

Sailing Instructions Part II

1 RULES

1.1 The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing (RRS) 2005-2008*, the PHRF Rules and Regulations as adopted and amended by the Premiere Racing PHRF Consortium, and the 2005 Premiere Racing Special Equipment & Safety Regulations (posted on the event web site).

1.2 The prescriptions of US SAILING will not apply except its prescriptions to rules 68 (Damages), 76.1 and rule 76.3 (Exclusion of Boats or Competitors) and Appendix F (Appeals Procedures), which are included in their entirety on the race week web site as an appendix to the Sailing Instructions and will be posted on the Official Notice Board.

1.3 Advertising. Those One Design classes that have chosen to race under Category A will sail under Category A for this regatta. Those One Design classes that have chosen to race under Category C and those boats sailing under the PHRF handicap rule, will sail under Category C. Boats that intend to display advertising in accordance with Category C must so indicate on their entry form. Competitors are requested to respect the brand exclusivity of the Official Sponsors of this event. Their participation enhances the event for all competitors.

2 NOTICES TO COMPETITORS

2.1 Official notices and addenda to these Sailing Instructions will be posted on the Official Notice Boards at the Ocean and Bay Race Headquarters. The Jury Notice Boards will be located adjacent to the Official Notice Boards.

2.2 Any questions concerning these Sailing Instructions, scoring, or any other racing issues shall be submitted in writing to Race Headquarters. Forms to submit inquiries will be available there. All written inquiries and responses will be posted on the Official Notice Board.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Official Notice Boards before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect. Copies of changes will be available at Race Headquarters.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from flagpoles located at Race Headquarters.

4.2 One sound signal at 0830 will signal that races will start as scheduled for at least one of the classes.

4.3 Flag AP with two sound signals means "the race is postponed." Flag AP over the appropriate numeral pennant(s) or class flag(s) with two sound signals means "the race is postponed for those specific divisions and/or classes." The Warning Signal for postponed divisions will be made not less than 90 minutes after AP is lowered with one sound signal. This modifies Flag AP.

4.4 The Race Committee will attempt to broadcast its intent to the three divisions on VHF Channels 82, 84 and 72 at 0800 and again at 0830.

5 SCHEDULE OF RACES

5.1 Racing on the Ocean courses, for all classes except the Mumm 30 and J/105 classes, is scheduled for each day from Thursday, March 10 through Sunday, March 13. Racing for the Mumm 30, J/105 classes and all classes racing on the Biscayne Bay course is scheduled for each day from Friday, March 11 through Sunday, March 13.

5.2 For those classes scheduled to race four days, 10 races are scheduled. For those classes scheduled to race three days, 8 races are scheduled. For all classes, 3 races must be completed to constitute a series.

5.3 Division assignments for some of the Ocean classes may change during the regatta. Division assignments, class breaks and class flags will be available at registration and posted on the Official Notice Boards.

5.4 The scheduled time for the initial Warning Signal for the first race each day is 1000.

5.5 It is the intention of the Race Committee to run multiple races of varying lengths on any given day. The Race Committee will signal its intent to run another race that day by displaying Flag R from the Signal Boat at the finish of the previous race. After finishing, boats shall stand clear of the Finishing Line and observe the starting area boundaries as stated in Sailing Instruction 10.4 until their new starting sequence has commenced. Flag R will be lowered with one sound signal one minute before the Warning Signal is signaled for the next race of the day.

5.6 On Sunday, March 13, no Warning Signal to initiate a starting sequence will be signaled after 1430. The Race Committee will attempt to broadcast its intentions over the designated VHF channel.

6 CLASS FLAGS / EVENT BOW STICKERS / BOW NUMBERS / SAIL NUMBERS

6.1 Boats will be separated into three divisions and individual classes within each division. A list of boats by division and class will be posted on the Official Notice Boards along with the designated class starting flag. Class flags, furnished to handicap classes, shall be displayed in the aft part of the boat, at least four feet above deck, at all times while the boat is racing. If such display is not feasible, class flags shall be displayed from the stern pulpit.

