

Sailing Instructions and Conditions of Entry

May 19-22, 2014

Organizing Authority: Sail Series Promotions USA. SSP USA Inc. is a Florida non-profit corporation and is managed by a Board of Directors.

www.Florida300.com

1. Rules

1.1 The race will be governed by Racing Rules of Sailing (RRS), 2013-2016, and identified US subscriptions, except as may be amended by these instructions (Ref: RRS Rule 86).

1.2 Documents which Apply: The Florida 300 NOR, This SI, and Class Rules for each participating Class except as amended by these instructions. In the event of conflict this SI supersedes. This changes RRS 63.7.

2. Changes to Documents

2.1 Changes to these Sailing Instructions will be posted on the official race website prior to the race, and on a bulletin board in a prominent location at each race location. Changes will be announced at skipper's meetings, 9:00AM on all race days. Any changes made by the RC will be posted as a revision on the web site until two days before racing and displayed on the official Bulletin Board. Changes may be made to the SI, based upon discovered need over the racing period.

2.2 Rule Changes: The following RRS have been changed and are identified to the paragraphs in this SI: RRS race signals, by paragraph 9.3; RRS 42, by paragraph 11.8; RRS 41, by paragraph 11.9; RRS 27.3, by Paragraph RRS 44.1, by paragraph 11.11; RRS 31, by paragraph 12.2; and RRS 35, by paragraph 12.3, RRS 63.7, by paragraph 1.2.; RRS's 61.2, 62.2, 63, 65.2, 65.3, 60, 63.2, 63.4 & 66, by Paragraph 14.2.

3. Schedule of Activities

May 18, 2014, arrive at the Islander resort, MM82.1 US-1, The Florida Keys, Islamorada, FL, and Rig and prepare for racing and complete the final registration procedures. The RC will be in residence at the Islander on Saturday afternoon 5/17/14 for race preparations.

Final Registration scheduled from 4-6PM, Saturday, May 17th, 2014, and from noon to 6PM, Sunday May 18th, 2014, but will be accepted any time. Registration requirements are in paragraph 6, below.

3.1 The race schedule is as follows:

May 19th –Race Day 1 – Islamorada, FL to Key Biscayne

May 20th –Race Day 2 – Key Biscayne to Palm Beach Shores

May 21st – Race Day 3 – Palm Beach Shores to Vero Beach, FL

May 22nd - Race Day 4 – Vero Beach FL to Cocoa Beach, FL

The First Skippers meeting shall be at 0900, Monday, May 19th, 2014, by the water sports shack at the Islander Resort.

3.2 General Waypoints:

Islamorada: 24°55.125'N; 80°37.77'W; Key Biscayne: 25°41.735'N; 80°9.39'W; W Palm Beach Shores: 26°46.736'N; 80°1.881'W; Vero Beach: 27°38.026'N; 80°21.045'W; Cocoa Beach: 28°22.124'N; 80°36.112'W .
Note: These waypoints are for general reference only. The actual finish line will be determined when the race committee surveys the finishing area on the day of the race.

3.3 The warning signal for all legs of the race will be NET 9:55 am unless otherwise announced on the Official Bulletin Board and at the morning Skippers Meetings. Schedule changes will be posted before 8:00PM the night before racing, unless there is a weather postponement on the morning of racing. The official Bulletin Board will be posted until 9:00PM each day and again at 7 AM each morning of competition, except in inclement weather. The full starting schedule for the final day of racing, including the “Dogfight” will be posted on the official BB by 8PM on May 21st. This BB will be provided where ever most sailors are gathered that evening.

3.4 All boats will be prepared for starts IAW schedule. The Class flag shall be a Red Flag for all starts.

4. Classes

4.1 Boat Classes will be limited to 2-person production catamarans of 16 to 22 foot lengths, with Spinnakers and with Dagger or Center Boards. Classes will be formed if there are Four (4) of a kind, otherwise there will be an Open Class for others using Portsmouth numbers for handicapping.

