



MIAMI STAR WINTER SERIES

Coral Reef Yacht Club, Miami, Florida

November 2022 to February 2023

SAILING INSTRUCTIONS

The notation [NP] in a rule in the SIs means that a boat may not protest another boat for breaking that Rule. This changes RRS 60.1(a).

1 RULES

- 1.1. Each Regatta in the Series will be governed for the entire series by the *Rules* as defined in *The Racing Rules of Sailing* (RRS). These Rules include the current CRYC Covid Rules for Regattas as posted.
- 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. See Attachment 3. [NP] [DP]
- 1.4. Applicable US Sailing Prescriptions are stated in full in Attachment 1.
- 1.5. STCR 35.5 changes RRS 44.1 to indicate that the penalty is a One Turn penalty per RRS 44.2.
- 1.6. Appendix T1 will be in effect. Appendix T1(b) is changed so that the post-race penalty shall be 20%, or 50 % of the difference between the boat's finishing position in the race and the score for DNF, whichever is less, if the number of racing yachts is greater than 15. A penalty acceptance form will be located on the YachtScoring regatta web page and may be submitted at the CRYC protest desk.

2 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.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices will be posted on the official regatta notice board on line at YachtScoring.com. A copy may be posted in the north breezeway of the Coral Reef Yacht Club. Failure to post a notice at CRYC will not be grounds for redress.
- 3.2. On the water, the Race Committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 3.3. 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. Information gathered on VHF or any other device not available to all boats shall not be grounds for redress.[DP]
- 3.4. In the event of an individual recall, bow numbers or sail numbers or identification of a yacht or yachts which are identified as OCS, UFD, or BFD may be announced on VHF 71. Failure of the RC to make such announcement, a yacht to see or hear her recall notification, and the timing and order of such hails or the length of time it

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takes to make a notification on the VHF radio will not be grounds for redress. This changes RRS 62.1(a).

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, CRYC rules permitting. The RC may provide a short briefing each subsequent day.
- 5.3. Race schedule:
 - Schoonmaker Cup - Saturday and Sunday November 12-13, 2022. (up to 5 races)
 - Commodores Cup - Saturday and Sunday December 3-4, 2022. (up to 5 races)
 - Levin Cup - January 7-8, 2023 (up to 5 races)
 - Walker Cup - Thursday and Friday, February 9-10, 2023 (up to 5 races)

The above are the "two-day regattas" herein.

- Star Mid-Winters - Thursday - Sunday February 9-12, 2023. (includes Walker Cup, up to 8 races total).
- 5.4. The scheduled time of the warning signal for the first race of the Schoonmaker Cup, Commodores Cup, Levin Cup, Walker Cup, and Midwinters each day is **1125** hours and **1055** hours each Sunday. For all events, no initial warning will be made after 1500 on Sunday.
 - 5.5. For the Schoonmaker Cup, Commodores Cup, Levin Cup, and Walker Cup, up to five races each are scheduled.
 - 5.6. For the Star Mid-Winters there will be up to 8 races are scheduled, including Walker Cup racing. *At the Race Committee's discretion, 3 (three) races may be sailed in any one day, but not to get more than one race ahead of schedule.*
 - 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.

6 CLASS FLAG The Class flag will be a white flag with the Star Class insignia, or Flag S. This changes Race Signals – Flag S.

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. Courses "0", "1", "3", "4", "6", or "7", STCR 34.3, Format C, STCR 34.3.9 may be used. Courses marked with a "V" after Course Numbers 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, approximate bearing and distance to the first mark from the signal vessel by placard to indicate the course to be sailed.
- 8.3. In accordance with STCR 34.3.1, no course will be shortened under RRS 32. Courses may be adjusted under RRS 33(b).

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9 MARKS

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

10 THE START

- 10.1. The race committee may sound a series of short horn sounds to alert competitors at approximately one minute prior to the warning signal.
- 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. [DP] A RC vessel may display an "X" flag, positioned near Mark 1 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 vessel at the port end. This changes Race Signals, Blue flag. The RC vessel may be fitted with a "stand-off" buoy, which will be considered part of the vessel.

