



MIAMI STAR WINTER SERIES

Coral Reef Yacht Club, Miami, Florida

November 2017 to February 2018

SAILING INSTRUCTIONS

1 RULES

- 1.1. Each Regatta in the Series will be governed by the *Rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. If there is conflict between languages the English text will take precedence.
- 1.3. It shall be each competitor's sole responsibility to properly affix and maintain the bow numbers if assigned and provided at registration/check-in. [DP]
- 1.4. Applicable US Sailing Prescriptions are stated in full in Attachment 1.
- 1.5. RRS 35 is changed to provide that boats not finishing within 30 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing.
- 1.6. STCR 35.5 changes RRS 44.2 to indicate that the penalty is a one turn penalty including one tack and one jibe.
- 1.7. RRS 62.2 and 66 are changed to shorten the time for requesting redress and the requesting that a hearing be re-opened on the last day of racing.
- 1.8. RRS A4.1 is changed to provide that a boat failing to check in prior to the warning signal of their first race of each day will be scored the same as a boat not starting in that race (DNS) without a hearing. See Sailing Instruction (SI) 17.2.
- 1.9. RRS A8 is amended to indicate that for the Winter Series "Ties will be broken using the Mid-Winter Series regatta result."
- 1.10. STCR 31.2.6 is modified to allow VHF radios to be carried on all boats for the sole purpose to monitor actions of the Race Committee (RC) and to transmit only in the event of an emergency or retirement on a specific channel designated in the SIs. The RC will attempt to notify all boats that are OCS by VHF radio. Failure to do so by RC or the order in which boats are notified shall not be grounds for redress. This changes RRS 60.1(b).

2 NOTICE TO COMPETITORS Notices will be posted on the official regatta notice board located in the north breezeway of the Coral Reef Yacht Club.

3 CHANGES IN SAILING INSTRUCTIONS Any changes to the SIs will be posted before 0900 hours on the day they are to take effect, except that any changes in the schedule of races will be posted by 2000 hours on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1. Signals made ashore shall be displayed from the CRYC flag staff.
- 4.2. When Flag AP is displayed ashore, 1 minute is replaced with "not less than 60 minutes" after AP is lowered. This changes Race Signals.

5 SCHEDULE

- 5.1. Registration/Check-In on the first day of each event between 0830 - 0930 hours.
- 5.2. A competitor's meeting will be conducted on the first day of each event at 0930 hours, at the Reef Bar facility near the CRYC pool.
- 5.3. Race schedule:
 - Schoonmaker Cup - Saturday and Sunday November 11 & 12, 2017. (up to 5 races)
 - Commodores Cup - Saturday and Sunday December 2 & 3, 2017. (up to 5 races)
 - Levin Cup/District 20 Championship - Saturday & Sunday January 6 & 7, 2018. (up to 5 races)
 - Walker Cup - Thursday and Friday, February 8 & 9, 2018 (up to 5 races)
 - Star Mid-Winters - Thursday - Sunday February 8 - 11, 2018. (includes Walker Cup, up to 8 races total) - **Racing will start at 11:25 every day for this event only.**
- 5.4. The scheduled time of the warning signal for the first race of the Commodores Cup/District 20 Championship, Levin Memorial, Schoonmaker Cup, and Walker Cup each Saturday is **1125** hours and **1055** hours each Sunday, except for the Mid-Winters as noted above. For these events, no initial warning will be made after 1500 on Sunday.
- 5.5. For the Schoonmaker Cup, Commodores Cup, Levin Memorial/District 20 Championship, and Walker Cup, up to five races each are scheduled.
- 5.6. For the Star Mid-Winters there will be up to 8 races scheduled, including Walker Cup racing.
- 5.7. When more than one race is scheduled on the same day, the warning signal for each succeeding race will be made as soon as is practical. Flag A displayed by the RC finish vessel, while boats are Finishing, means no more races will be sailed that day.

6 CLASS FLAG The Class flag will be a white flag with the Star Class insignia, or Flag S. This changes Race Signals (see also SI 14).

