

**52 US**  
**CHAMPIONSHIP**  
**2014**

**Sailing Instructions**



The 52 US Championship 2014 is organised by the Storm Trysail Club, the Biscayne Bay Yacht Club and the TP52 Class. The event is part of the US 52 Super Series, which promoter is Super Series Eventos Desportivos LDA.

## **1. RULES.**

- 1.1 The regatta will be governed by the rules indicated in the Notice of Race and its amendments, if applicable. In case of discrepancy between the mentioned rules and these Sailing Instructions, the latter shall prevail.
- 1.2 RRS 86.2 & ISAF Regulation 28.1.3 – 2014 (US) 52 Super Series.  
As per ISAF Regulation 28.1.3 the ISAF Executive Committee has allowed the Organizing Authority of the 2014 (US) 52 Super Series to change the Racing Rules of Sailing for the TP52 Class in Addendum Q. This modified Addendum Q takes precedence over any conflicting Sailing Instructions.
- 1.3 Competitors may be required to carry on board some cameras, sound and position systems as required by the Organizing Authority. This decision will not affect the Measurement Certificate of the boats.
- 1.4 In compliance with the 2014 TP52 Rule C1.2b, the minimum wind speed limitation to implement the alteration to RRS 42 is 13 knots, measured at deck level.

## **2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS.**

- 2.1 Notices to competitors will be posted on the Official Notice Board (ONB) located outside the Race Office.
- 2.2 Any change to the sailing instructions will be posted on the Official Notice Board two hours before the warning signal of the first race on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of the day before it will take effect.

## **3. SIGNALS MADE ASHORE.**

- 3.1 Signals made ashore will be displayed from the railing located on the Miami Beach Marina Dockmaster's Office Tower.
- 3.2 When code flag "AP" is displayed ashore, '*1 minute*' is replaced with '*not less than 60 minutes*'. (This changes RRS Race Signals)

#### 4. SCHEDULE OF RACES.

4.1 The schedule is as follows:

DATE	TIME	PROGRAMME
Sunday March 2	10.00- 13.00	All boats moored at Miami Beach Marina - Registration Free practice day
Monday March 3	10.00- 13:00	- Registration Free practice day
Tuesday March 4	10.00- 12.00 13:00 17:00 18.00	- Registration - Official Practice race. - Skippers meeting Montys Pool Deck Area - Welcome Cocktail Montys Pool Deck Area
Wednesday March 5	12:30	- Warning signal 1 <sup>st</sup> W/L Race of the day
Thursday March 6	12:30	- Warning signal 1 <sup>st</sup> W/L Race of the day
Friday March 7	12:30	- Warning signal 1 <sup>st</sup> W/L Race of the day
Saturday March 8	12:30	- Warning signal 1 <sup>st</sup> W/L Race of the day
Sunday March 9	12:00 17.00	- Warning signal 1 <sup>st</sup> W/L Race of the day - Event Prize Giving at Montys.

During the event boats shall use the berths assigned. Taking berth elsewhere requires permission of the organizing authority.

- 4.2 This schedule may be modified, depending on weather conditions.
- 4.3 The Skippers Briefing will be held at Montys Pool Deck Area, 17:00.
- 4.4 The race committee will try to inform via VHF 72 its intention to start another race. Omission or failure in the emission or reception of that communication shall not be grounds for a request for redress.  
(This changes RRS 62.1(a))
- 4.5 A maximum of 11 races are scheduled. No more than 3 races per day will be sailed. The event will be valid if 3 or more races are sailed.
- 4.6 On the last scheduled day of the event no warning signal will be made after 15:00h except as a consequence of a general recall.

## 5. RACING AREAS.

- 5.1 Races will be sailed on sea at Miami, either north of south of the port entrance channel. Approximate position of both options are:

POSITION	
North area	25° 46.385 N 080° 07.107 W
South area	25° 43.444 N 080° 07.429 W

- 5.2 Choice or modification of the location will be announced as follows:
- On the ONB, modifications only if this modification is posted at least two hours before the warning signal of the first race of the day.
  - At any time, by displaying flag "L" on the race committee boat.

