



2019 International Melges 20 World Championship
Coconut Gove Sailing Club ~ Miami, Florida, USA
April 3-7, 2019

SAILING INSTRUCTIONS

1. RULES

1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).

1.2 The International Melges 20 Class Rules (IAM20CR), including Part 3, Section I (EVENT RULES), will apply except as specifically changed in the Notice of Race (NOR) or in the Sailing Instructions (SIs).

1.3 The following Prescriptions of US Sailing are the only Prescriptions that will apply: Rule 61.4, and prescriptions to rules 60.3, 67, and 76.1.

1.4 The Equipment Rules of Sailing (ERS) will apply.

1.5 Competitor advertising shall conform to the current World Sailing Regulation 20 and the Class Rules. Boats may be required to display identification numbers and sponsor advertising for the duration of the event in accordance with World Sailing Regulation 20.4.

1.6 As per Class Rule C.1.1(c) RRS 42.3(c) is modified to allow the gennaker sheet to be pumped without restriction to promote planing.

1.7 Where there is a conflict between this NOR and the Sailing Instructions (SI's), the SI's shall prevail. This changes RRS 63.7.

1.8 Appendix T, Arbitration will apply.

2. RADIO COMMUNICATION

2.1 All competing boats shall carry a hand held VHF radio capable of transmitting and receiving VHF channels (US) for safety purposes and Race Committee communication.

2.2 The Race Committee's VHF channel will be channel **69**.

2.3 Race Committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, OCS hails, etc. are a courtesy only. Failure of the Race Committee to



make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 62.1(a).

2.4 Except from the specified Race Committee VHF channel 69, no competitor shall make or receive radio communications commencing from the first Warning Signal of the day until the conclusion of their day's racing, except in the case of an emergency. This restriction also applies to cell phone communications, except that cell phones may be used between races to check the regatta website.

2.5 The Race Committee will attempt to announce its intentions for the day on the Race Committee VHF radio channel at 0930 on each race day.

2.6 In the event of an onshore Postponement, the Race Committee will make announcements on the Race Committee VHF radio channel. These announcements may also be e-mailed to the skippers.

3. NOTICES TO COMPETITORS

3.1 Notices & Results will be posted on the two official notice boards located as follows:

- a). on the first floor of the Coconut Grove Sailing Club (CGSC)
- b). on the regatta's website located at: <https://yachtscoring.com/emenu.cfm?eID=6048>

At the conclusion of racing on the final day of the regatta, the notice board/results/regatta desk and protest operations will be located at Shake-A-Leg Miami.

4. CHANGES TO SAILING INSTRUCTIONS

4.1 Any changes will be posted by 0900 on the day they will take effect, except that any changes in the Schedule of Races will be posted no later than one (1) hour after the latest protest time limit on the day before they take effect (SI 16.2). In the event of no racing on a day, any changes in the Schedule of Races will be posted no later than 1900 hours on the day before they take effect.

4.2 Oral changes to the Sailing Instructions may be given on the water. The Race Committee Signal Boat shall display Code Flag "L" and announce the change on the Race Committee VHF Channel in accordance with rule 90.2(c). Competitors may also approach the Signal Boat and verbally receive the change while Code Flag "L" is displayed.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the main flagpole at the CGSC.



5.2 Code Flag "L", when displayed ashore signifies that a change in Sailing Instructions or other notice to competitors has been posted on the Official Notice Boards.

5.3 Code Flag "AP" when displayed ashore means that the start has been postponed. The Warning Signal will be made not less than 60 minutes after the lowering of this signal.

6. SCHEDULE OF EVENTS

6.1 Sunday, March 31st

Measurement Checks: 0800 – 1800 @ Shake-A-Leg Miami

Monday, April 1

Measurement Checks: 0800 – 1800 @ Shake-A-Leg Miami

Tuesday, April 2

Measurement Checks: 0800 – 1800 @ Shake-A-Leg Miami

Registration/ Check in: 1500 – 1800 @ CGSC

Wednesday, April 3 – PRE-WORLDS CHAMPIONSHIP

First Warning Signal: 1100

Competitor's Meeting/ Opening Ceremony: 1800 @ CGSC

Thursday, April 4

First Warning Signal: 1100

Friday, April 5

First Warning Signal of the day: 1100

Saturday, April 6

First Warning Signal of the day: 1100

Sunday, April 7

First Warning Signal of the day: 1100

Awards Ceremony: 1600 @ Shake-A-Leg Miami

6.2 Ten races are scheduled. The Race Committee may run fewer races at its discretion. A maximum of 4 races may be sailed on any day.