4.2 There shall be a limit of 20 entries total for the race unless amended by these instructions and shall be dependent on early registrations.

4.3 The “Dogfight”. The last leg of the Florida 300 is open to Catamarans with crew of two of length 16 to 22 feet (no spinnaker or boards required, but permitted) and is designated the Dogfight. There is a maximum limit of 20 boats to be registered for this leg of the race. Classes of Spin and no spin will be formed if there are four or more. This will be an independent race(s) from Vero Beach and finish in Cocoa Beach. The Dogfight will start before the longer distance portion of the Florida 300, See further Dogfight instructions for arrival and setup, posted on the web site and the official bulletin board. The safety equipment requirements for “Dogfight” competitors is reduced only by making the 406 MHz EPIRB optional, but strongly encouraged. One SPOT per Boat is optional but strongly encouraged, which may be used in place of an EPIRB. See paragraph 8. for info on the SPOT devices which are rentable. There shall be at least one cell phone in a water protected cover per boat. The Dogfight registration fee is \$75 and requires a completed registration form. That form, the same form as the Florida 300, with applicable portions completed, will be available on line. Pre-registering and submission of fee for the Dogfight is requested ASAP. Forms and fees may be mailed to: Warren Green, 18 Spinnaker Point Court, Indian Harbour Beach, FL 32937. A receipt notice will be emailed back to each registration. Make checks payable to Sail Series Promotions.

5. Sponsor Advertising

Team or boat sponsors are encouraged. Sponsor Advertising will be unlimited on sails , however, race management reserves the right to affix race identifying and sponsor decals to all surface of both hulls of any registered boat. The Organizing Authority shall be the final authority of exact locations. Boat sponsor space on hulls already affixed will be honored except forward of the Cross Beam, specifically designated for race name and sponsors.

6. Registration and Entry

6.1 It is the responsibility of each competitor to read, understand and accept these sailing instructions, the

RRS, the certifications of the Registration form and conditions of entry. The conditions of entry include rule changes to make this racing compatible with endurance conditions and the administration of rules included herein. It is the self -accepted risk of each member of competitors to understand, accept, and abide by these rules, the registration form, all of which are part and partial to these conditions and instructions.

6.2 Preliminary registration of the Florida 300 has been available and requested online, with a deposit of \$100 per boat due by March 15th, 2014. This was to kick start the race.

6.3 Final registration for the Florida 300 is by completion of a Final Registration Form with signatures of required team members and payment of the remainder of entry fee upon arrival at the Islander resort. Additional registrations will be accepted up to a total of 20 boats. Early registration and turn in of total fees is encouraged and may be mailed to Warren Green, 18 Spinnaker Point Court, Indian Harbour Beach, FL 32937. A receipt will be emailed back to each registration. Credit Cards may be used to pay fees, see registration form for instructions.

6.4 Proof of liability insurance (see paragraph 15.2) shall be required and provided to the registration table At the Islander Resort, (or for the “Dogfight” at Vero Beach South Park registration) Prior to the appropriate skippers meeting, to enter the race.

6.5 A registration table will be set up at the Islander Resort as scheduled to confirm or to accommodate all registration, inspections, and documentation and decal application actions to be completed.

7. Sailing team members

7.1 Each boat shall have a registered sailing team which shall consist of two sailors, (one (1) skipper and a crew) and a minimum of one (1) ground crew. The ground crew shall consist of one team manager and others as deemed necessary by each team. *All team members must be registered with the Race Committee (RC).* Ground crew from one team may assist other teams, only with prior approval by the Race Committee. Official communication with the RC during the race week will be made with the team manager, and not with individual sailors or ground crew members. The RC encourages and welcomes daily communication in this manner.