## 6. COURSES & SHORTENED COURSES.

- 6.1 Windward/leeward races: The Appendix 1 shows the course, including the order in which the marks are to be passed or rounded, and the side on which each mark is to be left.
- 6.2 No later than the warning signal the race committee will signal the magnetic bearing and length of the first leg (by displaying them on a board) and will also broadcast this information via VHF 72. Omission or failure in the emission or reception of that communication shall not be ground for a request for redress. (This changes RRS 62.1(a))
- 6.3 SHORTENED COURSES: Windward/leeward races may be shortened at any mark, provided that a shortened race has a minimum of 3 legs. (2 windward and 1 leeward)

## 7. MARKS.

- 7.1 Course marks will be orange cylinder inflatable buoys.
- 7.2 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 staff displaying an orange flag on a race committee signal boat and a white inflatable buoy.
- 7.3 Gate Marks will be yellow cylinder buoys.
- 7.4 The finishing marks will be a race committee boat and a white inflatable buoy.

## **8. THE START.**

- 8.1 The warning flag will be:  
- Flag with 52 Super Series Logo
- 8.2 A boat starting later than four (4) minutes after her starting signal will be scored DNS. This changes RRS A4.
- 8.3 A boat which warning signal hasn't been given shall avoid the starting area. The starting area is defined as a rectangle that takes a surface of 100 meters towards windward and 100 meters to leeward from the starting line and 50 meters out of each end of the line.
- 8.4 **RECALLS.** In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 72. In such case, bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. (This modifies RRS 62.1(a)). This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.
- 8.5 In case of unfavourable conditions the race committee boat and service boat on the starting line may maintain their position by using the engine.

## **9. CHANGING OF POSITION OF THE NEXT MARK & CHANGING THE LENGTH OF THE NEXT LEG.**

- 9.1 In case of change of course or length of one leg, the race committee will move the original mark or move the finishing line as soon as practicable. The change will be signalled before the leading boat has begun the leg, although it may not yet be in position. Any marks to be rounded after rounding the changed mark may be relocated to maintain the original course configuration.
- 9.2 Except at a gate, boats shall pass between the race committee boat signalling the change of course (code flag "C" plus board with the new bearing and repetitive sounds) or the change of the length of the next leg (code flag "C" plus board showing the new distance for the leg and repetitive sounds) and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1 and RRS 33.
- 9.3 If the Race Committee decides to change the position of the leeward mark (gate), the original gate marks will be repositioned. If the Leeward mark is to be one only mark, this one shall be left to port.

**10. THE FINISH.**

- 10.1 The finishing 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 race committee Boat on the other end. Or A staff displaying an orange flag on a race committee boat and a white inflatable cylinder buoy.
- 10.2 In case of unfavourable conditions the race committee boat at the finishing line can maintain her position by using the engine.

**11. SPARE.**

**12. TIME LIMITS.**

- 12.1 The time limit will be for the first boat; 15 minutes per mile of the course distance.
- 12.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes, will be scored DNF. This changes RRS 35 and A 4.1.

**13. BOAT THAT RETIRES, ABANDONS OR DOES NOT SAIL THE STARTING LINE.**

- 13.1 A boat that retires after finishing (RAF) shall lodge a retirement form at the Race Office within the protest time limit.
- 13.2 A boat that abandons the racing area at any moment shall inform the Race Committee by any means and shall inform the Race Office within the protest time limit. Whether after starting (RET or DNF) or not starting other than OCS (DNS).
- 13.3 A boat not coming to the starting area (DNC) shall inform the Race Office as soon as possible.

**14. PROTESTS AND REQUESTS FOR REDRESS.**

- 14.1 An International Jury will be appointed in accordance with RRS Appendix N. All decisions will be final as per RRS 70.5.
- 14.2 Umpiring: The event has umpiring. ISAF Addendum Q is modified to the effect that the Jury may take decisions after racing if the incident afloat was unseen.
- 14.3 Redress Limitation: a boat may only request redress when racing at an event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in that particular event. Other limitations may apply following the TP52 Class Redress Guidelines which will be communicated to the International Jury.

14.4 Penalties for breaches of the Notice of Race are at the discretion of the Jury.

**15. SAFETY REGULATIONS.**

15.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, 72.

15.2 Boats not leaving the harbour are considered boats not coming to the starting area (see 13.3, DNC) and shall inform the Race Office as soon as possible.

15.3 All boats shall return only to their allocated moorings.

15.4 Boats arriving for any reason at a point ashore other than the assigned ones or that can not reach the harbour on their own are requested to report immediately to:  
Race Committee, phone: + 1305 608 8206          VHF 72

15.5 To facilitate search and rescue (SAR) operations any boat requiring assistance is requested to inform of her position and external identification details.