6.2 Event bow stickers shall be attached to both sides of the boat's hull at all times while racing. For those boats not issued bow numbers, the stickers are to be mounted approximately 6-10 inches below deck level and 8-14 inches aft of the bow. For those boats issued bow numbers see paragraph 6.3. Instructions will be included in the Skipper's Package. Boats failing to display bow stickers may be subject to protest by the Race Committee only.

6.3 Bow numbers will be required for the Etchells, J/105 and Melges 24 classes only. Each boat in these classes will be assigned a bow number. These bow numbers shall be displayed on both sides of the bow approximately 6-10 inches below deck level and between 8-14 inches aft of the bow. Event bow stickers shall be displayed approximately 10 inches aft of the bow numbers. Instructions will be included in the Skipper's Package.

Boats failing to display bow numbers and event bow stickers may be subject to protest by the Race Committee only.

6.4 All boats shall display only those racing numbers (on all sails requiring numbers) under which she has entered, unless prior written approval is obtained from the Race Chairman.

7 RACING AREAS

There will be three separate racing areas, one for each Division. The assigned classes and rendezvous location for each Division will be posted on the Official Notice Boards and available at registration.

8 COURSES

8.1 Courses for each race will be selected by the Race Committee from those outlined in Exhibit 2 (see page 14). The windward marks are to be rounded to port. Two windward marks may be laid (differentiated on the course board by distance to the windward mark for specific classes).

8.2 The course for each class, with the magnetic bearing and distance to the windward mark from the middle of the starting line, will be displayed on the starboard side of the starboard end Signal Boat before the Warning Signal. If course, bearing or distance are unchanged for the succeeding class(es), there will be a blank space rather than repetition on the course board (see sample board, Exhibit 3). The Race Committee will attempt to broadcast the courses on the designated VHF channel prior to the Warning Signal for the first class.

8.3 Leeward Mark, Gate, Windward Offset Mark

8.3.1 For all classes a leeward gate (two marks) will be used. The gate will be located approximately 600 feet to windward of the starting line. Boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port.

8.3.2 For all classes a windward offset mark will be used. The mark will be laid to port of the windward mark(s), approximately perpendicular to the course axis and approximately 200-250 feet distant. The windward offset mark(s) are to be rounded to port (not depicted in the course diagrams).

9 MARKS

9.1 Marks 1, 2S and 2P will be orange inflatable tetrahedrons.

9.2 Windward offset marks will be orange balls.

10 THE START

10.1 Races will be started in accordance with rule 26.

10.1.1 The timing of the Warning Signal for each succeeding class will vary by Division depending on the number of classes in the Division, wind conditions, the sailing characteristics of the boats racing and/or the need to adjust the starting line. The Race Committee will attempt to broadcast its intentions over the designated VHF channel.

10.2 The Starting Line will be between a staff displaying an orange flag on the starboard end Signal Boat and a staff displaying an orange flag on the port end line boat.

10.3 An inflatable buoy may be tethered to the stern of the committee boat(s). Any boat touching this buoy will have broken RRS 31.1.

10.4 The Starting Area will extend 300 feet perpendicularly (to windward and leeward) from the starting line and radially from its ends. Boats whose preparatory signal has not been made shall stand clear of the starting area and of all boats whose preparatory signal has been made. Boats which fail to abide by these restrictions may be subject to protest by the Race Committee only.

11 RECALLS

11.1 The Race Committee will attempt to identify recalled boats by broadcast over the designated VHF channel. Failure of a boat to see or hear her recall notification and the timing and order of such hails will not be grounds for redress.

11.2 For those classes with bow numbers, the race committee will attempt to hail each boat by her bow number.

12 CHANGING THE NEXT LEG OF THE COURSE

12.1 RRS 33 is amended by adding the following:

12.1.1 A signal board with the letters for the classes for which the change of course applies will be used. If the change is for the windward leg, the new mark will be a yellow inflatable tetrahedron for the first change unless the first change is for the final leg. When subsequent changes of course are signaled, the yellow and orange marks will be alternated. If the change is for a leeward leg, the original gate marks will be moved into the new position, unless the change is for the final leg.

