



2024 - 2025 VX ONE WINTER SERIES
December 7-8, 2024
January 11-12, 2025
February 7 - 9, 2025 (Midwinter Championship)

Notice of Race
POSTED September 28, 2024
Amended **November 11, 2024**

The organizing authority (OA) is Coconut Grove Sailing Club and VX One Fleet #8 (Florida). The host facility is Coconut Grove Sailing Club, 2991 South Bayshore Drive, Miami, Florida 33133.

1. RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The following US Sailing prescriptions will apply: Appendix R, and prescriptions to RRS 60.3, 61.4, 67, 70.5(a), and 76.1, attached hereto as Addendum B.
- 1.3 If there is a conflict between the sailing instructions and notice of race, the sailing instructions will take precedence. This changes RRS 63.7.
- 1.4 Boats will be in compliance with class rules except as they may be changed by this notice of race, sailing instructions or amendments.
- 1.5 The Vakaros RaceSense system will be utilized by the Race Committee (RC). *This changes RRS 41(c).*
- 1.6 A working Vakaros Atlas 2 configured for RaceSense at check-in 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 the Organizing Authority (OA), to any boat that does not have one available.
- 1.7 RaceSense information is available to all boats. Each boat is required to have a Racesense subscription purchased through Vakaros.

1.8 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).*

2. COMMUNICATION

2.1 The official notice board (ONB) is located online at:

Event #1: https://yachtscoring.com/notice_board_summary.cfm?eid=16948

Event #2: https://yachtscoring.com/notice_board_summary.cfm?eid=16949

Event #3: https://yachtscoring.com/notice_board_summary.cfm?eid=16950

2.2 All boats shall carry a VHF radio capable of communication with the race committee on US VHF channel **73**.

2.3 On the water the race committee will make courtesy broadcasts to competitors by VHF radio channel **73**.

2.4 From the first warning signal until a boat's last race of the day, except in an emergency, a boat shall not make or receive voice or data transmissions not available to all boats.

3. SAILING INSTRUCTIONS

3.1 The sailing instructions will be available on-line on the **ONB** at Yacht Scoring a minimum of one week before the first warning signal.

4. ELIGIBILITY AND ENTRY

4.1 Entry for the 2024 - 2025 VX One Winter Series Regattas will be online at:

Event #1: <https://yachtscoring.com/emenu.cfm?eID=16948>

Event #2: <https://yachtscoring.com/emenu.cfm?eID=16949>

Event #3: <https://yachtscoring.com/emenu.cfm?eID=16950>

4.2 Entry is not completed until all FEES are paid, all crew have signed the WAIVER of LIABILITY and proof of INSURANCE is provided.

4.3 The PERSON IN CHARGE, per RRS 46, shall submit, at check-in, a cell phone number for immediate communication with the boat while ashore.

4.4 For event #3 (Midwinters), each helmsperson shall be a VX One Class Association (VXCA) active or associate member in good standing with the VXCA.

5. FEES

5.1 The deadline for entry and payment is four weeks before each event. **Late entries for Event #2 and #3 will be subject to an additional \$75.00 late fee.** Entry for the Event #3 will be closed at 11:59 pm on January 23, fifteen days before the event.

- 5.2 VX One Class:
 - 5.2.1 **Events #1 – \$250**
 - 5.2.2 **Event #2 – \$250 (\$325 after late fee)**
 - 5.2.3 **Event #3 – \$325 (\$400 after late fee).**
- 5.3 The entry fee is refundable, minus a \$75 handling fee, if notification of cancellation is received and acknowledged four weeks before each event. Entry fees will not be refunded after this deadline.

6. CREW LIMITATIONS

- 6.1 Boats will comply with class rules regarding the number of crew, however, there will be no crew-weigh-in or crew weight restrictions.
- 6.2 Substitution of crew during the event is not allowed without written permission of the Principal Race Officer, and must be in accordance with the VX One Class Rules. In particular, the total crew weight shall not change by more than 10kg (22 pounds).
- 6.3 For Event #3 (Midwinters), crew and crew weight for each day of racing must be declared by January 23, fifteen days before the event, per Class Rule c.21(e).

7. ADVERTISING

- 7.1 Boats may be required to display the event sponsor’s advertising in accordance with World Sailing Advertising Code, Regulation 20. Materials and instructions for application will be provided at check-in. Display of any other advertising on a boat other than that permitted in Regulation 20.7 requires the written consent of the OA.