15.6 To facilitate the evacuation of an injured crew member, boats are requested to signal their position to the rescue services by using an orange smoke canister or a red or white hand flare.

15.7 All competitors shall carefully comply with this sailing instruction 15. SAFETY REGULATIONS. Otherwise they can be requested to pay the expenses of search and rescue operations.

**16. SCORING.**

16.1 A boat's total score will be the sum of her total scoring in every race, no discard scoring.

**17. CREW AND GUESTS**

17.1 As per NOR of the (US) 52 Super Series.

**18. OFFICIAL BOATS IDENTIFICATION.**

18.1 The official boats will be identified by displaying flags as follows:

Race Committee Boats	Orange flag with "RC"
Jury Boats	Yellow flag with "J"
Measurers Boats	Orange flag with "M"
Media Boats	Blue flag with MEDIA
VIP Boats	Red flag with VIP

18.2 Vessels used by press, photograph, VIP's, etc are not under the jurisdiction of the race committee.

**19. SUPPORT BOATS.**

19.1 See 52 Super Series 2014 Rules, rule 15: Support boats. All competitor support boats shall stay outside the safety zone (as defined in appendix 3).

**20. HAUL-OUT RESTRICTIONS.**

20.1 Boats shall not be hauled out after 1 March 2013/18.00h except with and according to the terms of prior written authorisation of the race committee.

**21. PLASTIC POOLS.**

21.1 Plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event.

**22. RADIO COMMUNICATION.**

22.1 While racing a boat shall neither make nor receive radio transmissions not available to all boats. This restriction includes cellular telephones.

**23. PRIZES.**

23.1 The prize list will be posted on the Official Notice Board (ONB).

**24. DISCLAIMER OF LIABILITY.**

24.1 All those taking part in the regatta do at their own risk and responsibility. See RRS 4 Decision to Race. The organizing authority and all parties involved with the organization of the event 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.

**25. LOCAL MARINE REGULATIONS.**

25.1 The United States Coast Guard states the conditions of maritime safety, navigation and life at sea applicable to nautical sports events.

Competitors are alerted that boats can only participate if they are dispatched in accordance with the administrative regulations for navigating the waters where the race will be sailed.

Competitors must declare, prior to the beginning of the event, the insurances subscribed to participating in nautical sports events, including the risks covered and the liability limits as required in the Notice of Race.

**APPENDIX INDEX:**

Appendix 1. Windward / leeward courses.

Appendix A. Addendum Q

Appendix 3: Safety Zone

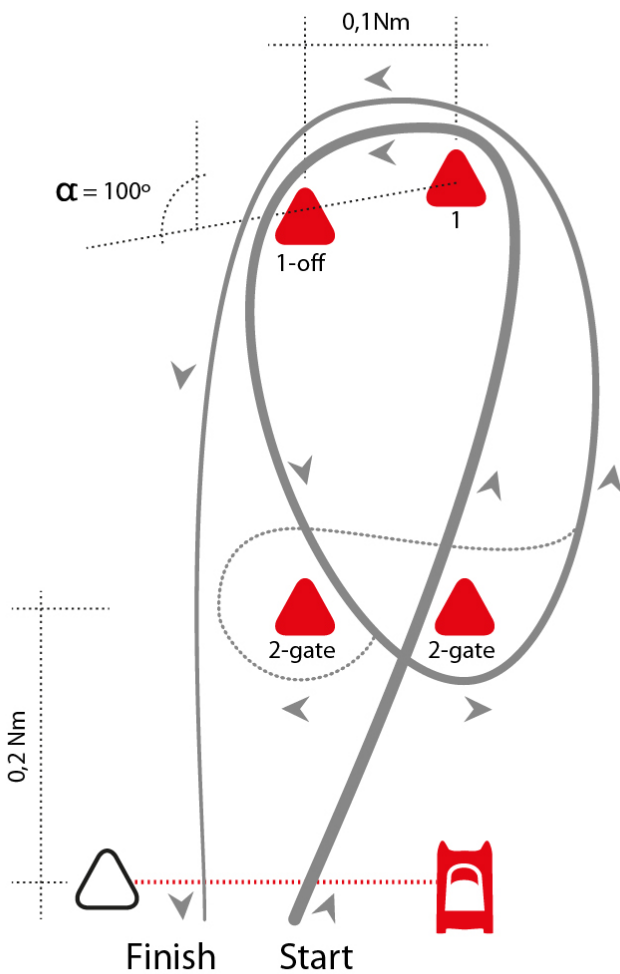
Appendix 4: Logistics



## APPENDIX 1. WINDWARD / LEEWARD COURSE

### COURSE

START - 1 - 1 offset - 2 (gate) - 1 - 1 offset - FINISH (downwind)



