



PRESENTED BY QUANTUM SAILS

## SAILING INSTRUCTIONS: GL52 Key West Cup

The notation '[NP]' in a rule in the SI means that a boat may not protest another boat for breaking the rule or request redress. The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

### 1 RULES

- 1.1 The regatta will be governed by
  - a) the rules as defined in *The Racing Rules of Sailing* (RRS), as changed by SI Appendix UF Umpired Fleet Racing, GL52 Edition;
  - b) Only the US Sailing Prescriptions to RRS 60.3(b), 61.4, 63.2, 67, 76.1, Appendix R, and Appendix V2 shall apply as posted on the regatta website as NOS Addendum A;
  - c) 2023 ORC Rule.
  - d) 2023 US Sailing Monohull SER Nearshore Safety Equipment Requirements with the exclusion of 3.19.1.
  - e) The 2024 GL52 Winter Series Notice of Series (NOS) which also serves as the Notice of Race for both Events in the Series.
  - f) These sailing instructions (SI) including Appendix UF.
  - g) Appendix T, Arbitration, may be added as an SI Amendment as a part of the protest resolution process.
- 1.2 If there is a conflict between rules, the SIs have precedence. This changes RRS 63.7.
- 1.3 The Macatawa Bay Yacht Club (MBYC) is the Organizing Authority (OA) for the 2024 GL52 Winter Series (Series). Racing at the Southernmost Regatta will be conducted as part of the 2024 GL52 Winter Series by MBYC who will work in concert with Sailing Fleets Inc., the OA for the Southernmost Regatta, in planning and conducting the GL52 portion of that regatta. All race documents for the 2024 GL52 Winter Series will be published by MBYC.
- 1.4 [DP][NP] Vakaros RaceSense system will be used for this regatta and is required to be mounted per GL52 guidelines, and operational at all times while racing with the GL52 firmware. *Each boat shall provide their own Vakaros Atlas 2 with GL52 RaceSense and shall deliver the unit to the Vakaros Rep (Caroline) prior to the first day of practice to confirm software and offsets are operating correctly and that units are fully charged.* The instrument shall be turned on at least 30 minutes prior to the first scheduled warning signal of the day and remain on a minimum of 15 minutes after last boat has finished the final race of the day. For information purposes only, Atlas 2 devices will display a countdown timer, distance to line, and an OCS notification if you are on the course side of the line at the starting signal. Signals displayed on the Race Committee vessel shall take precedence for both starts and finishes. Video, photo and/or electronic data relating to either starting or finishing shall not be accepted as evidence in either a scoring review, redress hearing or protest hearing. This changes **RRS 62.1 (a)**. Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress

**2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of racing will be posted by 2000 on the day before it will take effect.
- 2.2 Any changes posted will also be emailed to the email contact on the competitor’s entry.
- 2.3 Oral changes to the sailing instructions may be made on the water via VHF by hailing boats on Channel 79.

**3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the online official notice board located at: <https://yachtscoring.com/emenu.cfm?eID=16308>
- 3.2 On race days, boats shall monitor VHF 79 at all times from 1030 until 30 minutes after finishing.
- 3.3 In accordance with NOS 5.1, no communications, data, vocal or visual signaling of any kind or tactical placement from the support boat is permitted after the race boat departs the dock until after the race boat retires for the day or after finishing the last race of the day.
- 3.4 Except in an emergency, a boat that is racing shall not make *voice, text, email, WhatsApp* transmissions and shall not receive *voice, text, email, WhatsApp* or data communication that is not available to all boats.
- 3.5 RaceSense information is available to all boats.

**4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be announced by the race committee on VHF 79, beginning at 1030.

**5 SCHEDULE OF RACES**

<u>Event</u>	<u>Organizing Authority</u>	<u>Location</u>	<u>Racing Days</u>	<u>Races</u>
Key West Cup	Macatawa Bay YC	Key West	February 15-18	(up to 9) races

<https://yachtscoring.com/emenu.cfm?eID=16308>

- 5.2 The scheduled time of the warning signal for the practice race is 1300 on the day prior to the first scheduled day of racing.
- 5.3 The scheduled time of the warning signal for the first race each race day is 1200.
- 5.4 A maximum of three (3) races will be held each day.
- 5.5 On the last scheduled day of racing, no warning signal will be made after 1400
- 5.6 Requests for extra time before the first warning signal will not be considered except in the case of a medical emergency.
- 5.7 *After the first race of the day, a boat is allowed one request per day for extra time of up to 10 minutes. The boat shall make the request to the race committee on VHF 79 before the warning signal of the race and state the reason for the delay.* There shall be only one request per race. If there are multiple requests from different boats, the cumulative extra time shall be no more than a total of 10 minutes between races unless extended by the race committee.

