



**52nd ISCA
WORLD CHAMPIONSHIP**
December 3-10, 2023
Race Days: December 5-9, 2023



SAILING INSTRUCTIONS
Posted: November 27, 2023

[SP] denotes a *rule* for which a standard penalty may be applied by the race committee without a hearing. This changes RRS 63.1 and A5.1. [DP] denotes a *rule* for which the penalty is at the discretion of the international jury. [NP] denotes that a breach of this *rule* will not be grounds for a protest by a boat. This changes RRS 60.1(a).

1. RULES

- 1.1. The event is governed by the *rules* as defined in *The Racing Rules of Sailing 2021-2024* (RRS).
- 1.2. RRS Appendix P, Special Procedures for Rule 42, will apply.
- 1.3. National Authority prescriptions will not apply.
- 1.4. In RRS 44.2, insert after the first sentence: “however, if mark 1a is set, a boat may delay taking a penalty for an incident in the zone around mark 1 or on the leg between mark 1 and mark 1a, until she passes mark 1a.” This changes RRS 44.2.
- 1.5. If there is a conflict between languages the English text will take precedence.

2. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted two hours before the warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. The [official notice board](https://yachtscoring.com/emenu.cfm?eID=15792) will be located online, <https://yachtscoring.com/emenu.cfm?eID=15792>
- 3.2. Copies of the Notice of Race (NOR), SIs, and other notices may also be posted, as a courtesy, at CGSC. Failure to post a notice at CGSC will not be grounds for redress.
- 3.3. The race office is located at CGSC in the 2nd Floor Meeting Room.
- 3.4. The race committee will use VHF radio channel 73u. Per RRS 37, if the race committee displays signal flag Victor, VHF radio channel 74 will be used.
- 3.5. While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats, this includes any type of GPS capable watch or iWatch.

4. CODE OF CONDUCT [DP]

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials and the organizing authority.
- 4.2. Boats shall display advertising supplied by the organizing authority if any.

5. SIGNALS MADE ASHORE



- 5.1. Signals made ashore will be displayed from the flagpole located at CGSC.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes.' This changes RRS 25.2 and Race Signals.

6. CLASS FLAG

The class flag is a white flag with a red sunfish logo.

7. RACING AREA

The racing area is Biscayne Bay in an area approximately 1 to 3 miles SSE of Brennan Channel Marker "1".

8. COURSES

- 8.1. The diagram in Addendum 1 shows the course to be sailed including the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2. No later than the warning signal, the race committee signal vessel will display a placard indicating the approximate compass bearing of the first leg. The absence of the compass bearing will not be grounds for redress. This changes RRS 60.1(b).
- 8.3. Courses can only be shortened after the completion of the third leg. This changes RRS 32.1.
- 8.4. If a gate mark (2s or 2p) is missing, the remaining mark shall be left to port.

9. MARKS

Marks will all be as follows:

Mark	Original Mark description	Change Mark Description
Start	An orange flag on the portside of the signal vessel and an orange flag on the starboard side of the pin vessel	None
1	Yellow 5ft. (1.5m) inflatable tetrahedrons	Orange 5ft. (1.5m) inflatable tetrahedron
1a (offset)	Yellow 3ft. (.91m) inflatable cylinder	Orange 3ft. (.91m) inflatable cylinder
2p/2s	Yellow 5ft. (1.5m) inflatable tetrahedrons	Orange 5ft. (1.5m) inflatable tetrahedron
Finish	A blue flag on the starboard side of the signal vessel and the course side of a Green 5ft (1.5m) inflatable tetrahedron	None

10. OBSTRUCTIONS

- 10.1. There are no areas designated as an obstruction in the racing area.
- 10.2. On the way to the race area, there is a shallow area, designated with a white marker, that should not be sailed over. Addendum 2 shows the location with a YELLOW STAR.

11. THE START

- 11.1. Races will be started in accordance with RRS 26.



- 11.2. The start line will be between staffs displaying orange flags on the signal and pin vessels. If the port end RC vessel is not on station, it will be replaced by a starting pin.
- 11.3. To alert boats that a race will begin soon, orange line flags will be displayed with one sound at least five (5) minutes before a warning signal is displayed.
- 11.4. The race committee will not hail the sail numbers of boats that are OCS. As a courtesy, the race committee shall display a board at the rear of the signal vessel showing the sail number of the OCS/UFD/BFD boat/s. Any improper action or omission associated with this display board is not subject to redress.
- 11.5. A boat that does not meet the definition of start within four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 35, A5.1 and A5.2.