**Except at a Gate, all course marks shall be left to port. When at the gate there is only one mark, shall be round to port.**

- **Distance between race committee and mark 1: see S.I 6.2.**
- **Distance between starting line and gate: 0.2 Nm approx.**
- **Distance between mark 1 and mark 1-off: 0.1 Nm approx.**
- **Angle between upwind leg and bearing from mark 1 to mark 1-off: 100°**
- **Distance between gate marks: 7 boat lengths (110 m approx.)**
- **Distance between committee boat and finishing mark: 150m approx.**
- **The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.**

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

## Appendix A

### ADDENDUM Q

#### UMPIRED FLEET RACING

This addendum has been approved by ISAF in accordance with rule 86.2 and ISAF Regulation 28.1.3.

**Version:** 52 Super Series - 2013

These sailing instructions change the definition Finish, Proper Course, Start and rules 20, 28.2, 29, 30, 44, 60, 61, 62, 63, 64.1, 65, 66, 70 and 78.3.

#### **Q1 CHANGES TO RACING RULES**

*Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.*

##### **Q1.1 Changes to the Definitions and the Rules of Parts 2, 3 and 4**

- (a) The definition Finish is changed to
  - A boat *finishes* when any part of her hull, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she
    - a) takes a penalty under rule 44.2,
    - b) corrects an error under rule 28.2 made at the line, or
    - c) continues to sail the course.
- (b) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- (c) The definition *Start* is changed to
  - A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line in the direction of the first *mark*.
- (d) When rule 20 applies, the following arm signals are required in addition to the hails:
  - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
  - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- (e) For the purpose of rules 29 and 30, only the hull has to be on the pre-start side of the starting line. (This changes RRS 29 and 30)

**Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration**

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while *racing*.'
- (b) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

**Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

**Q2.1** While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red 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.

**Q2.2** A boat that protests as provided in instruction Q2.1 is only entitled to a hearing if the umpires acknowledge her protest by displaying a "J" flag. A boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.

**Q2.3** After the finish the race committee will announce by VHF each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

**Q2.4** A boat intending to

- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress or
- (d) protest a boat after the umpires have answered their protest with a "J" flag.

shall hail or contact by VHF the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.5. The protest committee may extend the time limit if there is good reason to do so.

**Q2.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

**Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES**

**Q3.1** 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.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- (d) A "J" flag with one long sound signal means 'the umpires do not have the facts required to make a decision'.

- Q3.2**
- (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in rule 44.2.
  - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

**Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS**

**Q4.1** When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

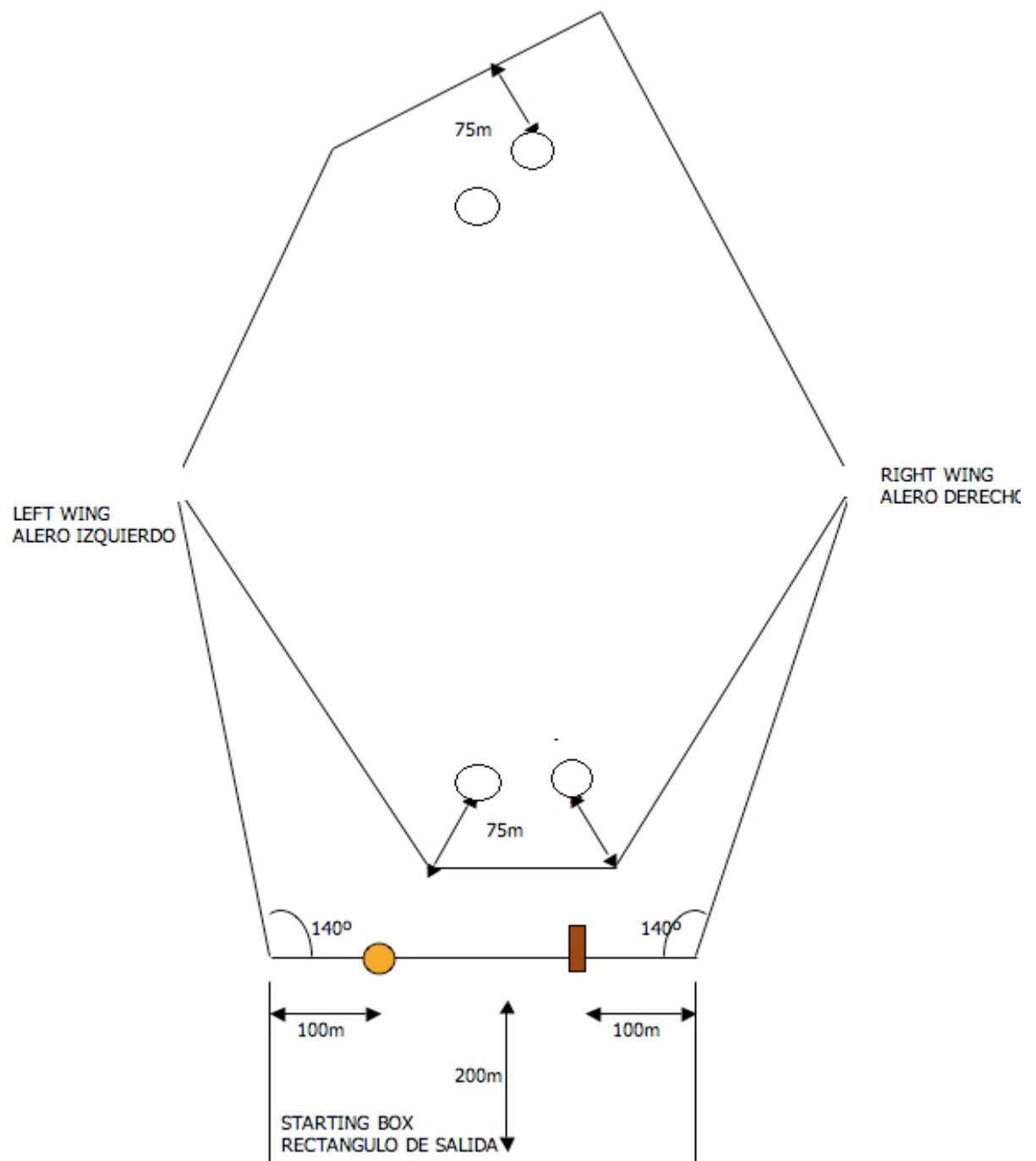
- Q4.2**
- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.
  - (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

**Q4.3** An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

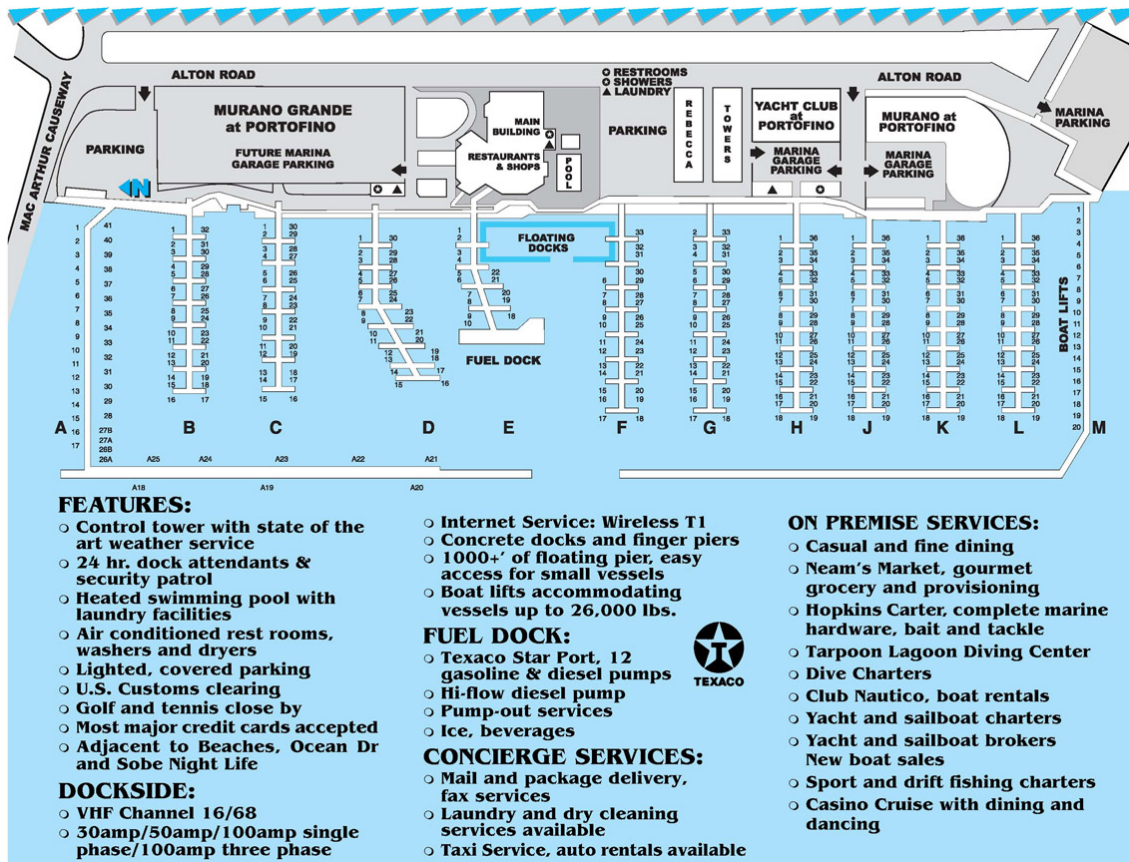
**Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS;  
OTHER PROCEEDINGS**