**6 RACING AREA**

- 6.1 The racing area is southwest of Key West. See SI Addendum A.

**7 COURSES**

- 7.1 Will be Windward / Leeward: 4 legs will be sailed with marks to be left to port.
- 7.2 The Race Committee may set a windward offset mark and/or a leeward gate. If the windward offset mark is not set, boats shall round the windward mark leaving it to port. If only one gate mark is in place for the leeward gate, boats shall round the single leeward mark leaving it to port. The gate marks may be the same as the starting line marks.
- 7.3 When set to windward of the starting/finishing line, the leeward mark or gate is not a mark of the course for the first leg or a final downwind leg.

## 8 MARKS

8.1 Marks will be *MarkSetBot* self-propelled marks, or inflatable marks.

## 9 THE START

9.1 The starting line will be between the center flag staff with an orange flag on the *MarkSetBot* at the port end and the *MarkSetBot* at the starboard end. If an inflatable mark is substituted for one or both of the *MarkSetBots*, the race committee will use the course side of the starting buoys to call the line. The race committee signal boat will be stationed outside the starboard end of the starting line and is not part of the starting line and will not be displaying an orange flag.

9.2 **[DP] Restricted Area** - A boat shall not break the plane between the starboard end starting mark and the race committee signal boat. Any boat breaking this rule shall take a voluntary One-Turn Penalty, including one tack and one gybe. This will not be enforced by the umpires. The race committee will file a protest for any infractions of this rule where the boat does not take a penalty.

9.3 Races shall be started by using sound signals. Visual signals will not be used. This changes **RRS 26**.

5 minutes	Warning	1 sound
4 minutes	Preparatory	1 sound
1 minute	Preparatory Down	1 long sound
Zero	Start	1 sound

9.4 If any part of a boat's hull is on the course side of the starting line at the starting signal, observed visually or by RaceSense, the race committee will raise a flag 'X' with one sound in accordance with **RRS 29.1**.

- a) [NP] The RC will attempt to broadcast her name, bow number, or sail number on VHF 79.
- b) [NP] Failure to make a broadcast or the timing of the broadcast will not be grounds for a request for redress.

9.5 A hail and display of flag 'X' Signals by the race committee shall take precedence over RaceSense notifications.

## 10 CHANGE OF THE NEXT LEG OF THE COURSE

10.1 To change the next leg of the course, the race committee will move the original mark(s) (or the finishing line) to a new position and announce the change on VHF 79. Marks may be moving into position after the announcement.

## 11 THE FINISH

11.1 The finishing line will be between the course side of a *MarkSetBot*, or an inflatable mark at the port end and the course side of a *MarkSetBot* or an inflatable mark at the starboard end. The race committee signal boat will be stationed outside the finishing line and is not part of the finishing line.

11.2 The finishing line buoys will be the same buoys used for the starting line but may be positioned to make the line shorter.

## 12 TIME LIMITS

12.1 **RRS 35:** The Mark 1 Time Limit, Race Time Limit and the Finishing Window are:

- Mark 1 time limit = 30 minutes
- Race time limit = 90 minutes
- Finishing Window = 15 minutes

12.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

12.3 [NP] 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. A boat scored TLE shall be scored points **one** more than the points scored by the last boat that finished within the Finishing Window. This changes **RRS 35, A5.1, A5.2 and A10**. Failure to meet the Target Time will not be grounds for redress. This changes **RRS 62.1(a)**.