7 RACING AREA The racing area will be on Biscayne Bay one to three miles south of the entrance to Dinner Key Channel.

8 COURSES

- 8.1. Course "0", Course "1", Course "3", or Course "4", STCR 34.3, Format C, STCR 34.3.7 may be used. Courses marked with a "V" after the Course Number will include the Vertical Offset at Mark 1 (see Attachment 2).
- 8.2. No later than the warning signal the RC signal vessel will display the appropriate course number, bearing and distance to the first mark from the signal vessel by placard to indicate the course to be sailed.

9 MARKS

- 9.1. Marks of the course shall be orange inflatable marks.
- 9.2. Marks for the start and/or finish shall be yellow inflatable mark or a staff displaying an orange flag on a port end RC mark vessel.

10 THE START

- 10.1. The RC may sound a series of short horn sounds to alert competitors the warning will be displayed within one minute.
- 10.2. The starting line will be between a staff displaying an orange flag on the RC signal vessel at the starboard end and a nearby mark or staff displaying an orange flag on the RC mark vessel on the port end.
- 10.3. RRS A4.2 is changed so that a boat not starting within 10 minutes after her starting signal will be scored DNS without a hearing.
- 10.4. A RC boat may display an "X" flag, a "U" flag, or a black flag positioned near Mark 1 and attempt to notify boats that have been OCS or disqualified in accordance with RRS 30.3 or RRS 30.4 and will display their bow number(s). Any boat notified that she has been disqualified shall leave the race course immediately.

11 CHANGE OF THE NEXT LEG OF THE COURSE: To change the next leg of the course, the RC will move the original mark (or the finish line) to the new position.

12 THE FINISH: The finishing line will be between a staff displaying an orange flag on a RC vessel and a nearby yellow inflatable mark or staff displaying an orange flag on the RC mark vessel at the port end. The RC vessel may be fitted with a "stand-off" buoy, which will be considered part of the vessel.

13 PENALTY SYSTEM:

- 13.1. Per SI 1.6, STCR 35.5 changes RRS 44.2 to indicate that the penalty is a one turn penalty including one tack and one jibe.

14 TIME LIMIT: The time limit will be as described in STCR 34.3.7 Format C. RRS 35, A4, and A5 are changed to provide that boats not finishing within 30 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing. In accordance with STCR 34.3.1, no course will be shortened.

15 PROTESTS AND REQUEST FOR REDRESS:

- 15.1. Protests will be made in writing on forms available from the front desk at the CRYC. The protest time limit shall be one (1) hour after the docking time of the RC finish vessel. The docking time will be posted on the official notice board. Protests shall be delivered to the front desk at the CRYC within the appropriate time limit. This changes RRS 61.3.
- 15.2. Requests for redress will be made in writing on forms available from the front desk at the CRYC and must be delivered to the front desk at the CRYC within the protest time limit or thirty minutes after the incident, whichever is greater. This changes RRS 62.2.
- 15.3. The protest time limit shall be one (1) hour after the docking time of the RC finish vessel for protest or request for redress by the RC or protest committee about incidents they observe in the racing area. This changes RRS 61.3 (as above) and 62.2.
- 15.4. RRS 62.2 is changed to delete "or two hours after the incident, whichever is later" and RRS 66 is changed to shorten the time for requesting redress from 24 hours to two (2) hours.

- 15.5. Within the protest time limit, the RC shall post the bow numbers or sail numbers of all of the boats that are disqualified or penalized under RRS 29, RRS 30, SI 10.4, and /or SI 17.1.
- 15.6. A notice fulfilling the requirements of RRS 63.2 will be posted not later than 30 minutes following the expiration of the protest time limit.

16 SCORING:

- 16.1. Low point scoring system, RRS Appendix A, will apply.
- 16.2. One (1) race must be completed to constitute a regatta.
- 16.3. A boat's event series score will be the total of her race scores. This changes RRS A2.
- 16.4. For the Winter Series: The Low Point Scoring System, RRS A, will apply. Points shall be determined from the finishing place at each regatta. The sum of the best three of the four 2-day regattas, plus the Mid-Winter regatta place multiplied by two, will determine the winner of the Winter series.
- 16.5. For the Winter Series, ties will be broken using the Mid-Winter Series result. This changes RRS A8. See SI 1.9.