8. SCHEDULE

- 8.1 No more than four (4) races are scheduled per day, with a maximum of seven (7) races for Events # 1 and 2 and a maximum of eleven (11) races for Event #3.

8.2 EVENT # 1 – December 6-8, 2024

Friday, December 6,, 2024

- 1000 1800 Equipment Load-in at CGSC
- 1730 Check-in @ Coconut Grove Sailing CLub
- 1830 Skipper’s Meeting @ CGSC with Appetizers and Beer

Saturday, December 7, 2024

- 1100 First Warning Signal Melges 20s; VX One warning to follow

Sunday, December 8, 2024

- 1100 First Warning Signal Melges 20s; VX One warning to follow
- 1400 No warning signal will be made after this time.
- 1600 Prize Giving at CGSC

8.3 EVENT # 2 - January 10-12, 2025

Friday, January 10, 2025

- 1000 1800 Equipment Load-in at Regatta Park
- 1730 Check-in @ Coconut Grove Sailing Club
- 1830 Skipper's Meeting @ CGSC with appetizers and beer

Saturday, January 11, 2025

- 1100 First Warning Signal

Sunday, January 12, 2025

- 1100 First Warning Signal
- 1400 No warning signal will be made after this time.
- 1600 Prize Giving at CGSC

8.4 EVENT # 3 - VX One Midwinters - February 6-9, 2025

Thursday, February 6, 2025

- 1000 -1800 Equipment Load in at Regatta Park
- 1730 Check-in @ Coconut Grove Sailing Club
- 1830 Skipper's Meeting @ CGSC with dinner and beer

Friday, February 7, 2025

- 1100 First Warning Signal Melges 20s; VX One warning to follow

Saturday, February 8, 2025

- 1100 First Warning Signal Melges 20s; VX One warning to follow

Sunday, February 9, 2025

- 1100 First Warning Signal Melges 20s; VX One warning to follow
- 1400 No warning signal will be made after this time.
- 1600 Prize Giving at CGSC

9. VENUE

- 9.1 The sailing venue will be on Biscayne Bay in the vicinity of Dinner Key Channel Fl G 2.5s 5M "1", see Addendum C.

10. COURSES

10.1 The courses will be windward-leeward with a weather offset mark and leeward gates. Course Diagrams will be appended to the sailing instructions.

11. PENALTY SYSTEM

11.1 Penalty At The Time Of An Incident. 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 within the *zone* around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

11.2 Penalty Taken After A Race: After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

12. SCORING

12.1 For scoring each individual event,

12.1.1 Each boat's score shall be the total of her race scores, excluding her worst score if six (6) or more races are successfully completed.

12.1.2 RRS A2.1; the word 'series' is deleted and replaced by 'event'.

12.1.3 RRS A2.2 shall not apply.

12.1.4 RRS A5.2 first sentence is changed to: 'A boat that did not start, sail the course or finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area for that race.'

12.2 The series will be scored using the HIGH POINT SCORING SYSTEM described in Addendum A,

13. SUPPORT PERSON

13.1 A *support person* agrees while on the water to monitor the race committee on the assigned VHF channel, **73**, to assist the race committee if requested, and accepts the provisions of RRS 4.1, Acceptance of the Rules.

13.2 The race committee or protest committee may warn a *support person* who, in their opinion, is about to infringe on a race, before protesting under RRS 60.2 or 60.3(d).

16. LAUNCHING - BERTHING - HAULING - TRAILER STORAGE

16.1 Launching, berthing, hauling and trailer storage will be available at CGSC for Event #1, and at the City of Miami Regatta Park for Events #2 and #3. Boats are not

required to be berthed at Regatta Park. Contact Tim Pitts for special Storage and Launching logistics, which may entail an additional fee.

17. EQUIPMENT INSPECTION

- 17.1 A boat shall be prepared to submit to the Principal Race Officer her current class membership and current year and boat decal upon request.
- 17.2 No measurement or equipment inspection is scheduled. However, a boat may be inspected at any time for compliance with class rules, if so directed by the Principal Race Officer, or VX one Event Chair.

18. RISK STATEMENT

- 18.1 In addition to RRS 3, by participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. Among others 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 by or death by drowning, trauma, hypothermia or other causes.
- 18.2 Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Altas 2 due to negligence.