- Q5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- Q5.2** A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'
- Q5.3** (a) Protests and requests for redress need not be in writing.  
(b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.  
(c) 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.
- Q5.4** The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.
- Q5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

### Appendix 3: Safety Zone



## Appendix 4: Logistics



Contact person for logistics at the MIAMI BEACH MARINA: Herb Reese

[Herb Reese <hrrsr@earthlink.com>](mailto:hrrsr@earthlink.com)

Mobile: +1 410-610-6973

Containers zone available at MIAMI BEACH MARINA CAR PARK: from Monday 24 February till 12:00 Monday 11 March 2013.

Moorings available at pontoon F, MBM: from Friday March 1 to Monday March 10 2014, 18:00 hrs. Tenders on the bow of the 52s or on tender pontoon near main pontoon, follow instructions Herb Reese.

Trailer and car parking, follow instructions Herb Reese

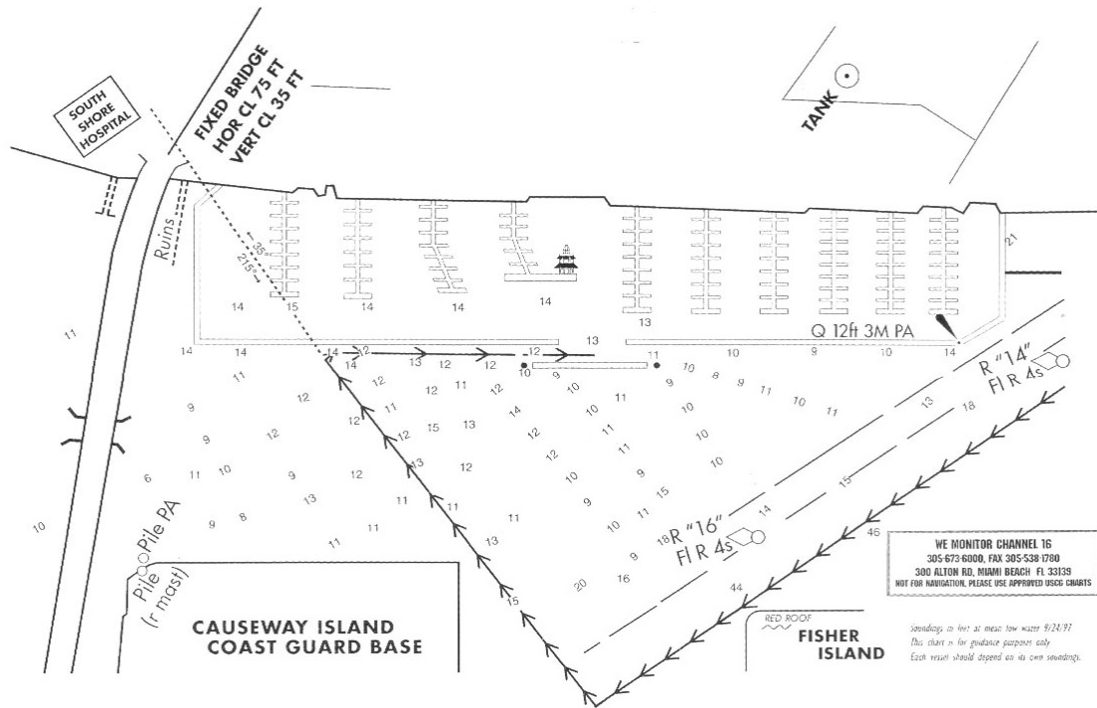
One car may be parked free of charge per team. Others to use the valet parking and pay the rates for that.