12. CHANGE OF THE NEXT LEG OF THE COURSE

If during a race, the race committee changes the position of mark 1 and signals that change in accordance with RRS 33, mark 1a (offset mark) will be reset in the same color as the change mark.

13. PENALTY SYSTEM

- 13.1. Penalties at the time of the incident shall be as described in RRS 44.1 and 44.2, and as changed by SI 1.4.

14. TIME LIMITS

- 14.1. The mark 1 time limit, race time limit and the finishing window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 mins.	75 mins.	15 mins.

- 14.2. If no boat has passed the first mark within the mark 1 time limit, the race shall be abandoned.
- 14.3. The finishing window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the finishing window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE), without a hearing. The score for TLE is the number of finishers plus 2. This changes RRS 35, A5.1, A5.2, and A10.

15. PROTESTS, HEARING REQUESTS, and SCORING INQUIRIES

- 15.1. Protest/request for redress/scoring inquiry forms are online as described in SI 15.11-15.14.
- 15.2. Protestors shall use their sail numbers as identification on the protest form.
- 15.3. The protest/request for redress time limit is 90 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The same protest time limit applies to all protests/requests for redress by the race committee and Jury. The time will be posted on the official notice board.

- 15.4. No later than 30 minutes after the protest time limit, notices will be posted to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the race office beginning at as soon as possible.
- 15.5. Rule 42 infringements will be posted by the Jury on the Official Notice Board before the protest time limit expires.
- 15.6. Scoring inquiries, including potential redress requests relating to a starting penalty, should be initiated by filling out the online Scoring Inquiry form at <https://forms.gle/8NRwHJS4PAcKzRTA7>
- 15.7. Questions about the status of scoring inquiries can be emailed to ScoringInquiry@cgsc.org. If a request for redress is based on the outcome of a scoring inquiry, then the redress time limit will have been satisfied if the Scoring Inquiry form was submitted before the redress time limit expired.
- 15.8. Protests and requests for redress unrelated to a starting penalty should be initiated by filling out the online Protest form - <https://forms.gle/nf2pk5BAaaepPae36>
- 15.9. Additionally, if a diagram is required, it should be photographed and emailed to Protest@cgsc.org. Also, questions about the status of protests and redress requests can be emailed to Protest@cgsc.org. Notices will be posted on Yachtscoring no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties to or named as witnesses. It is each boat's sole responsibility to check the Official Notice Board, https://yachtscoring.com/notice_board_summary.cfm?eid=15792 to see if she is cited in a protest. Representatives of boats who are parties to hearings and their witnesses shall remain on call until excused by the Protest Committee.
- 15.10. Notices of protests by the race committee, technical committee or protest committee will be posted on the Official Notice Board (as defined in SI 3.1) to inform boats under RRS 61.1(b).

16. SCORING

- 16.1. Three (3) races are required to constitute a series.
- 16.2. Twelve (12) races are scheduled.
- 16.3. When fewer than six (6) races have been completed, a boat's series score will be the total of its race scores.
- 16.4. When six (6) to (11) races have been completed, a boat's series score will be the total of its race scores, excluding its worst race.
- 16.5. When twelve (12) races have been completed, a boat's series score will be the total of its race scores, excluding its two (2) worst scores.

17. [SP][NP][DP] SAFETY REGULATIONS

- 17.1. Prior to the warning signal for the first race of each day in which it intends to compete, each boat shall check in by sailing past the stern of the race committee signal vessel on starboard tack, hail her sail number and obtain acknowledgement from the race committee.
- 17.2. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 17.3. Each competitor shall wear a life jacket that is 100% dependent on foam for flotation and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding and removing clothing. This modifies RRS 40.1.

18. [DP] REPLACEMENT OF EQUIPMENT

- 18.1. Requests for substitution shall be made, in writing, to the race committee at the first reasonable opportunity.
- 18.2. Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Jury. .

19. [DP] EQUIPMENT AND MEASUREMENT CHECK

- 19.1. At the discretion of the ISCA Technical Committee designees, race committee or the Jury, boats may be re-measured at any time during the regatta and violations may be subject to protest. The ISCA Technical Committee designees will inspect boats for compliance with class rules and any provisions in the NOR or SI during scheduled hours prior to the regatta.
- 19.2. Following measurement, any additions, or changes to a competitor's boat and/or its equipment may only be done with the written approval of the race committee. Competitors must advise the race committee of any such changes in writing, at their first reasonable opportunity.