12.1.2 A course change for the final leg of a race will be signaled by a race committee boat in the vicinity of the last rounding mark(s). It will display code flags C over Q, and a signal board with the direction and/or leg length change to the finish line and make a sound signal periodically. This signal (C over Q) applies only to boats sailing their final (finishing) leg.

12.2 The Race Committee will attempt to broadcast any course changes over the appropriate VHF channel.

13 THE FINISH

13.1 For downwind finishes, the Finishing Line will be on the opposite side of Signal Boat from the Starting Line. The Finishing Line will be either between a staff displaying an orange flag on the finishing line boat and a nearby tetrahedron or between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby race committee boat. The Finishing Line will be located beyond the leeward gate.

13.2 For windward finishes, the Finishing Line will be either between a staff displaying an orange flag on the finishing line boat and a nearby tetrahedron or between a staff displaying an orange flag on the finishing line boat and a staff displaying an orange flag on a nearby committee boat. The Finishing Line will be located approximately 600 feet beyond the weather-most windward mark.

13.3 In the interest of starting another race in a timely fashion on multiple-race days, the Race Committee may assign a finish position to the last finisher(s) in a division provided that the position(s) can be determined in a reasonable manner.

13.4 When the course is shortened at a leeward gate, the race committee boat near the gate will display Flag S and boats shall finish by sailing between the gate marks from the direction of the previous mark.

14 PENALTY SYSTEMS

14.1.1 For all classes except the Etchells, Melges 24, Farr 40, and Mumm 30 classes, a boat that may have broken a rule of Part 2 while racing may take a penalty by making Two Turns in compliance with RRS 44.2 or by taking a 20% Scoring Penalty in compliance with RRS 44.3 as changed by sailing instruction 14.1.3. However, if a boat breaks a rule of Part 2 within the two-length zone of any rounding or passing marks, RRS 44.3, Scoring Penalty, shall not apply.

14.1.2 For the Etchells, Melges 24, Farr 40 and Mumm 30 classes only, a boat that may have broken a rule of Part 2 while racing may take a penalty by making One Turn including one tack and one gybe that, in all other respects, complies with RRS 44.2. However, if a boat breaks a rule of Part 2 within the two-length zone of any rounding or passing marks, her penalty shall be a Two-Turns Penalty in compliance with RRS 44.2. RRS 44.3, Scoring Penalty, shall not apply to these classes at any time.

14.1.3 The 20% Scoring Penalty shall be not less than 2 places. All boats that have taken a Scoring Penalty in accordance with RRS 44.3 shall submit a written declaration on a form at the Jury Desk prior to the end of Protest Time. Submitting a written declaration within the Protest Time Limit shall satisfy the requirement of RRS 44.3(a) to inform the race committee at the finishing line. This modifies RRS 44.3(a), Scoring Penalty.

14.2 RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the breach before arbitration or by accepting the opinion of an arbitrator. This Arbitration Penalty shall be 40% of the number of boats entered as calculated in RRS 44.3 (c) but shall not be less than four places.

14.3 If a breach of Class Rules is found in a One Design class, penalties shall be at the discretion of the Jury, in consultation with the Class Management Group or a non-competing Class Representative.

15 PROTESTS

15.1 A boat intending to protest is requested to notify the finishing line boat of its intention and the identity of the protested boat(s) as soon as possible after finishing.

15.2 Protest forms are available at the Protest Desks. Completed protests shall be delivered to the Protest Desk as soon as possible but not later than one hour after the Division Signal Boat docks. The Protest Time Limit for each Division will be posted on the Jury Notice Boards.