### 13 UMPIRING, PROTESTS, REQUESTS FOR REDRESS AND ARBITRATION

- 13.1 SI Appendix UF, Umpired Fleet Racing, shall apply and is the default penalty system. In the event that the umpire is unavailable, the race committee shall announce on VHF 79 prior to the warning signal that 'UF' is OFF for that race.
- 13.2 In the event 'UF' is OFF, RRS 44.2 is changed to a One-Turn Penalty. Protests and request for redress shall be in accordance with RRS Part 5, Section A, except that the protest time limit will be as described in SI 13.3 and SI 13.4.
- 13.3 After the finish of each race, the race committee will announce a two-minute 'Protest Window' on VHF 79. A boat shall notify the race committee during this 'Protest Window' any protests against another boat that were not resolved by the umpires in accordance with Appendix UF, as well as any requests for redress that do not involve scoring.
- 13.4 The protest time limit for protests reported during the 'Protest Window', or for requests for redress involving scoring, is 90 minutes after the last boat has finished the last race of the day or when remaining races have been abandoned. The Protest Time Limit will be posted to the Official Notice Board on the YachtScoring event site.
- 13.5 Protest Forms may be completed and emailed to Dale Gort [dgort234@gmail.com or text to 616.403.6158] or given to the PRO at the event. Any videos, documents or tracking data should be sent to the following address so that it can be formatted for presentation when requested.



Automated Protest filing: <https://bit.ly/GL52Hearing>

- 13.6 A courtesy email will be sent to the parties involved in the protest using the email address that has been entered as "Owner" during registration.
- 13.7 Protests will begin at approximately 1800 hours each day. Location and final schedule with start times will be announced when all protests have been filed. Protest Hearings on the last day of racing will be scheduled as soon as possible.
- 13.8 Protests and requests for redress will be heard via video link with the offsite protest committee. Both parties to the protest shall be in the same meeting location with the fleet manager.
- 13.9 **Appendix V2, Post-Race Penalties**, is in effect. The penalty, which is to be taken prior to the beginning of a protest hearing involving the incident, shall be a 30% penalty. The penalty shall not cause the boat's score to be worse than the score for Did Not Finish. Acceptance of a penalty must be delivered, via text, in person, or email to the PRO or Dale Gort [dgort234@gmail.com or 616.403.6158].
- 13.10 The OA reserves the right to add the use of Appendix T, Arbitration, and, if so, will issue an Amendment to the SIs.
- 13.11 Boats are responsible for any damage they cause to a *MarkSetBot*.

### 14 SCORING

- 14.1 Scoring will be based on ORC Time on Time, Five Band (5) Band Windward / Leeward Handicaps per GL52 Scoring Protocol by PRO.
- 14.2 Each boat's regatta score shall be the sum of all her race scores with no discard.
- 14.3 One race completed constitutes a regatta.

### 15 SAFETY REGULATIONS

- 15.1 [NP][DP] A boat that retires from the race will notify the race committee as soon as possible on VHF 79.