17 SAFETY REGULATIONS:

- 17.1. Prior to the warning signal of their first race of each day, each boat shall sail past the stern of the RC signal vessel on starboard tack and hail her bow or sail number until acknowledged by the RC.
- 17.2. RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal of their first race of each day will be scored (DNS) in that race without a hearing.
- 17.3. A boat that retires from a race shall notify the RC, the protest committee or the receptionist at Coral Reef Yacht Club as soon as possible.
- 17.4. A boat requiring assistance shall signal by waving extended arms.

18 EVENT ADVERTISING: Boats may be required to display event advertising on the forward part of the hull.

19 TRASH DISPOSAL: Trash may be put aboard support and RC vessels.

20 TEAM AND PRIVATE SUPPORT VESSELS:

- 20.1. Support persons, coach vessels, and private spectator vessels are expected to render assistance to a boat in danger when requested by the boat, or at the request of the RC or protest committee. All such vessels shall monitor channel 71 during the race.
- 20.2. Team leaders, coaches and other support persons shall stay 100 meters outside areas where boats are racing from the time of the warning signal until all boats have finished racing.
- 20.3. The penalty for breaking SI 20.1 or 20.2 will be at the discretion of the protest committee up to and including disqualification of all boats associated with the team or other support persons.
- 20.4. A yacht shall receive no outside assistance from support or coach boats while racing. Towing to and from the race course area is permitted.

21 RADIO COMUNICATION:

- 21.1. Under RRS 87, STCR 31.2.6 is changed to allow VHF radios to be carried on all boats for the sole purpose to listen into actions of the RC on VHF 71 and to transmit only in the event of an emergency or retirement.
- 21.2. In the event of an individual recall, bow numbers or sail numbers or identification of a yacht or yachts which are identified as OCS may be announced on VHF 71. Failure of a yacht 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 VHF radio will not be grounds for redress. This changes RRS 60.1(b).

22 PRIZES:

- 22.1. Weekend and Mid-Winter Regatta prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Junior skipper not placing 1st through 3rd in the event which is aged 35 or younger throughout the event and his crew regardless of age, and the top Grand Masters skipper not placing 1st through 3rd in the regatta which is aged 60 or older before the start of the first race in the event and his crew regardless of age.
- 22.2. The Star Winter Series prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Junior skipper not placing 1st through 3rd in the series which is aged 35 or younger throughout the series and his crew regardless of age, and the top Grand Masters skipper not placing 1st through 3rd in the regatta which is aged 60 or older before the start of the first race in the series and his crew regardless of age.
- 22.3. Perpetual trophy, which shall remain in CRYC's custody, will be awarded to the skipper and crew finishing first in the Star Winter Series.
- 22.4. The Organizing Authority and/or RC reserve the right to provide additional prizes.

23 DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority, the RC, the ISCYRA, and the sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

24 INSURANCE: Boats sailing in this regatta must be adequately insured against third party liability for racing risks (minimum \$300,000 coverage). Proof of insurance will be requested at registration.

ATTACHMENT 1

Applicable US SAILING Prescriptions (Rx) to the Racing Rules of Sailing

Rx to 88.2 After rule 88.2 add:

US Sailing prescribes that sailing instructions shall not change or delete rule 61.4, Appendix R, or its prescriptions to rules 40, 60.3, 67 70.5, 70.5(a) or 76.1.

Rx to rule 61.4 Add rule 61.4:

61.4 Fees for Protests and Requests for Redress

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

Rx to 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 these 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.*

Rx to 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.

ATTACHMENT 2

1A 

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MARK 3/GATE/LEEWARD

This language is inserted in the course description:

The R/C will lay Mark 1A approximately 50 meters (7 boat lengths) to windward of Mark 1. Boats shall pass in order Marks 1, 1A, and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, both Marks can be moved to maintain the configuration of the course; Mark 1 or 1A can either be pulled entirely; or replaced by a mark vessel. This changes STCR 34.2, Courses.

The practical effects are that 1) it clears the boats approaching the windward Marks from boats rounding the mark and heading downwind much as the current “horizontal” offset to the side does, and 2) has the added advantage of moving the windward rounding pile-up off to the right and downwind of the top-end mark 1A, optimally to or past the starboard layline outside the limits of the respective zones. It increases the likelihood that the port tack boats approaching do so outside of the zones where RRS10 applies and there’s plenty of water to maneuver as needed.