6.3 On the final day of the regatta, the Initial Warning Signal for the final race will not be made after 1400 hours.

6.4 The Race Committee Finishing Boat will signal its intent to start another race that day by displaying Code Flag "R" at the finish of a race. Code Flag "R" will be lowered with one sound, one minute before the next Warning Signal is made.

7. RACING AREAS

7.1 All racing will be on Biscayne Bay in an area approximately 1 to 3 miles SSE of Brennan Channel Marker "1" (Fl.G 5sec 8ft).

8. COURSES

8.1 Course Designations:

COURSE # 4 - Start - W - OS - Leeward Gate - W - OS - Finish

COURSE # 5 - Start - W - OS - Leeward Gate - W - OS - Leeward Gate - Finish

8.2 The Windward Mark (W) and the accompanying offset mark (OS) shall be left to port.

8.3 Courses will be posted on a Race Committee Signal Boat course board prior to the Warning Signal of each race. The number of the course to be sailed, the approximate magnetic compass bearing, and distance from the starting line to the first mark will be displayed. (This changes RRS 27.1)

9. MARKS

9.1 The original Windward Mark (W) will be an orange inflatable mark.

9.2 The windward offset mark (OS) will be a round inflatable mark. The offset mark will be laid to port of the Windward Mark, approximately 150 feet away.

9.3 A Leeward Gate will be used and the original Leeward Gate marks will be orange inflatable marks.

9.4 When changing the next leg of the course (SI Section 12), the new mark, unless the change is for the final leg of course, will be a yellow inflatable mark(s).

9.5 Except when there is a change of course, the Gate will be located to windward of the Starting Line. The Gate may be set after the starting signal.



9.6 If one of the Leeward Gate marks is missing, boats shall round the one existing leeward mark to port.

10. THE START

10.1 Races will be started in accordance with RRS 26.

10.2 The class flag will be the International Melges 20 Insignia on a white flag. Numeral pennant #1 may be substituted for the Melges 20 class flag.

10.3 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. In the event that the Pin End Boat is not on station, it will be replaced by the course side of an inflatable mark.

10.4 An inflatable buoy may be tethered to the stern of the committee boat(s) and will function as an extension of the Race Committee boat.

10.5 A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. (This changes RRS A4.1 and A5).

11. RECALLS

11.1 In the event of an individual recall or for boats disqualified under RRS 30.4, the Race Committee will attempt to hail the sail number or bow number of boats that are identified as OCS on the Race Committee VHF channel. Failure of a boat 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 Race Committee VHF channel will not be grounds for redress requests. (This is in addition to, and changes RRS 60.1 (b) and 62.1 (a).)

11.2 The Race Committee may hail the bow numbers or sail numbers of boats that are over the line in the last one (1) minute of the starting sequence after the I and/or Z Flag has been lowered. Failure of a boat to hear her recall notification, and the timing and order of such hails will not be grounds for redress. (This changes RRS 29.1 and 62.1 (a)).

12. CHANGING THE NEXT LEG OF THE COURSE

12.1 If the change is for a windward leg, the new mark will be a yellow inflatable mark, unless the change is for the final leg of Course 5, which in that case, the finish line will be in the new position.



12.2 If the change is for a leeward leg, the new gate marks will be yellow inflatables, unless the first change is for the final leg of Course 4, which in that case, the finish line will be in the new position.

12.3 For course alterations less than 5 degrees, a change of course may not be signaled. The Race Committee will attempt to broadcast any course changes over the RC VHF channel.

13. FINISH

13.1 The Finish Line for leeward finishes (Course 4) will be on the opposite side of the Race Committee Boat from the Starting Line. The Finish Line will be between a staff displaying an orange flag on a Race Committee Boat and the course side of an inflatable mark, or between staffs displaying orange flags on Race Committee Boats.

13.2 The Finish Line for windward finishes (Course 5) will be between a staff displaying an orange flag on a Race Committee Boat and the course side of an inflatable mark to port of the Committee Boat, or between staffs displaying orange flags on Race Committee Boats.