15.3 Protest notices will be posted on the Jury Notice Board as soon as possible after the Protest Time Limit expires to inform competitors where and when there is a hearing to which they are party. Protest hearings will be scheduled to start as soon as possible after the notices are posted. The Jury will attempt to hear protests in the order of receipt. Representatives of boats who are parties to hearings and their witnesses shall remain on call in the vicinity of the Protest Desk.

15.4 It is each boat's sole responsibility to check the Jury Notice Board at the end of the protest filing time to see if she is cited in a protest. Failure of any boat to appear when called for a hearing will be considered by the Jury as grounds for proceeding under RRS 63.3(b).

15.5 An International Jury will be appointed in accordance with

rule 70.4, 90(b) and Appendix N for the Ocean divisions. The Jury will comprise 6 members and may be split into panels as envisaged by rule N1.4(b). The time limit for filing a written request for a hearing under rule N1.4(b) is one hour after the decision is announced. Decisions of the International Jury will be final in accordance with rule 70.4.

15.6 Decisions of the National Jury (Biscayne Bay Division) are subject to appeal. In the event that the International Jury hears protests and redress requests at this venue, its decisions will be final in accordance with rule 70.4.

16 ARBITRATION

16.1 For protests involving an alleged breach of a rule of Part 2, a short arbitration hearing will be held prior to a protest hearing. This changes Part 5, Section B of the RRS.

16.2 After a written protest is delivered to the Protest Desk, one representative from each boat will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. Protests not resolved by arbitration will be forwarded to the Jury.

16.3 A boat that accepts the arbitrator's opinion that she broke a rule of Part 2 shall receive a penalty score of 40% as detailed in Sailing Instruction 14.2.

16.4 The acceptance of an arbitrator's opinion cannot be grounds for redress or be appealed.

16.5 The arbitrator will not be a member of the Jury that hears the protest but will be permitted to observe the testimony given to the Jury and offer testimony. This changes rule 63.3(a).

17 SCORING

17.1 The low point scoring system of Appendix A will apply modified as follows: For the Farr 40 and Mumm 30 classes only, a boat's series score will be the total of her race scores without exclusion. For all other classes, a boat's worst score will be excluded from her series score if six or more races have been completed subject to rule 89.3(b). This amends the Notice of Race, Paragraph 10.2.

17.2 Handicap scoring will be performed as follows:

17.2.1 PHRF classes will be scored using the handicaps provided by the Event PHRF Consortium. The actual course distances will be used.

17.2.2 The last sentence of rule A3 is replaced with, "However, a boat's finish position in PHRF will be determined by her corrected time calculated in seconds to two decimal places."

17.3 The 2005 Florida Grand Prix Championship scoring for the Transpac 52, Farr 40, J/105, Mumm 30 and Melges 24 classes will be based on the lowest cumulative points scored for both the Key West 2005 and Acura Miami Race Week 2005 regattas combined.

18 SAFETY REQUIREMENTS

18.1 Boats shall comply with Premiere Racing's Special Equipment and Safety Regulations for this event (posted on the Event Web Site and available from Premiere Racing). In the event that Class Rules for an eligible One Design class conflict with the Special Equipment and Safety Regulations for this event, then the Class Rules will take precedence.

18.2 The "Quick-Stop" man-overboard procedure (see Appendix D in the 2004-2005 ISAF Special Regulations) shall



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be practiced aboard each boat at least once by the crew racing in the regatta prior to the first race of the series. A dated record of such practice should be signed by participating crew members and kept aboard the boat (Section 5.02 of Premiere Racing's Special Equipment and Safety Regulations for Acura Miami Race Week 2005 found at www.premiere-racing.com).

18.3 Retiring. A boat that retires from a race or does not intend to start a scheduled race shall promptly report this to the Race Committee on station via hailing or the designated VHF channel and receive acknowledgement. If this is not possible she shall promptly report her actions to Race Headquarters on shore.