13 PENALTY SYSTEM: See SI section 1 for RRS changed by STCRs.

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 TLE in accordance with STCR 34.6.3 without a hearing.

15 HEARING REQUESTS

- 15.1. Protests and requests for redress or reopening shall be delivered Online on Yachtscoring by logging into the owner's corner and filling out the online form (a diagram may be brought to the hearing; Protest / Hearing Request and Acceptance of Post-Race Penalty forms are available on the ONB and at the front desk of CRYC and may be submitted at the front desk.
- 15.2. 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 filed within the appropriate time limit. This changes RRS 61.3.
- 15.3. Notices will be posted on the YS ONB no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room and competitors involved should report to the 2nd floor deck on SE side of the CRYC Boathouse.
- 15.4. After a hearing, the penalty for breaking rules other than those of Part 2 that do not specify a penalty may be less than DSQ at the discretion of the protest committee.
- 15.5. 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. On the last scheduled day of racing, a redress request shall be

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submitted no later than 30 minutes after the relevant information or decision is posted.

- 15.6. 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.
- 15.7. A notice fulfilling the requirements of RRS 63.2 will be posted not later than 15 minutes following the expiration of the protest time limit.

16 SAFETY REGULATIONS:

- 16.1. 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. Per NoR 1.9, 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 subject to a 20% Scoring Penalty upon the first occurrence in the Series, a 40% penalty upon the second, and a score of DNS for any subsequent occurrences, without a hearing.
- 16.2. [NP] 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 (DNS) in that race without a hearing.
- 16.3. 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.
- 16.4. A boat requiring assistance shall signal by waving extended arms.

17 EVENT ADVERTISING: Boats may be required to display event advertising provided by the Organizing Authority on the forward part of the hull.

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

19 TEAM AND PRIVATE SUPPORT VESSELS:

- 19.1. 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. [DP]
- 19.2. 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. [DP]
- 19.3. The penalty for breaking SI 20.1 or 20.2 will be at the discretion of the protest committee (i.e. [DP]) up to and including disqualification of all boats associated with the team or other support persons.
- 19.4. A yacht shall receive no outside assistance from support or coach boats while racing. Towing to and from the race course area is permitted.

20 PRIZES:

- 20.1. Two-day and Mid-Winter Regatta prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Corinthian crew not placing 1st through 3rd in the event, 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.
- 20.2. The Star Winter Series prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Corinthian crew not placing 1st through 3rd in the series, the top Junior skipper not placing 1st through 3rd in the series which is aged 35 or

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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.

20.3. Perpetual trophy, which shall remain in CRYC's custody, will be awarded to the skipper and crew finishing first in the Star Winter Series.

20.4. The Organizing Authority and/or RC reserve the right to provide additional prizes.

21 RISK STATEMENT AND DISCLAIMER OF LIABILITY:

21.1. Competitors participate in the series entirely at their own risk. 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.

21.2. 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. A Liability Waiver will be posted on the event website and may be signed electronically. Skippers, crews and Support Persons must sign this Waiver In order to participate in the event.

22 INSURANCE: Boats sailing in this series 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.

However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of, a country listed on the US Sailing website at

<https://www.ussailing.org/exclusion>.

USSAILING Rx to Appendix R is in effect. The full text is available upon request.

ATTACHMENT 2

1A 

1 



MARK 3/GATE/LEEWARD

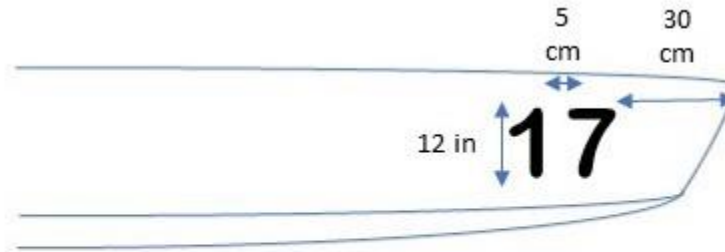
This language is inserted in the course description:

The R/C will lay Mark 1A approximately 50 - 100 meters (7 – 15 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.

ATTACHMENT 3

Bow Numbers



Note: Not to Scale