20. OFFICIAL VESSEL

- 20.1. Official vessels will be identified as follows:
 - Race committee signal vessel - blue RC flag
 - Jury vessels with a "J" flag (blue with horizontal white stripe)
 - Mark set vessels - yellow RC flags.
 - Safety vessels - purple flag

21. SUPPORT TEAMS

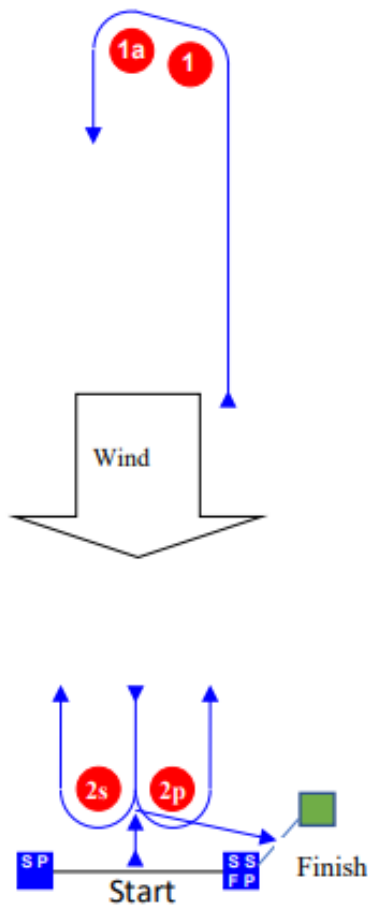
- 21.1. Support personnel are required to have a Guest/Coach/Support Personnel Event Pass purchased that includes access to the events and the dinners on site. See NOR 3.2 for purchase.
- 21.2. Coaches/Support personnel that will be on the water are required to register with CGSC during Registration, receive a flag, and sign a credit card authorization. Upon request, a mooring ball will be assigned for overnight use. The vessel will be charged \$80 USD if the flag is not returned at the end of the regatta. No coach/support vessel will be allowed on the course without a flag.
- 21.3. Support vessels shall stay outside the racing area from the time of the preparatory signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. The racing area is defined as no less than 100 meters from any boats that are racing and 100 meters outside the lay-lines from the marks defining the course.
- 21.4. Support vessels shall remain 100 meters below the starting line between the preparatory and starting signals. No support vessels will be allowed on either extension of the start line.
- 21.5. After the starting signal, support vessels may only proceed to the windward mark up the port side of the course and must return to the leeward mark via the same side. No support vessels will be allowed on the starboard side of the race course.
- 21.6. At the finish line, support vessels must remain 100 meters to starboard of the finish line. No support vessels will be allowed above the finish line.
- 21.7. No competitors shall be towed to or from the racecourse by support vessel. All competitors must sail to the racecourse on their own. Towing is allowed only in the case of an emergency or when approved by the PRO.
- 21.8. If a support vessel or support person does not comply with applicable rules, restrictions

and/or instructions, a discretionary penalty may be applied by the Jury to the support person or some or all associated competitors and may include from a warning up to removing all privileges. This changes RRS 64.5 (b).

- 21.9. Support vessels may be required to assist in the event of an emergency when requested or when the race committee displays code flag V with one sound in accordance with RRS 37.
- 22. [NP][DP]TRASH DISPOSAL**
Trash may be placed aboard official or support person vessels.
- 26. BERTHING**
[DP] Boats shall be kept in their assigned places during the event.
- 27. PRIZES**
Prizes will be given as per Section 16 of NOR.
- 28. DISCLAIMER OF LIABILITY**
Sailing is an activity that has an inherent risk of damage and injury. Competitors and support persons are participating entirely at their own risk. See RRS 3, Decision to Race. The Race Organizers (Organizing Authority, Race Committee, International Jury, host club, sponsors, or any other 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 participation in this event. 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 of the law.
- 29. RACE OFFICIALS**
Event Chair: Andi Hoffman, 305.978.6051 – cgscrace@gmail.com
Principal Race Officer: Shannon Bush, swmadero@gmail.com
Jury Chairman: Coco Barreda IJ - cocobarreda@yahoo.com
Event Technical Committee: John Butine - jb2039@gmail.com
ISCA Class Admin: Martine Zurinkas (404) 451-7743 sunfishhoff@gmail.com