19 CREW WEIGH-IN / REPLACEMENT OF CREW

19.1 PHRF boats shall sail with the same crew in all races unless written permission to change crew has been granted by the Race Chairman. Any request for changes in crew or crew numbers must be submitted to the Race Chairman in writing prior to the race in which the change is to take place. Any approved crew change must stay within the boat's Base Crew Weight Limitations.

19.2 Entrants in the One-Design classes that have an established crew weight limit and require weigh-ins must have their crews weighed-in by 0800 Thursday, March 10 for boats racing on Thursday and by 0800, Friday, March 11 for boats with a first race on Friday.

19.3 Crew substitutions are allowed in all one-design classes. In classes that require crew weigh-ins, entrants desiring to substitute crew must have substitute crew members weighed-in prior to 0800 on race day (Friday-Sunday) at Race Headquarters. A crew substitution card, with the name of the substitute (who meets all One-Design class requirements) and crew member replaced, must be submitted when being weighed-in and signed by a designated Race Committee official. Crew substitution cards are available at Race Headquarters.

19.4 A cameraman, approved by Premiere Racing for video taping aboard a boat while racing, will not be counted against the crew weight limits or maximum crew limits for the boat. This modifies class rules pertaining to crew weight limits.

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compli-

ance with Class Rules, Special Equipment and Safety Regulations, submitted PHRF handicap information (if applicable) or the Sailing Instructions. On the water a boat can be instructed by the Race Committee to proceed immediately to a designated area for inspection.

21 SUPPORT BOATS

Skippers/Owners are responsible for the actions of their support boats. Media, support, and spectator boats shall stay clear of the starting area and shall not interfere in any way with boats racing or with the Race Committee. Media, support, and spectator boats shall comply with this instruction and with the oral directives of the Race Committee on the water. Failure to comply may result in the protest and disqualification of a racing boat associated with any offending ancillary boat.

22 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out from the start of that boat's first race until the completion of the series without the written approval of the Race Chairman.

23 RADIO COMMUNICATION

23.1 The Race Committee will not respond to transmissions from competitors except to acknowledge retirements, protests, penalties reported, or requests for emergency assistance. The Race Committee will use the following VHF Channels for communication:

Division 1 - Channel 82

Division 2 - Channel 84

Division 3 - Channel 72

23.2 Race Committee broadcasts concerning its intentions, the course to be sailed, starting times, course changes, 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).

23.3 Competitors shall not use any electronic device (including scanners) which can receive UHF frequencies from 0830 until racing has concluded on race days. See rule 41. The Skipper/ Owner shall be responsible for all communications activity aboard his/her boat. Boats that do not comply with this instruction will be subject to disqualification from the regatta.

24 PRIZES

24.1 The awards ceremony for Acura Miami Race Week 2005 will take place on Sunday, March 13 at the Miami Beach Marina for all classes approximately 90 minutes after the last Signal Boat has docked.

24.2 Class awards for first place daily will be presented. On multiple race days, class awards will be presented based on combined scores for the day. A “Boat of the Day” award will be presented to the class winner in the class with the closest, most competitive racing each day.

24.3 Class awards for first, second and third place in the series will be presented. Smaller classes will receive first and second place trophies.

24.4 The Shake-A-Leg Miami and Miami Beach Marina awards will be presented to the boat on the Biscayne Bay and Ocean courses, respectively, which show the most improvement over the course of the regatta.

24.5 The City of Miami Trophy, awarded to the “PHRF Boat of the Week,” will be presented to the PHRF class winner whose class featured the closest, most competitive racing for the series.

24.6 The 2005 Florida Grand Prix Award will be presented to the Transpac 52, Farr 40, J/105, Mumm 30 and Melges 24 class champions with the lowest cumulative points for the Key West 2005 and Acura Miami Race Week 2005 regattas combined.

24.7 The Acura Boat of the Week Trophy will be presented to the class winner whose class featured the closest, most competitive racing for the series.

25 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority 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.

EXHIBITS

Exhibit 1

Racing Areas diagram (page 7)

This replaces the racing area diagram depicted in the Notice of Race.