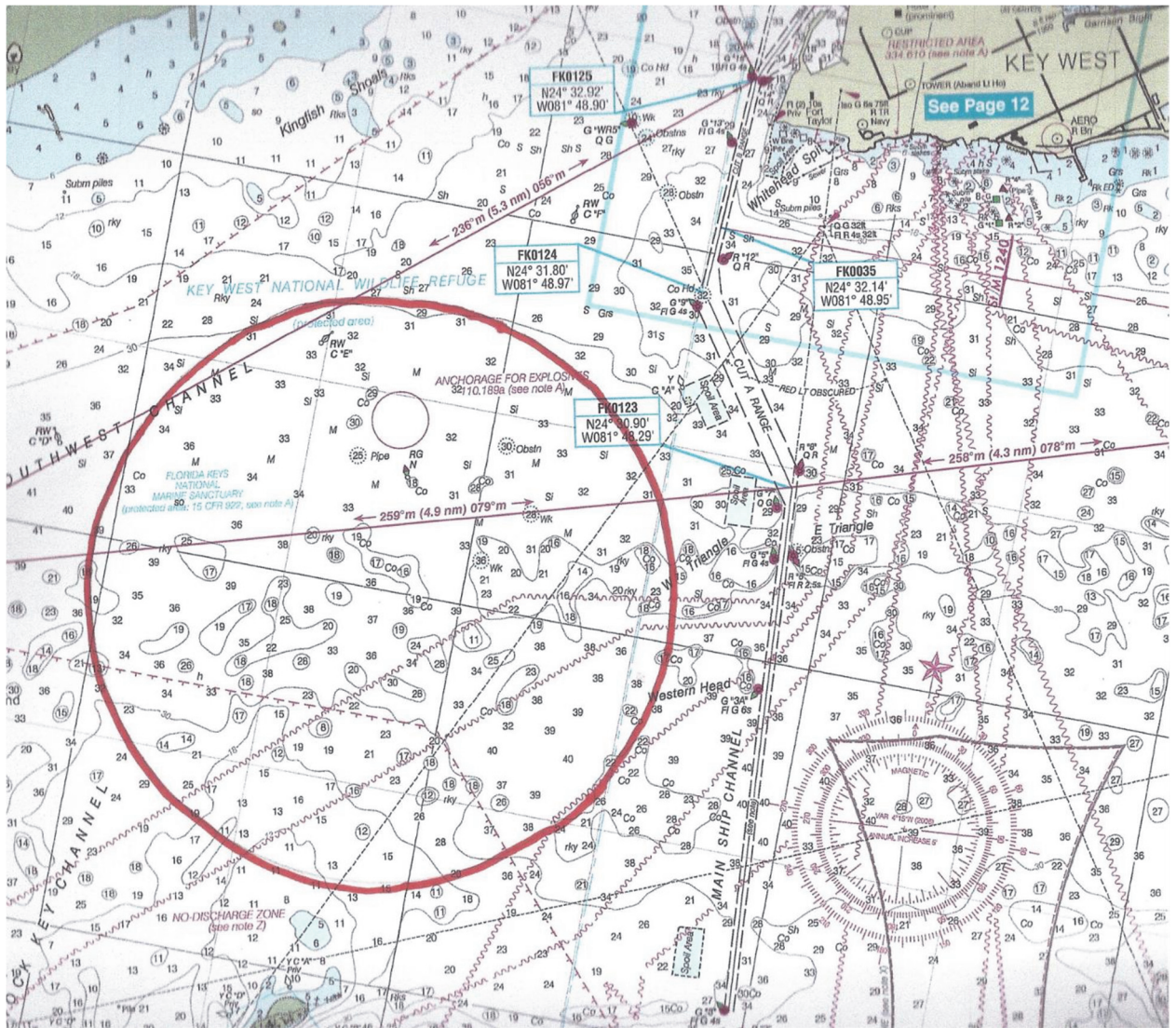
### 16 FURTHER INFORMATION

- 16.1 For further information please contact the Principal Race Officer, Carol Ewing [lightning@cofs.com](mailto:lightning@cofs.com) 305-785-4777



# ADDENDUM A – RACE AREA

The race area is southwest of Key West as shown below. The race committee will broadcast their LAT/LONG position on VHF 79 once they have selected their location.



## APPENDIX UF UMPIRED FLEET RACING – GL52 Edition v01-10-23

*Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b).*

### UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, RRS 17 AND RRS 70

UF1.1 Add to the definition Proper Course: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a proper course.' UF1.2 Add new RRS 7 to Part 1:

#### **7 LAST POINT OF CERTAINTY**

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.' UF1.3 RRS 14 is changed to:

#### **14 AVOIDING CONTACT**

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 1 point on other boats if they consider that these boats contributed to the contact. This rule also applies to stanchions, pulpit, pushpit, spars and standing rigging.

14.3 When there is contact that causes damage, or the umpires decide a boat has broken RRS 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 1 point.

UF1.4 When RRS 20 applies, the following arm signals are required in addition to the hails:

- (a) for Room to tack, repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 RRS 17 is deleted.

UF1.6 RRS 70 is deleted. **UF2 CHANGES TO**

**OTHER RULES** UF2.1 Rule 28.2 is changed to:

#### **28 SAILING THE COURSE**

28.2 A boat may correct any errors in sailing the course, provided she has not rounded the next mark or crossed the finishing line to finish.