The car park will be open from 08:00 - 20:00 and closed for all vehicles outside those hours. There will be a gate attendant and you will get a dedicated pass for each car. Non registered vehicles will be towed.

**PLEASE NOTE:**

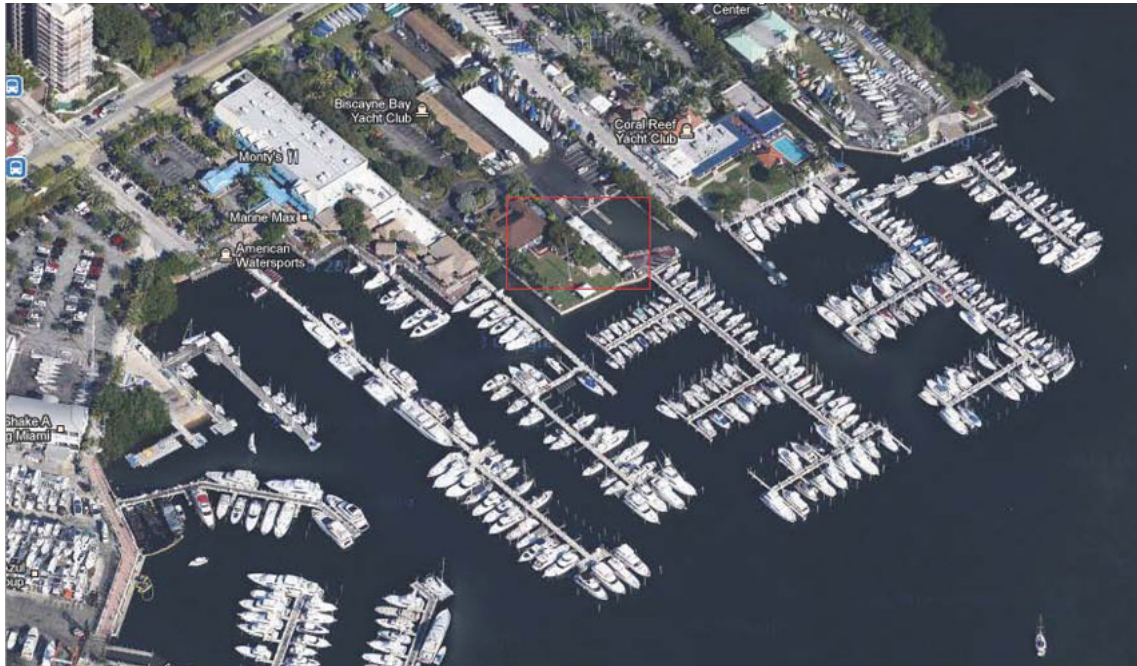
The approach and entrance of Miami Beach Marina are very shallow. For sure at low tide proceed at low speed at all times. When in doubt take the boat out or in at favorable tide and ferry the crew with the rib.

The map below is an indication of the best route follow, but not more than that. At all times the crew on the boat is responsible for the navigation of the boat. Check out this page: [www.miamibeachmarina.com/directions/](http://www.miamibeachmarina.com/directions/)





## **BISCAYNE BAY YACHT CLUB, Host Club.**



Biscayne Bay Yacht Club, Coconut Grove,  
2540 S Bayshore Dr, Miami, FL 33133.

By car direction Coconut Grove on S Dixie Hwy, turn left into SW 27<sup>th</sup> Ave,  
then left into S Bayshore Dr.

Or go by tender. Go very slow under the bridges, like one or two knots max,  
otherwise you will be fined and miss the party.