



## 2023 / 2024 International Melges 20 Miami Winter Series

POSTED November 14, 2024

Event No. 1: November 17-19, 2023

Event No. 2: February 9-11, 2024

Event No. 3: March 1-3, 2024

### SAILING INSTRUCTIONS

#### Amendment 1

POSTED February 27, 2024

#### 1. RULES

- 1.1 The regatta will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS).
- 1.2 The International Melges 20 Class Rules (IAM20CR), including Part 3, Section I (EVENT RULES), will apply except as specifically changed in the Notice of Race (NOR) or in the Sailing Instructions (SIs).
- 1.3 The following Prescriptions of US Sailing are the only Prescriptions that will apply: Appendix R, RRS 61.4 and prescriptions to RRS 60.3, 67, 70.5(a) and 76.1.
- 1.4 The Equipment Rules of Sailing (ERS) will apply.
- 1.5 Competitor advertising shall conform to the current World Sailing Regulation 20 and the Class Rules. Boats may be required to display identification numbers and sponsor advertising for the duration of the event in accordance with World Sailing Regulation 20.4.
- 1.6 RRS 42.3(c) is modified to allow the spinnaker sheet to be pumped without restriction to promote surfing or planing.
- 1.7 Where there is a conflict between this NOR and the SI's, the SI's shall prevail. This changes RRS 63.7.
- 1.8 The Vakaros RaceSense system will be utilized by the Race Committee (RC). This changes RRS 41(c).



- 1.9 Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in, and shall be mounted on the aft side of the mast at all times while racing. Each boat shall either provide a working Atlas 2 at check-in for configuration with RaceSense, or an Atlas 2 will be provided, by Vakaros, to any boat that does not have one available.
- 1.10 RaceSense information is available to all boats.
- 1.11 Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress. This changes RRS 60.1(b) and 63.1.

## **2. RADIO COMMUNICATION**

- 2.1 All competing boats shall carry a hand-held VHF radio capable of transmitting and receiving VHF channels (US) for safety purposes and Race Committee communication.
- 2.2 On the water, the Race Committee will communicate with competitors on VHF channel **73**.
- 2.3 Race Committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, OCS hails, etc. are a courtesy only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 60.1(b) and 62.1(a).
- 2.4 Except from the specified Race Committee VHF channel 73, no competitor shall make or receive radio communications commencing from the first warning signal of the day until the conclusion of the day's racing, except in the case of an emergency. This restriction also applies to cell phone communications, except that cell phones may be used between races to check the regatta website.
- 2.5 On shore, the Race Committee will announce its intentions for the day, via a WhatsApp Group.
- 2.6 In the event of an onshore postponement, the Race Committee will make announcements in the WhatsApp Group.



### **3. NOTICES TO COMPETITORS**

3.1 Notices & Results will be posted on the two official notice boards located as follows:

- a). on the first floor of the Coconut Grove Sailing Club (CGSC)
- b). on each regatta's website located at:

November 2023 regatta: <https://yachtscoring.com/emenue.cfm?eid=16158>

February 2024 regatta: <https://yachtscoring.com/emenue.cfm?eid=16159>

March 2024 regatta: <https://yachtscoring.com/emenue.cfm?eid=16160>

3.2 At the conclusion of racing on the final day of each regatta, the notice board/results/regatta desk and protest operations will be located at Shake-A-Leg Miami.

### **4. CHANGES TO SAILING INSTRUCTIONS**

4.1 Any changes will be posted by **0930** on the day they will take effect, except that any changes in the Schedule of Races will be posted no later than one (1) hour after the latest protest time limit on the day before they take effect (SI 16.2). In the event of no racing on a day, any changes in the Schedule of Races will be posted no later than 1900 hours on the day before they take effect.

4.2 Oral changes to the SIs may be given on the water. The Race Committee signal boat shall display Flag "L" with one sound and announce the change on VHF channel 73 in accordance with RRS 90.2(c). Competitors may also approach the signal boat and verbally receive the change while Flag "L" is displayed.