19. INSURANCE

- 19.1 A boat shall be insured with current third-party liability insurance with a minimum coverage of not less than \$100,00/300,000 per incident. A copy of the boat's coverage page shall be uploaded to Regatta Network prior to the Competitor's Meeting.

20. PRIZES

- 20.1 Event prizes will be given for first, second and third place for both skipper and crew. In addition, there will be a prize for the top woman skipper..
- 20.2 Series prizes prizes will be given for first, second and third place

21. MEDIA RIGHTS

- 21.1 Competitors give absolute rights for video footage and photographs of themselves or their boat to be published in any media for press, editorial, or advertising purposes.

EVENT MANAGEMENT AND FURTHER INFORMATION

Event Chairs – CGSC	Gail Miller	gmillermorris@gmail.com	
704-502-4014			
– VX One	Tim Pitts	pitts.timothy@gmail.com	401-419-9010
Principal Race Officer	Becky Ashburn	rebecca.ashburn5@gmail.com	702-580-3230
Regatta Chair	Steve Herman	sherman@dlawton.com	617-308-8793
Chief Judge	Richard Etkin	richard.etkin@gmail.com	201-966-9042

ADDENDUM A

SERIES SCORING USING THE HIGH POINT SCORING SYSTEM

1. QUALIFYING FOR THE SERIES

To qualify for inclusion in the overall series results a boat shall have competed in Event #3 (the MidWinter Regatta) and one or both of Event #1 and Event #2.

2. RACES TO BE COUNTED

In determining the Series Score for a given boat, the calculation will use Event #3 and whichever of Event #1 and Event #2 was a better event for that boat. Races excluded for the given boat in those events will also be excluded in the Series Score calculation, and all other races in those events in which the boat competed will be included.

3. SCORES

Define '**N**' to be the number of boats that compete in a particular race. Each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

Finishing Place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3

All other boats that compete in that race, including any that finish and thereafter retire or are disqualified, will score 0 points.

Boats that do not compete in that race (DNC or DNS) will not be scored.

4. SERIES SCORES

The series score for each boat will be a percentage calculated as follows: divide the sum of her race scores by the sum of the points she would have scored if she had placed first in every race in which she competed; and multiply the result by 100. The boat with the highest series score is the series winner, and others are ranked accordingly. In the event that one or more boats are tied, the tie will be broken in favor of the boat with the higher overall finish in the Midwinter Championship (Event #3).

ADDENDUM B

2021-2025 US SAILING PRESCRIPTIONS

Rule 60.3 – After rule 60.3 add

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider Redress;

Rule 61 – Add at the end of rule 61

61.4 Fees for Protests and Requests for Redress

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

Rule 67 – After rule 67 add

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 protest committee shall find facts and make decisions only in compliance with the rules. No protest committee 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.

Rule 70.5(a) – After rule 70.5(a) add

US Sailing prescribes that its approval is required. Go to rules.ussailing.org and click the 'No Appeal' link for more information or to obtain approval.

Rule 76.1 – After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee 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.

ADDENDUM C

urrent variations in parts of the Cut-2 are particularly difficult to negotiate between predicted and actual currents, especially when entering from the sea during easterly winds, a strong turning torque to the north left. A similar but less serious problem is leaving the port during ebb tides, when currents occur in the turning basin at Dodge Island, which may make ships may encounter current anomalies Miami River.

Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE G
NATIONAL PARK CLOSED AREA
In the vicinity of Biscayne National Park, this portion of Biscayne National Park is closed to the following activities:
- fishing, swimming, boating, and any other activities involving persons or animals
- motor vehicles, hook and line fishing, and other activities
- at any time unless an emergency

NOTE H
PROHIBITED AREAS
As to be avoided
Under the Key National Marine Sanctuaries Act, Pub. L. 101-405 and 16 CFR 145, these areas are to be avoided by vessels and vessels greater than 100 feet in length.

NOTE J
CAUTIONARY AREA
In the vicinity of Miami Lighted Buoy "M", the sound and outboard of the port will be within this area and will be severely affected. All vessels are advised to exercise extreme caution when navigating within this area.

SENSITIVE SEA AREA (SSA)
Sensitive Sea Areas (SSA) are defined as areas where the presence of a vessel or other activity may be a threat to the environment. A SSA is an active area around which extreme caution should be exercised. For more information, see the NOAA website.

Coconut Grove Sailing Club