14. PENALTY SYSTEM

14.1 IAM20CR I.3.1(a) will apply: RRS 44.1(a) and 44.2 are changed so the penalty shall be a one turn penalty including one tack and one gybe. However, when she may have broken one or more rules of Part 2 while in the Zone around a mark other than a starting mark, her penalty shall be a Two-Turns penalty.

14.2 Penalties within the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.

14.3 The penalty, if any, for a violation of a rule other than a rule of RRS Part 2 or RRS 31 or RRS 42 will be at the discretion of the protest committee and may be other than disqualification. This changes RRS 64.1(a).

14.4 If a breach of class rules is found, penalties shall be at the discretion of the protest committee, in consultation with a non-competing Class Representative.

14.5 Penalty System for RRS 42

14.5.1 A member of the protest committee who sees a boat breaking RRS 42 may penalize her as soon as possible by making a sound signal, hailing her sail number and pointing a black flag at her, even if she is no longer racing. A boat so penalized shall not be penalized a second time under RRS 42 for the same incident.



14.5.2 A boat's penalty for a breach of RRS 42 shall be a one-turn penalty under RRS 44.2. If she fails to take the penalty, she shall be disqualified without a hearing. This changes RRS 63.1.

14.5.3 A boat shall not be given redress for an action by a member of the protest committee under SI 14.5 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

15. TIME LIMITS

15.1 Any race in which no boat rounds the first mark within thirty (30) minutes of the start, or finishes within two (2.0) hours of the start shall be abandoned.

15.2 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored as "TLE" and will be scored two additional points more than the number of boats that finished within that time. This changes RRS 35 and A4.2.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 A boat intending to protest is requested to notify a Race Committee Finish Boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.

16.2 Protest forms will be available at the Regatta Desk at CGSC, or on the final day of the regatta at Shake-A-Leg Miami. Protests and requests for redress shall be delivered to the Protest Committee desk within the protest time limit. The time limit is one (1) hour after the Race Committee Finish Boat docks. Protest hearings will be conducted at CGSC, or on the final day of the regatta at Shake-A-Leg Miami as soon as possible.

16.3 Notices will be posted 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 Protest Notice Board to see if she is cited in a protest. Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Regatta desk until excused by the protest committee.

16.4 On the last scheduled day of the regatta, a request for reopening a hearing shall be delivered (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) no later than 15 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.



16.5 On the last scheduled day of racing a request for redress based on a decision of the protest committee shall be delivered no later than 30 minutes after the decision was posted. If the RC posts the results on the official notice board prior to the protest time limit expiring, redress based on being scored OCS, ZFP UFD or BFD shall be made no later than 30 minutes after the protest time limit. This changes RRS 62.2.

16.6 The representative from each yacht who attends the hearing shall be the owner or the Category 1 helmsman. Category 3 sailors are not allowed in the hearing, or to be in contact with the representatives at the hearing per class rules.

16.7 Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6.

16.8 Signals From the Protest Committee Boat

16.8.1 If the protest committee observes a protest flag, they may make the following signals:

(a) A green and white flag with one sound means that the protest committee saw the incident and believe that no rule was broken.

(b) A red flag with one sound means that the protest committee saw the incident and believe that one boat or more boats has broken a rule. The protest committee will hail or signal each boat identified.

(c) A blue flag with one sound means that the protest committee did not observe the incident.

(d) a yellow flag with one long sound means, that a boat is under observation for Class Rule C2.4.

16.8.2 The protest committee's signals are for information only. A boat hailed with a red flag is not obligated to take a penalty. A boat may file a protest even if the protest committee has made any of these signals.

16.8.3 A member of the protest committee who displayed a flag at an incident does not have a conflict of interest when he or she hears the protest or gives evidence about the incident at the hearing.



17. SCORING

In accordance with IM20CR 1.3.1 (c) and IMCR 1.3.2 (b) & (c) (Scoring), the following changes to RRS A2 shall apply:

17.1 Three races are required to be completed to constitute a 2019 World Championship.

17.2 When fewer than six races have been sailed, a boat's series score will be the total of all her race scores.

17.3 When six or more races have been sailed, a boat's series score will be the total of her race scores excluding her worst score.

18. BOW NUMBERS

18.1 Each Melges 20 shall have clearly visible bow numbers as provided by the manufacturer and that Bow Number shall be properly registered when entering the regatta and confirmed during registration. Boats failing to properly display bow numbers may be subject to protest by the Race Committee only. This changes RRS 60.1(a) and RRS 60.3(a).