### **5. SIGNALS MADE ASHORE**

5.1 Signals made ashore will be displayed from the main flagpole at the CGSC. All signals made ashore will be sent out on the WhatsApp Group.

5.2 Flag "L", when displayed ashore signifies that a change in SIs or other notice to competitors has been posted on the official notice boards.

5.3 Flag "AP" when displayed ashore means that the start has been postponed. The warning signal will be made not less than 60 minutes after the lowering of this signal.



## **6. SCHEDULE OF EVENTS**

### **6.1 Event #1 (November 17-19, 2023)**

Thursday November 16th

0900 – 1700 - Launching at Shake-A-Leg

1100 – Meeting and Q/A with Vakaros at Shake-A-Leg

1800 – Registration Check in with Bow and Sail Number by WhatsApp

Friday November 17th

0900 - Competitors Meeting at Shake-A-Leg

1100 - First Warning Signal (Additional Races to follow).

Saturday November 18th

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).

Sunday November 19th

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).

After racing - Awards Presentation @Shake-A-Leg.

### **6.2 Event #2 (February 9-11, 2024)**

Thursday February 8th

0900 – 1700 - Launching at Shake-A-Leg

1800 – Registration Check in with Bow and Sail Number by WhatsApp

Friday February 9th

0900 - Competitors Meeting at Shake-A-Leg

1100 - First Warning Signal (Additional Races to follow).

Saturday February 10th

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).

Sunday February 11th

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).



After racing - Awards Presentation @Shake-A-Leg.

**6.3 Event #3 (March 1-3, 2024)**

Thursday February 28th

0900 – 1700 - Launching at Shake-A-Leg

1800 – Registration Check in with Bow and Sail Number by WhatsApp

Friday March 1st

0900 - Competitors Meeting at Shake-A-Leg

1100 - First Warning Signal (Additional Races to follow).

Saturday March 2nd

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).

Sunday March 3rd

0930 - Competitors Briefing via WhatsApp

1100 - First Warning Signal (Additional Races to follow).

After racing - Awards Presentation @Shake-A-Leg.

6.4 Eight (8) races are scheduled for each event.

6.5 The Race Committee finishing boat will signal its intent to start another race that day by displaying Flag "R" at the finish of a race. Flag "R" will be lowered with one (1) sound, one (1) minute before the next warning signal is made.

6.6 On the Final Day of each event, no Warning Signal will be made after 1400.

**7. RACING AREAS**

7.1 All racing will be on Biscayne Bay in an area approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl.G 5sec 8ft).

**8. COURSES**

8.1 Course Designations:

COURSE # **L** - Start - 1 - 1a - 2s/2p - 1 - 1a - Finish

COURSE # **W** - Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - **Windward** Finish



- 8.2 The windward mark (1) and the accompanying offset mark (1a) shall be left to port.
- 8.3 If one of the leeward gate marks (2s/2p) is missing, boats shall round the one existing leeward mark to port.
- 8.4 Course diagrams are set forth in Addendum B.
- 8.5 Courses will be posted on a Race Committee signal boat course board prior to the warning signal of each race. The number of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the mark 1 will be displayed. This changes RRS 27.1.

## **9. MARKS**

- 9.1 The windward mark (1) and leeward gates (2s/2p) will be orange inflatable marks.
- 9.2 The offset mark (1a) will be an orange inflatable cylinder mark.
- 9.3 **If only one gate mark is present, boats shall leave the single mark to port.**
- 9.4 When changing the next leg of the course (SI Section 12), the new mark, unless the change is for the final leg of course, will be a yellow inflatable mark(s).

## **10. THE START**

- 10.1 Races will be started in accordance with RRS 26.
- 10.2 The class flag will be the International Melges 20 Insignia on a white flag. Numeral pennant #1 may be substituted for the Melges 20 class flag.
- 10.3 The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel and a staff displaying an orange flag on a port end pin vessel or the course side of an inflatable mark, which will be described in the competitors meeting.
- 10.4 An inflatable buoy may be tethered to the stern of the committee vessel(s) and will function as an extension of the Race Committee vessel.



10.5 A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4.1.

## **11. RECALLS**

11.1 Following the display of the Individual Recall Flag, the Race Committee will attempt to announce by VHF radio the sail or bow number of all boats identified as OCS who have not returned and cleared themselves. Such an announcement is a courtesy and failure of the Race Committee to make the announcement or of a competitor to hear the announcement shall not be grounds for redress. This is in addition to and changes RRS 60.1 (b) and 62.1 (a).

11.2 The Race Committee will display sail or bow numbers of UFD or BFD boats from the starting vessel as the fleet finishes.

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

12.1 If the change is for a windward leg, the new mark will be a yellow inflatable mark, unless the change is for the final leg of Course **W**, which in that case, the finish line will be in the new position.

12.2 If the change is for a leeward leg, the new gate marks will be yellow inflatables, unless the first change is for the final leg of Course **L**, which in that case, the finish line will be in the new position.

12.3 At the discretion of the Race Committee, marks may be moved up to 10 degrees and 0.1nm without signaling a change and will be announced by VHF radio before the first boat reaches the mark, although the changed mark may not yet be in place. This changes RRS 33.

12.4 If the weather mark (1) has been changed according to RRS 33, the offset mark (1a) will be set in the same color as the new weather mark.

## **13 FINISH**

13.1 The Finish Line for leeward finishes (Course **L**) will be on the starboard side of the Race Committee vessel. The finish line will be between a staff displaying a **blue** flag on a Race Committee vessel and the course side of a Green inflatable mark, or between staffs displaying **blue** flags on Race Committee vessels.

13.2 The Finish Line for windward finishes (Course **W**) will be between a staff displaying a **blue** flag on a Race Committee vessel and the course side of a



nearby mark to port of the Race Committee vessel, or between staffs displaying blue flags on Race Committee vessels.

## **14 PENALTY SYSTEM**

- 14.1 IAM20CR I.3.1(a) will apply: RRS 44.1(a) and 44.2 are changed so the penalty shall be a one turn penalty including one tack and one gybe. 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 Penalties within 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 penalty, if any, for a violation of a rule other than a rule of RRS Part 2 or RRS 31 or RRS 42 will be at the discretion of the Protest Committee and may be other than disqualification. This changes RRS 64.1(a).
- 14.4 If a breach of class rules is found, penalties shall be at the discretion of the Protest Committee, in consultation with a non-competing Class Representative.

## **15 TIME LIMITS**

- 15.1 Any race in which no boat rounds the first mark within thirty (30) minutes of the start, or finishes within two (2) hours of the start, shall be abandoned.
- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored as "TLE" and will be scored two additional points more than the number of boats that finished within that time. This changes RRS 35 and A4.2.

## **16 PROTESTS AND REQUESTS FOR REDRESS**

- 16.1 A boat intending to protest another boat concerning an incident in the racing area that she is involved in or sees is requested, at the first reasonable opportunity after she finishes *and before contacting any support persons*, to inform the Race Committee at the finishing line of her intent to protest and, when applicable, the identity of the protestee.





- 16.2. **Protest Time Limit** The protest time limit is 60 minutes after the Race Committee finish vessel docks. The protest time limit (filing deadline) will be posted on the ONB as soon as practical.
- 16.3. The protest notices required by RRS 63.2, and the notification of protests by the Race Committee or Protest Committee required by RRS 61.1(b), will be posted on the ONB as soon as possible after a protest has been delivered, but not later than 15 minutes after the protest time limit. It is a boat's sole responsibility to check the Hearing Schedule at Regatta Network or your email promptly after the end of the protest filing time to see if she is cited in a protest.
- 16.4. Scoring Inquiries, including potential redress requests relating to a scoring penalty, are considered Requests for Redress per RRS 62.1. They should be initiated by filling out the online form "Request for Scoring Review" <https://forms.gle/Mo9BbySShMpg6c2p8>
- 16.5. Alternatively, a completed Scoring Inquiry form may be photographed and emailed to [ScoringInquiry@cgsc.org](mailto:ScoringInquiry@cgsc.org). Questions about the status of scoring inquiries can be emailed to [ScoringInquiry@cgsc.org](mailto:ScoringInquiry@cgsc.org). The Race Committee will investigate, inform the competitor, and attempt to resolve the issue. If the competitor chooses to seek redress under RRS 60.1(b), then the redress time limit will have been satisfied if the Scoring Inquiry form was submitted before the redress time limit expired.
- 16.6. **Protests and Requests for Redress unrelated to a starting penalty should be initiated by** filling out the online Protest/Redress form at the protest form link <https://forms.gle/gvXqTBKbbLj7nD5K8> If a diagram is required, it should be photographed and emailed to [Protest@cgsc.org](mailto:Protest@cgsc.org).
- 16.7. Alternatively, a completed Protest form may be photographed and emailed to [Protest@cgsc.org](mailto:Protest@cgsc.org). Questions about the status of protests and redress requests can be emailed to [Protest@cgsc.org](mailto:Protest@cgsc.org).
- 16.8. If the Race Committee posts a list of boats scored OCS, UFD or BFD on the ONB before the time limit cited in SI 14.2, a request for redress based on such a



posted score shall be made no later than 30 minutes after the posting or the protest time limit, whichever is later. This change is added to RRS 62.2.

- 16.9. **Requests for redress relating to an OCS or starting penalty** shall state the procedural error the competitor believes the Race Committee may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 62.2. See World Sailing Case 136 for guidance.
- 16.10 On the last day of the regatta, a request for reopening a hearing shall be delivered (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.
- 16.11 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 RRS 62. If the Race Committee posts the results on the official notice board prior to the protest time limit expiring, redress based on being scored OCS, UFD, or BFD shall be made no later than 30 minutes after the protest time limit. This changes RRS 62.2
- 16.12 The representative from each yacht who attends the hearing shall be the owner or the Category 1 helmsman. Category 3 sailors are not allowed in the hearing, or to be in contact with the representatives at the hearing per class rules.
- 16.13 Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6.

## **17 SCORING**

- 17.1 The Low Point Scoring System of RRS Appendix A will apply, with the following modification:
- 17.1.a When fewer than six (6) races have been sailed, a boat's regatta score will be the total of all her race scores.



17.1.b When six (6) or more races have been sailed, a boat's regatta score will be the total of her race scores excluding her worst score.

17.2 One (1) race is necessary to constitute a regatta.

## **18 BOW NUMBERS**

18.1 Each Melges 20 shall have clearly visible bow numbers as provided by the manufacturer and that Bow Number shall be properly registered when entering the regatta and confirmed during registration. Boats failing to properly display bow numbers may be subject to protest by the Race Committee only. This changes RRS 60.1(a) and RRS 60.3(a).

18.2 Each Melges 20 shall have clearly visible "Melges World League" bow stickers. These can be obtained from a Melges Performance Sailboat representative.

## **19 LAUNCHING & HAUL OUT REQUIREMENTS**

19.1 All boats must be in the water by 1700 on the day before racing begins.

19.2 All boats are to remain in the water for the duration of the regatta except according to the terms, and with permission of the Principal Race Officer in the event of a required emergency repair.

## **20 TEAM AND PRIVATE SUPPORT VESSELS**

20.1 A boat shall receive no outside assistance from support vessels, transfer of equipment or victuals or otherwise once she has left the dock for the day until she has finished the last race of the day, except in the case of emergency. This changes RRS 41.

20.2 A boat should not be towed once she has left the dock for the day until she has finished the last race of the last day, except in the case of emergency or motor problems that cause the boat to not make her way to the starting area. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next day's racing and shall make the boat available for inspection by the Protest Committee, Race Committee or class representative.



- 20.3 Individual coach or support vessels shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 200 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line.
- 20.4 At the warning signal for the start, individual coach or support vessels shall leave the area being used by the racing boats and may station themselves outside of either the Race Committee pin or signal vessel, but no closer to either end than 100 feet.
- 20.5 Each competitor (skipper) shall register any coach, support and / or spectator vessels affiliated with their boat, in any way, with the Organizing Authority during Check-in, and receive an identification flag, which must be on display while on the water. Only coach, support and / or spectator vessels that have been registered with the Organizing Authority will be allowed in the racing area as permitted in this SI.
- 20.7 Coach and support vessels are required by the Race Committee to monitor VHF channel 73 and shall abide by all Race Committee instructions. In addition, they shall provide assistance to any competitor in danger if notified to do so by the Race Committee.
- 20.8 A boat whose registered coach, support and / or spectator vessels has violated any of the above stated rules, or has caused undo wake due to excessive speeds near the race course, may be subject to protest by the Race Committee or the Protest Committee.
- 20.9 The Race Committee reserves the right to make additional requirements for coach and / or support vessels at any time during the regatta.
- 20.10 On occasion, the Melges 20 class may hire a class coach for the event who may give briefings and perform on the water coaching between races and make radio announcements on the designated radio channel VHF 73.



## **21 PRIZES**

- 21.1 The top three (3) boats overall will receive prizes, and specialty awards will be handed out at the conclusion of the series.

## **22 SAFETY REQUIREMENTS**

- 22.1 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 or calling on VHF channel 73, and receive acknowledgement. If this is not possible, she shall promptly report her actions to the Regatta desk on shore at CGSC.

## **23 DISCLAIMER OF LIABILITY**

- 23.1 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 3, Decision to Race. The race organizers, including the Organizing Authority, Coconut Grove Sailing Club, Melges Performance Sailboats, Race Committee, Protest Committee, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

## **24. MEDIA RIGHTS**

- 24.1 Each participant shall acknowledge that all media and commercial rights belong exclusively to the Organizing Authority and the IAM20CA and shall grant to the Organizing Authority and IAM20CA the unrestricted right and permission to use and publish any biographical information, text and images arising from the Championship including name, voice, image, likeness, biographical material as well as representations of the boats in any media worldwide (being television, print and digital media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the Melges 20 Miami Winter Series and the participants in the regatta. The Organizing Authority will exercise these rights in its sole discretion or as it may agree with the event sponsors. Participants shall not reproduce, publicly



communicate or distribute images of the race in any way or form without previous authorization from the Organizing Authority or the IAM20CA.

For further information, please contact:

CGSC Regatta Chairman: Andi Hoffman – (305) 978-6051 // [CGSCrace@gmail.com](mailto:CGSCrace@gmail.com)

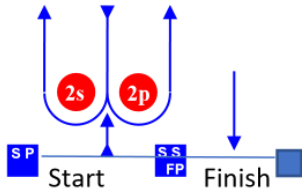
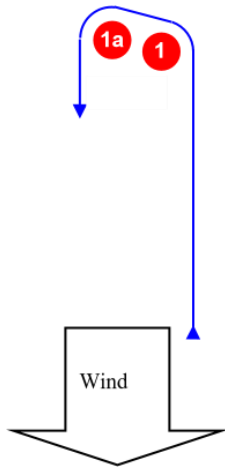
Class Manager: Keiran Searle– (949) 423-8432 // [KS.Sailing@gmail.com](mailto:KS.Sailing@gmail.com)

PRO: Shannon Bush – (361) 319-0142 // [swmadero@gmail.com](mailto:swmadero@gmail.com)



## ADDENDUM B - Course Diagrams

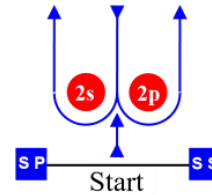
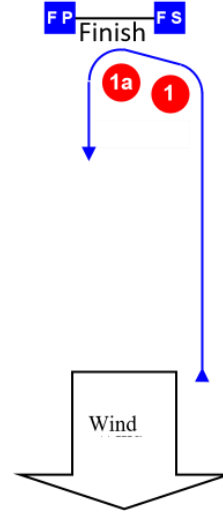
**L**



### Course: Leeward finish

Signal	Mark Rounding Order
L	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish

**W**



### Course: Windward Finish

Signal	Mark Rounding Order
W	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - Finish