper – wbruceharpjr@hotmail.com
International Race Officer: David Brennan – david@redsailtld.com
International Jury Chair: Ruth Miller – ruthmillerlaw@gmail.com

On The Water Race Committee Cell Phone: (305) 608-8206

Biscayne Bay YC Office: 305-858-6303 or gm@biscaynebayyachtclub.com

Coral Reef YC Office: 305-858-1733 or vanburen@coralreefyachtclub.org

Shake-A-Leg Miami Office: 305-858-5550 or www.shakealegmiami.org

US Sailing Center Office: 305-854-1058 or www.usasailingcentermiami.org

Regatta Boat Storage: Ezra Culver – racing@etchellsfleet20.org

APPENDIX – US SAILING PRESCRIPTIONS:

US SAILING PRESCRIPTIONS

The following US Sailing Prescriptions shall apply

RRS 60.3.:

US Sailing Prescribes that: (b) request redress for a boat or call a hearing to consider redress;

RRS 61.4

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

RRS 67.

US Sailing prescribes that:

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A PC shall find facts and make decisions only in compliance with the rules. No PC or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

RRS 76.1.

US Sailing prescribes that an OA or RC shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

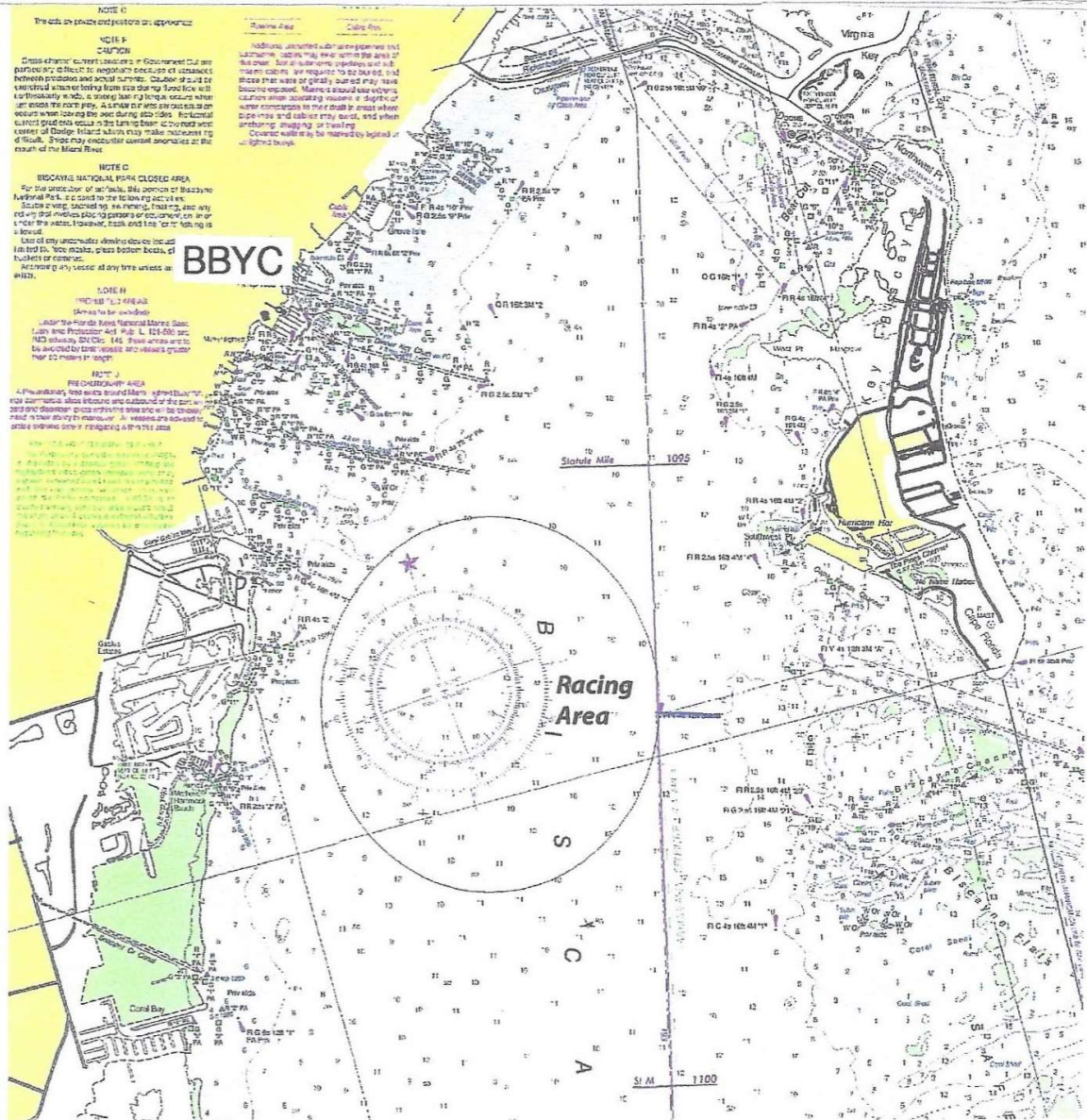
APPENDIX – SUPPORT VESSEL REGULATIONS

1. [DP] Competitors shall have no communication with, and boats shall not be tied to coach or support vessels from the time when the line flags go up the first time of the day before the first Warning Signal of the day until racing has been concluded for the day. This changes NOR 16.1. The 5-minute notification method will be identified by the hoisting of the orange starting flags.

Between races, coach or support vessels shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the express permission of the Race Committee.

2. [DP] Team leaders, coaches, other *support persons* and their coach and support vessels shall stay outside areas where boats are racing from the time when the line flags go up the first time of the day before the first Warning Signal of the day until racing has been concluded for the day. This distance is a minimum of 50 meters, including the extensions of the start and finish lines and any marks of the course.
3. [DP] US Federal law requires that all open cockpit support vessels less than 26 feet in length shall be equipped with a functioning engine safety cut-off switch (kill switch) which shall always remain attached to the support person at the helm while the engine is running. Failure to comply may be misconduct and/or result in expulsion from the event.

APPENDIX – RACING AREA

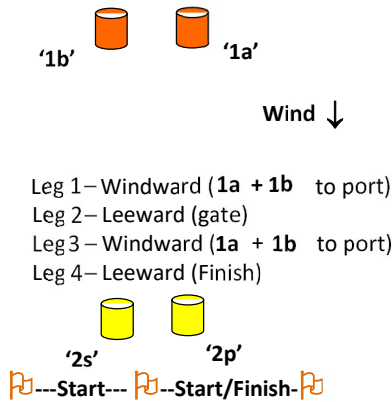


APPENDIX - COURSES

SI APPENDIX– COURSES DIAGRAM

EXAMPLE : COURSE BOARD DISPLAYED ON R/C SIGNAL	VESSEL	<u>2</u>
Course # 2:	Windward, Leeward, Windward, Leeward (finish)	<u>120°</u>
1a + 1b (90° offset) at the weather mark, and leeward Gate.		<u>2.1 nm</u>
Weather mark (s) approx. 120° magnetic at 1.7 nm from the start .		

COURSE 2:



COURSE 1:

