

**AUDI MELGES 20
2011 MIAMI WINTER SERIES**

Hosted by Coconut Grove Sailing Club and Shake-A-Leg Miami
Supported by Melges Performance Sailboats



SAILING INSTRUCTIONS

Hosted by Coconut Grove Sailing Club and Shake-A-Leg Miami
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Event No. 1: December 10-12, 2010

Event No. 2: February 11-13, 2011

1. RULES

- 1.1 The 2011 Miami Winter Series will be governed by the *rules* as defined in the current Racing Rules of Sailing for 2009-2012 (*RRS*).
- 1.2 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 only. The Race Committee's VHF channel will be provided at the Skipper's Meeting and posted on the Official Notice Board.
- 1.3 A boat shall neither make nor receive radio transmissions (except from the specified Race Committee VHF channel) (including cellular telephone) while racing (*RRS* 41).
- 1.4 If there is a conflict between a rule in the NOR and these Sailing Instructions, the Sailing Instructions will take precedence. (This changes *RRS* 63.7.)
- 1.5 Boats shall not put trash in the water.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located on the first floor of the Coconut Grove Sailing Club (CGSC).
- 2.2 Competitors should monitor the Race Committee VHF radio channel at 0830 and again at 0900 each race day for any the Race Committee announcements.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes will be posted by 0830 on the day they will take effect, except that any changes in the Schedule of Races will be posted by the latest protest time limit on the day before they take effect (Sailing Instruction 16.2).
- 3.2 Oral changes to the Sailing Instructions may be given on the water. The Race Committee Signal Boat shall display Code Flag "L" and announce the change on the Race Committee VHF Channel in accordance with rule 90.2(c). Competitors may also approach the Committee Boat and verbally receive the change while Code Flag "L" is displayed.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the main flagpole at the Coconut Grove Sailing Club.
- 4.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions or other notice to competitors has been posted on the Official Bulletin Board.
- 4.3 Code 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.
- 4.4 Code Flag "N" over "A" and 3 sounds when signaled ashore means that all racing is abandoned for today.

5. SCHEDULE OF RACES

- 5.1 December 11 & 12, 2010 Up to 6 races are scheduled
February 12 & 13, 2011 Up to 6 races are scheduled
- 5.2 EXCEPT FOR SUNDAY, DECEMBER 12th, the scheduled time for the Warning Signal for the first race each day is 1100 hours.
- 5.3 On Sunday, December 12, the scheduled time for the Warning Signal is 1000 hours.
- 5.4 When the Melges 24 class is racing on this circle, the starting order shall be Melges 24's followed by the Melges 20 class.
- 5.5 The maximum number of races that may be sailed on any given day is four. The Race Committee Finishing Boat will signal its intent to run another race that day by displaying Code Flag "R" at the finish of a race. Code Flag "R" will be lowered with one sound one minute before the next Warning Signal is made.
- 5.6 On the final day of the regatta, the Initial Warning Signal for the final race will not be made after 1400 hours. The Warning Signal for a start following one or more General Recalls may be after 1400.

6. CLASS FLAG

- 6.1 The class flag will be the Audi Melges 20 Insignia on a white flag.

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. THE COURSES

- 8.1 Courses will be as described below and in "ADDENDUM #1- COURSE ILLUSTRATIONS".
- 8.2 Course Designations:
COURSE # 4 - Start - W - OS - Leeward Gate - W - OS - Finish
COURSE # 5 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish
- 8.3 The Windward Mark (W) and the accompanying offset mark (OS) shall be left to port.
- 8.4 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 first mark will be displayed (This changes *RRS* 27.1).

9. MARKS

- 9.1 The Windward Mark (W) and the Leeward Gate will be 5 ft. orange inflatable tetrahedron marks.
- 9.2 The windward offset mark (OS) will be a 3 ft. round inflatable mark. The offset mark will be laid to port of the Windward Mark, approximately 100 feet away.
- 9.3 A Leeward Gate will be used. The gate will be located to windward of the Starting Line. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 9.4 If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port.

10. THE START

- 10.1 Races will be started in accordance with *RRS* 26.
- 10.2 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 or a yellow inflatable mark.
- 10.3 The Race Committee Signal Boat may deploy a "keep away" buoy which shall rank as a starting mark. Any boat touching this buoy will have broken rule 31 and shall act in accordance with *RRS* 44.1. Boats shall not pass between this buoy and the Signal Boat when approaching the line to start. The area between the limit mark and the Signal Boat does not rank as an obstruction for the purposes of *RRS* 18, 19 and 20.

- 10.4 A boat starting later than ten (10) minutes after her starting signal will be scored Did Not Start (DNS). (This changes *RRS* A4.1)

11. RECALLS

- 11.1 In the event of an individual recall, the sail numbers, bow numbers or identification of any boat or boats that are identified as OCS may be announced on the Race Committee VHF channel. Failure of a boat to see or hear her recall notification, and the timing and order of such hails, or the length of time it takes to make a notification on the Race Committee VHF channel will not be grounds for redress. (This changes *RRS* 29.1 and 62.1 (a).)
- 11.2 The Race Committee may hail the bow numbers or sail numbers of boats who are over the line in the last one (1) minute of the starting sequence after the I or Z Flag has been lowered (verbally or via the Race Committee VHF Channel). Failure of a boat to hear her recall notification, and the timing and order of such hails will not be grounds for redress. (This changes *RRS* 29.1 and 62.1 (a).)

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 tetrahedron, unless the change is for the final leg of Course 5, which in that case, the finish line will be in the new position.
- 12.2 If the change is for a leeward leg, the gate marks will be moved into the new position, unless the change is for the final leg of Course 4, which in that case, the finish line will be in the new position. In this event, there may be a different Race Committee boat acting as the finishing boat.
- 12.3 The Race Committee will attempt to broadcast any course changes over the Race Committee VHF channel.

13. FINISH

- 13.1 The Finish line for **Leeward finishes** (Course 4) will be on the opposite side of the Race Committee Boat from the Starting Line. The Finish line will be between staffs displaying orange flags on Race Committee boats or between a staff displaying an orange flag on a Race Committee boat and a nearby inflatable mark.
- 13.2 The Finish line for **Windward finishes** (Courses 5) will be between staffs displaying orange flags on Race Committee boats or between a staff displaying an orange flag on a Race Committee boat and a nearby inflatable mark.

14. PENALTIES FOR BREAKING RULES OF PART 2

- 14.1 The Penalty for Breaking a Rule of *RRS* Part 2 is changed in that if a boat breaks a rule of Part 2 her penalty will be a One-Turn Penalty including one tack and one jibe. (This changes *RRS* 44.1.)

15. TIME LIMITS

- 15.1 Any race in which no boat rounds the first windward mark within 45 minutes, or finishes within two (2.0) hours of the start shall be abandoned. Any boats not

finishing within 45 minutes of the finish time of the first boat will be scored TLE (Time Limit Expired). The TLE score for such boats shall be one point more than the number of boats that finished within 45 minutes of the first boat. (This changes *RRS* 35, A4.1 & A4.2.)

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 A boat intending to protest is requested to notify a Race Committee Finish Boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.
- 16.2 Protest forms will be available at the Jury desk at CGSC. Protests and requests for redress shall be delivered to the Jury desk within the protest time limit. The time limit is one (1) hour after the Race Committee Finish Boat docks or when a race is abandoned ashore. Protest hearings will be conducted at CGSC as soon as possible and in the approximate order in which they were filed.
- 16.3 It is each boat's sole responsibility to check the Jury notice board at the end of the protest filing time to see if she is cited in a protest. Should any party fail to appear when called for a hearing, the Jury may proceed in accordance with *RRS* 63.3(b). Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Jury desk until excused by the Jury.
- 16.4 Conduct of Hearings: a) 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. b) 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.

17. SCORING

- 17.1 The Low Point Scoring System, as provided in *RRS* Appendix "A" shall apply, except as changed in this section of these Sailing Instructions as follows.
- 17.2 Miami Winter Series Events 1 & 2: Up to Six (6) races are scheduled, of which one (1) must be completed to constitute a regatta. When fewer than five races have been completed, a boat's series score will be the total of her race scores. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18. BOAT IDENTIFICATION

- 18.1 Each boat shall have clearly visible bow numbers.

19. TEAM AND PRIVATE SUPPORT BOATS

- 19.1 Support and Coach boats are required to register with the Race Committee prior to each regatta at Registration. All coach and support boats shall monitor the Race Committee's VHF channel while in the sailing area so they may be contacted by the Race Committee. The Race Committee's VHF channel will be provided at the Skipper's Meeting and posted on the Official Notice Board.

19.2 Support and Coach Boats are required to conform to class rules concerning their activities on the water.

20. HAUL OUT RESTRICTION

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

20.2 No boats shall be hauled out during a regatta except according to the written terms and with permission of the Principal Race Officer or the Chief Judge for the event.

21. PRIZES

21.1 For each individual regatta in the Series, the top three boats shall receive prizes.

21.2 For the Audi Melges 20 Miami Winter Series, the top five boats will receive prizes.

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 the Race Committee VHF channel, and receive acknowledgement. If this is not possible, she shall promptly report her actions to the Jury desk on shore at CGSC.

23. DISCLAIMER OF LIABILITY

23.1 Competitors participate in the regatta entirely at their own risk. See *RRS* 4, Decision to Race. The Organizing Authority, Race Committee, host club, Melges Performance Sailboats, and their officers, employees and volunteers will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regattas in this Series.

CGSC Regatta Chairman: Ron Rostorfer

Principal Race Officer: Bruce Golison

AM20CA Administrator: Joy Dunigan

ADDENDUM #1 - COURSE ILLUSTRATIONS

EXAMPLE: COURSE BOARD DISPLAYED ON R/C SIGNAL BOAT

Course: 4
Distance To W: 1.0
Heading To W: 120

COURSE # 4 (Leeward Finish)

Start - W - OS - Leeward Gate - W - OS - Finish


(OS) (W)


(Leeward Gate)

Start  -----  **R/C**  -----  **Finish**

COURSE # 5 (Windward Finish)

Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

(Finish)

(OS) (W)


(Leeward Gate)

Start  -----  **R/C**