



# MIAMI STAR WINTER SERIES

## COMMODORE'S CUP

Coral Reef Yacht Club, Miami, Florida

December 2023 to February 2024

## 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)*.
- 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.
- 1.7. [SP] STCR 31.1.3 (Weight Rule) is in effect as changed herein. Weigh-in shall be conducted prior to the first race of each event. Times will be posted on the Official Notice Board no later than 5 days prior to the event's check-in. Failure to weigh-in or meet the requirements of the STCR will result in a minimum score of 6 points for each race in the Regatta or a 20% Scoring Penalty per RRS 44.3(c), and no worse than the score for a DSQ. Boats finishing behind a boat subject to this penalty and equal to or above the score after the penalty is applied shall be moved up one place. This changes RRS A5.1 and STCR 31.1.3.
- 1.8. 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.
- 1.9. [DP] Vakaros RaceSense system will be used for this regatta and is required to be mounted and operational at all times while racing with the Star Fleet firmware. Each boat shall be provided a Vakaros Atlas 2 with Star Fleet RaceSense. The instrument shall be turned on 30 minutes prior to first scheduled warning signal of the day and remain on a minimum of 15 minutes after the last race of the day has finished. 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 early for information purposes only. Signals

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- displayed on the Race Committee vessel shall take precedence. Information provided by the system cannot be grounds for redress. This changes RRS 62.1 (a).
- 1.10. RRS 63.1 adds, "Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress."

**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](http://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. 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 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). Information gathered on any other VHF or RC communication shall 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:
- Commodores Cup - Saturday and Sunday December 2-3, 2023. (up to 5 races)
  - Levin Cup - January 5-6, 2024 (up to 5 races)
  - Schoonmaker Cup - Friday – Sunday, January 5-7, 2024 (up to 8 races total)
  - Walker Cup - Thursday and Friday, February 8-9, 2024 (up to 5 races)
  - Star Mid-Winters - Thursday - Sunday February 8-11, 2024. (includes Walker Cup, up to 8 races total).
- 5.4. The scheduled time of the warning signal for the first race of the Commodores Cup, Levin Cup, Schoonmaker 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 Commodores Cup, Levin Cup, and Walker Cup, up to five races each are scheduled.
- 5.6. For the Schoonmaker Cup and the Star Mid-Winters there will be up to 8 races scheduled, including Levin and Walker Cup racing respectively. *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.*

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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.

**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. The diagram in the 2022 Star Log is for Course 6 (STCR 34.3.7) is changed to delete the second pass of Mark 3 (immediately prior to the Finish).

8.3. 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.

8.4. In accordance with STCR 34.3.1, no course will be shortened under RRS 32. Courses may be adjusted under RRS 33(b).

**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.

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**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 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 SCORING:**

- 16.1. For each of the Two-day regattas (Commodore's, Levin, and Walker Cups), One Race constitutes a Regatta. For the Schoonmaker Cup and Midwinters, three (3) races constitute a Regatta. The Low Point Scoring System, RRS A, will apply, modified so that each regatta's score will be the total of her races scored (no discard).
- 16.2. For the Winter Series –
  - a. Skippers entered in any individual regatta will be scored for the entire series. Those that do not compete in any individual regatta will be scored DNC based on the number of entrants for that event.
  - b. The Low Point Scoring System, RRS A, will apply as amended herein.
  - c. Two (2) Two-day regattas OR the Midwinter Championship will constitute the Series.
  - d. If all three Two-day events are completed, a boat may discard her worst of those scores.
  - e. Points shall be determined from the finishing place at each regatta.
  - f. The sum of a boat's Two-day regatta scores, in accordance with 16.3(d) above, plus the Schoonmaker Cup and Midwinter regatta scores, will determine her place in the Star Winter Series.

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- g. RRS A8 will be amended such that for the Winter Series ties will first be broken using the Mid-Winter regatta result if sailed, then using the Schoonmaker Cup result, and then, if a tie still exists, by RRS A8, with the word "race" in A8.2 replaced by "regatta".

**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. [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.
- 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. [DP]
- 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. [DP]
- 20.3. 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.
- 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 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.

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## 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.*

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

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## ATTACHMENT 2

1A 

1 



MARK 3/GATE/LEEWARD

This language is inserted in the course description:

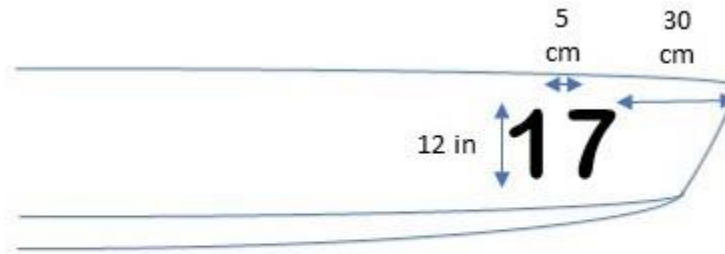
The R/C will lay Mark 1A approximately 50 - 100 meters (7 – 15 boat lengths) to windward of Mark 1. Boats shall pass in order Marks 1, 1A, and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, both Marks can be moved to maintain the configuration 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.*

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### ATTACHMENT 3

#### Bow Numbers



*Note: Not to Scale*