Exhibit 2

Course diagrams (below)

Offset marks are not depicted in diagrams.

Courses LX and WX are not depicted.

Exhibit 3

Sample Course Board diagram

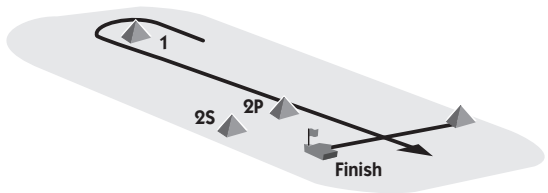
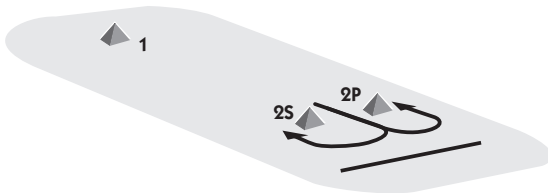
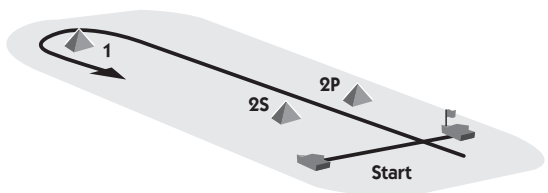
A-B	C-D	(Classes)
L		(All classes sail course L)
300		(Magnetic bearing to the first mark for all classes is 300. Approximate distance to the first mark for Classes A-B is 3NM and for Classes C-D is 2.5NM)
3	2.5	

Exhibit 2 • Course Diagrams

Course L

FOUR (4) LEGS:

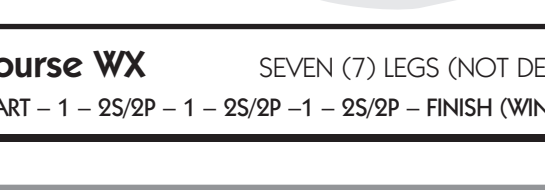
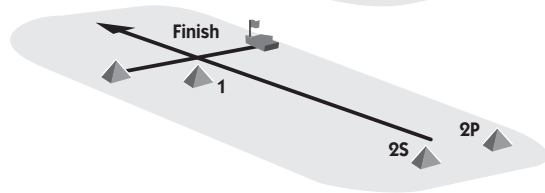
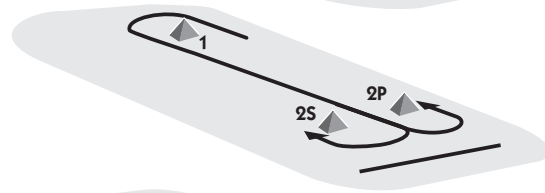
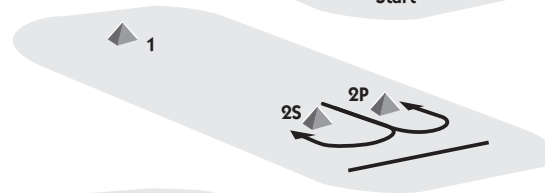
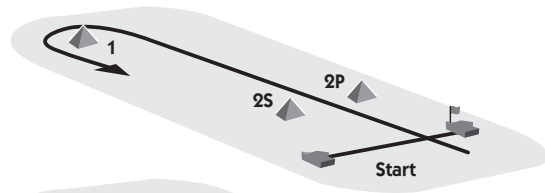
START – 1 – 2S/2P – 1 – FINISH (LEEWARD)



Course W

FIVE (5) LEGS:

START – 1 – 2S/2P – 1 – 2S/2P – FINISH (WINDWARD)



Course LX

SIX (6) LEGS (NOT DEPICTED):

START – 1 – 2S/2P – 1 – 2S/2P – 1 – FINISH (LEEWARD)

Course WX

SEVEN (7) LEGS (NOT DEPICTED):

START – 1 – 2S/2P – 1 – 2S/2P – 1 – 2S/2P – FINISH (WINDWARD)