ADDENDUM 1 – Course Diagram

LAR2

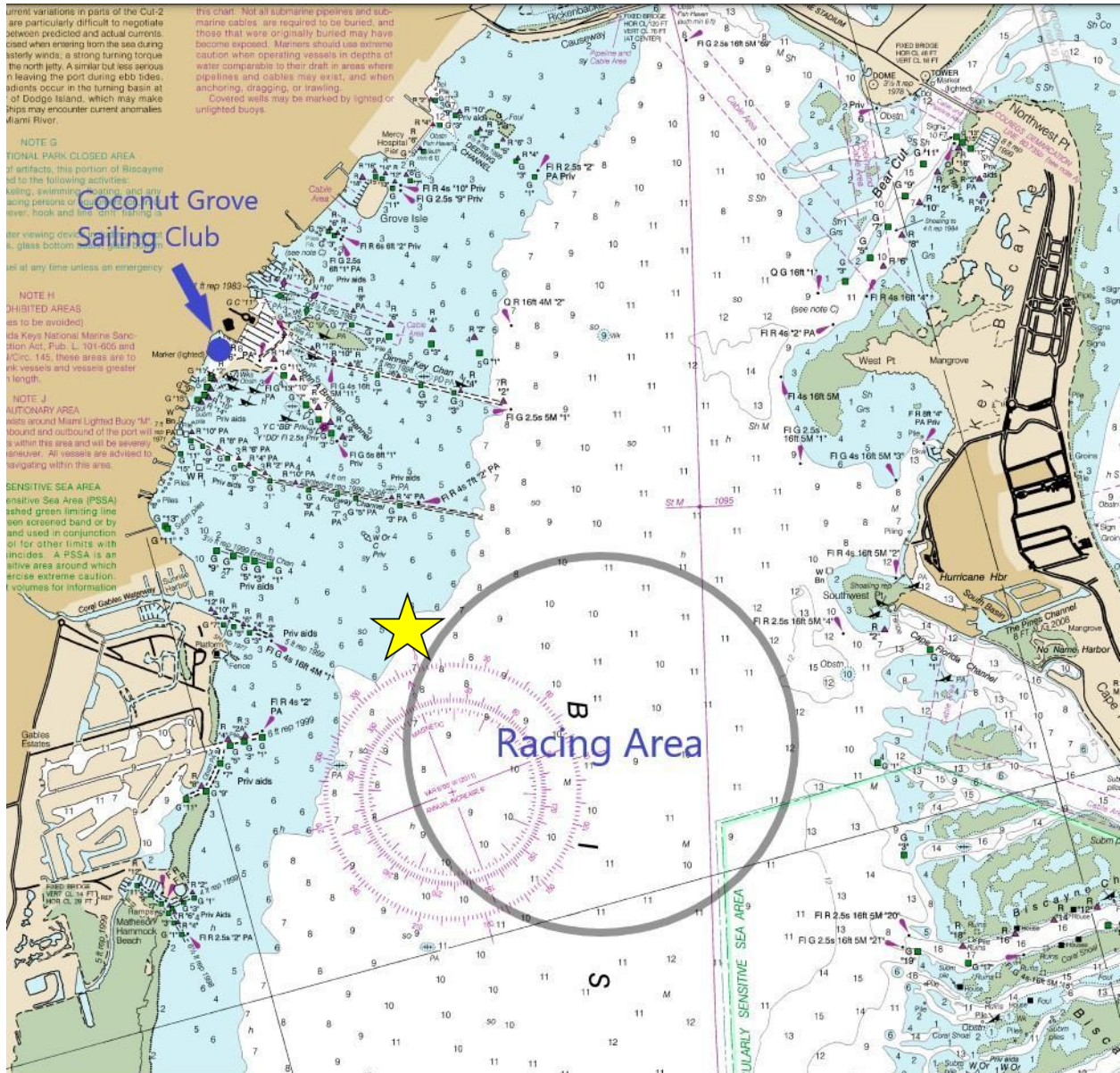


Course: Leeward finish

Signal	Mark Rounding Order
LAR2	Start – 1–1a–2s/p–1–1a--2p – Finish

ADDENDUM 2 - RACING AREA

10.2 Obstructions



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 exists. A similar but less serious condition exists in leaving the port during ebb tides. Currents occur in the turning basin at the Doge Island, which may make ships may encounter current anomalies in Miami River.

This chart. 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
ATIONAL PARK CLOSED AREA
 of artifacts, this portion of Biscayne National Park is closed to the following activities: boating, swimming, fishing, and any other activities that may disturb the park's natural resources. A permit is required for any activity in this area unless an emergency.

Coconut Grove Sailing Club

NOTE H
PROHIBITED AREAS
 as to be avoided) includes the National Marine Sanctuaries Act, Pub. L. 101-605 and 16 U.S.C. 1452, these areas are to be avoided by all vessels and vessels greater than 100 feet in length.

NOTE J
AUTONARY AREA
 The area around Miami Lighted Buoy "M" is a restricted area and the sound and outboard of the port will be severely restricted. All vessels are advised to avoid navigating within this area.

SENSITIVE SEA AREA
 Sensitive Sea Area (SSA) is an area around which an extreme caution should be exercised. A SSA is an area around which an extreme caution should be exercised. A SSA is an area around which an extreme caution should be exercised.