UF2.2 Rule 60.1 is changed to: 'A boat may protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident.' UF2.3 Add the following to rule 44.2:

- (a) When a boat plans to take a penalty for an incident in the zone of the windward mark, or on the leg to or in the zone of the offset mark, she may 'get well clear as soon after the incident as possible' and take her One-Turn Penalty. She may choose to delay getting well clear to take her penalty but shall start maneuvering to get well clear no later than immediately after she sails outside the zone of the offset mark. A penalized boat maintains her rights until she begins to maneuver to get well clear.
- (b) When the incident takes place in the zone of a leeward gate mark or single leeward mark, she may 'get well clear as soon after the incident as possible' and take her One-Turn Penalty, or delay doing so until immediately after she has passed that mark and no later than sailing outside its zone."

### **UF3 ON WATER PROTESTS AND PENALTIES**

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 (a) The first sentence of RRS 44.1 is changed to: 'A boat may take a penalty when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'.

(b) When a boat is taking a penalty near the finishing line, she must sail completely onto the course side of the finishing line after completing her penalty and before finishing.

#### **UF3.3 On the Water Protests by Boats**

While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved.

(a) She shall hail 'Protest' and conspicuously display a 'Y' flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in UF3.3(a) is not entitled to a hearing unless an umpire signals in accordance with UF3.5(d). Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

(c) An umpire shall signal a decision in compliance with rule UF3.5.

#### **UF3.4 Penalties Initiated by an Umpire**

(a) An umpire may penalize a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat

- (1) breaks RRS 31 or 42 and does not take a penalty,
- (2) gains an advantage despite taking a penalty,
- (3) fails to take a penalty signaled by an umpire,
- (4) commits a breach of sportsmanship,
- (5) fails to comply with UF2.1 (RRS 28.2) an umpire shall disqualify her under rule UF3.3(c)

The umpire shall signal a decision in compliance with rule UF3.5.

(b) When there is contact between boats that causes damage or injury, or the umpires decide a boat has broken rule 14 and damage or injury resulted, they may report the incident to the protest committee.

#### **UF3.5 Umpire Signals**

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding'. The umpire will hail or signal to identify each such boat penalized.
- (c) A black and white flag with one long sound means 'a boat is disqualified'. The umpire will hail or signal to identify the boat disqualified.
- (d) A yellow flag with one long sound means 'the umpires do not have the facts required to make a decision'.

#### **UF3.6 Penalties Imposed by Umpires**

(a) A boat penalized by an umpire under RRS UF3.5(b) shall take a penalty.

(b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF3.5 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

#### **UF4 RACE COMMITTEE ACTIONS, PROTESTS, AND REQUESTS FOR REDRESS AFTER A RACE**

- UF4.1 After all boats have finished or retired from a race, the race committee will announce the 'Protest Window' is open on VHF channel 79 accompanied by one sound. The 'Protest Window' will be open for at least two minutes and then closed with one sound. A boat intending to (a) protest another boat under a rule other than rule of Part 2, rule 31 or rule 42,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
  - (c) protest another boat for a rule of Part 2, rule 31, or rule 42 where the umpires displayed a yellow flag at the time of the incident, or did not display a flag, or
  - (d) request redress other than related to scoring shall hail the race committee to report their protest or request for redress before or during the protest window being open. The race committee may extend the protest window if there are multiple hails.
- UF4.2 The race committee will promptly inform the protest committee about any protests made under rule UF4.1.
- UF4.3 The race committee will post the results on the official notice board. Any request for redress based on a scoring issue shall be submitted within the protest time limit which is 90 minutes after the last boat has finished the last race of the day or when remaining races have been abandoned. The Protest Time Limit will be posted to the Official Notice Board on the Yacht Scoring event site.
- UF4.4 The race committee will not protest a boat except under SI 9.2 or causing damage to a mark.
- UF4.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking a rule of Part 2 (including rule 14 unless there is damage or injury), rule 31 or rule 42.
- UF4.6 The time limit defined in rule UF4.2 also applies to protests under rules UF4.4 and UF4.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF4.7 Protest/Redress Filing requirements:
- (a) Protests and requests for redress shall be in writing and submitted within the protest time limit. A link to a protest form is included in SI 13.5.
  - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
  - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
  - (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
  - (e) If the protest committee penalizes a boat in accordance with rule UF4.7(d), or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.