18.2 Each Melges 20 shall have clearly visible "Melges World League" bow stickers. These can be obtained from a Melges Performance Sailboat representative.

19. LAUNCHING & HAUL OUT REQUIREMENTS

19.1 All boats must be in the water by 1730 on the day before racing begins.

19.2 All boats are to remain in the water for the duration of the regatta except according to the terms, and with permission of the Principal Race Officer or the Regatta Chairman in the event of a required emergency repair.

20. SUPPORT PERSONS AND SUPPORT BOATS

20.1 A boat shall receive no outside assistance from: support boats, transfer of equipment or victuals or otherwise once she has left the dock for the day until she has finished the last race of the day, except in the case of emergency. This changes RRS 41.

20.2 A boat should not be towed once she has left the dock for the day until she has finished the last race of the last day, except in the case of emergency or motor problems that cause the boat to not make her way to the starting area. If in the case of a motor problem, the boat shall make every attempt to fix the problem prior to the next day's racing and shall make the boat available for inspection by the Protest Committee, Race Committee or class representative.



20.3 Individual support persons or support boats shall not approach closer than 300 feet to any boat that is racing, except at mark roundings or the finish line where they shall not approach closer than 200 feet upwind of the windward mark or downwind of the leeward mark, and extensions of the finish line.

20.4 At the warning signal for the start, individual support persons or support boats shall leave the area being used by the racing boats and may station themselves outside of either the pin or committee signal boat, but no closer to either end than 100 feet.

20.5 When the RC displays AP over H afloat boats may disregard this rule until after the RC drops flag AP ashore or otherwise cancels racing for the day.

20.6 Each competitor (skipper) shall register any support person, support boat and spectator boat affiliated with their boat in any way with the OA during Check-in. Only support persons that have been registered with the OA will be allowed in the racing area as permitted in this section.

20.7 Support persons and support boats are required by the Race Committee to monitor the Race Committee VHF Channel 69 and shall abide by all Race Committee or Course Marshall instructions. In addition, they shall provide assistance to any competitor in danger if notified to do so by the Race Committee.

20.8 A boat whose registered support person or support boat or spectator boat has violated any of the above stated rules, or has caused undue wake due to excessive speeds near the race course, may be subject to protest by the Race Committee or the Protest Committee.

20.9 The Race Committee reserves the right to make additional requirements for support persons and support boats at any time during the regatta.

21. PRIZES

21.1 The top 3 boats overall and top Corinthian will receive prizes, and specialty awards will be awarded at the conclusion of the Championship.

22. SAFETY REQUIREMENTS

22.1 A boat that retires from a race or does not intend to start a scheduled race shall promptly report this to the Race Committee via hailing or calling on the Race Committee VHF channel 69, and receive acknowledgement. If this is not possible, she shall promptly report her actions to the Regatta desk on shore at CGSC.

23. DISCLAIMER OF LIABILITY



23.1 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers, including the OA, Coconut Grove Sailing Club, Melges Performance Sailboats, Race Committee, protest committee, sponsors, volunteers, or any other affiliated 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 practice for or participation in this event on the water or ashore. 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 permitted by law.

24. MEDIA RIGHTS

24.1 Each participant shall acknowledge that all media and commercial rights belong exclusively to the organizing authority and the IAM20CA and shall grant to the OA and IAM20CA the unrestricted right and permission to use and publish any biographical information, text and images arising from the Championship including name, voice, image, likeness, biographical material as well as representations of the boats in any media worldwide (being television, print and digital media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the Melges 20 Miami Winter Series and the participants in the regatta. The OA will exercise these rights in its sole discretion or as it may agree with the event sponsors. Participants shall not reproduce, publicly communicate or distribute images of the race in any way or form without previous authorization from the OA or the IAM20CA.

For further information, please contact:

CGSC Regatta Chair: Ron Rostorfer - (954) 401-5335 // ronsailon@comcast.net

Class Manager: Keiran Searle - (949) 423-8432 // KS.Sailing@gmail.com

Class Measurer: David McNabb – (416) 970-7515 -mcnabbda@gmail.com

Class Admin: Joy Dunigan - (912) 756-6706 // usafleet@melges20.com

Melges Performance Sailboats: Andy Burdick - (262) 275-1110 // andy@melges.com

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