8. Required Safety Equipment

8.1 For Each crew member, attached to person

- a. US Coast Guard (USCG) approved PFD personal PFD, worn at all times while racing. All life preservers will be in reasonably new & *undamaged* condition.
Note: The RC will recognize the country certification of a pfd used by a sailor in a boat of his own competing country. Foreign sailors using US registered vessels must wear USCG approved pfd's. This is IAW USCG Regulations. Modification of a pfd voids the certification either country.
- b. One small Enclosed or folded knife
- c. Whistle
- d. Waterproof flashlight
- e. Personal Safety strobe light
- f. One 406 MHz EPIRB. One SPOT Satellite Messenger can be used instead of the EPIRB by one of the sailors but not both. If a SPOT is used it must be in tracking mode, capable of notifying rescue services, your team leader and the RC at 561.371.2663. SPOTs must be demonstrated at inspections and show a positive test.

(Optional per individual in Dogfight) *(See Asterisk item below)

Note: 121 & 243MHz EPIRBs are no longer acceptable. Proof of NOAA Registration of 406 MHz EPIRBs must be provided to the race equipment inspector. Each Sailor shall have available to him liquids to sustain himself for the duration of the days sail.

8.2 For Each Boat, secured to boat:

- a. Waterproof VHF Radio, (Strongly Recommended for Dogfight, but optional)
- b. One Water protected cell phone
- c. Marine Grade Compass, attached to boat or a secured handheld for Dogfight.
- d. Three Current day/night flares (At least one should be night rated.)
- e. Safety line, at least 20' in length, to be used for towing
- f. One throw-able PFD
- g. SPOT Satellite Trackers are highly encouraged if not carried by one of the sailors. If used the SPOT Tracker must be in tracking mode, attached to be visible for satellites, per boat. We will be using www.Kattack.com tracking system for live SPOT tracking. It will be available via www.Florida300.com website with daily replays. We will also have a monitor at the finishing locations each day showing the live tracking for race committee, team members & spectators.*(See Asterisk item below)

* SPOT rental (\$40) and tracking must be coordinated in advance with Craig Van Eaton (email: info@sailseries.com; phone: 561.371.2663).

8.3 The Race committee will be provided the number of a skipper/crew cellular phone before the First skippers meeting and any changes thereafter. Communication between sailing and ground team members is permitted during the race; however, ground team members are not permitted to communicate with any other competitor, except in emergencies on the water.

8.4 Equipment inspections will be performed before the first leg. Additional inspections may be performed at the discretion of the Race Committee before sub-sequent legs or after any leg. Equipment losses or malfunctions during races will be reported and corrected before the start of the next leg of the race. Failure to comply with safety requirements will result in immediate suspension and / or disqualification.

8.5 It is suggested each boat to have onboard SPOT affixed in such a manner that it has a clear view of the sky and is able to successfully transmit data to the Satellite Tracking System. SPOTs will be used for tracking and are required to be activated and functional in "tracking mode" at all times while racing. The RC will be provided with relevant serial number information, etc. from each tracking device so as to be sufficient to allow the competitors to be tracked.

9. Inclement Weather

9.1 Races shall be started and raced as scheduled except during inclement weather as follows:

9.2 Postponement may be posted by signaling AP at a race launch location in the event of existing thunderstorms, or winds consistently forecast to exceed an average of 30 Knots in the area of the leg. This is an endurance race and there is no real way to determine the weather which sailors may encounter when at sea for a long period. Known forecasted conditions will be briefed at the skippers meeting each day. Sailors

are directed to understand and heed USS rule 4: “The responsibility for a boats decision to participate in a race or to continue racing is hers alone.”

9.3 Postponements due to inclement weather may be signaled by hoisting signal (AP) at a scheduled start or as much as one (1) hour before a scheduled start in the event of conditions described in 9.1 above. The first signal for the day to indicate racing is to continue after postponement shall be signaled by removal of AP no less than 30 minutes before. This is a change to RRS signal instructions, RRS, Race Signals.

9.4 Postponed Race starts may be delayed until forecasted conditions improve and racing starts are signaled per 9.2 or no more than 3 hours past the scheduled start. After that, team leaders may be instructed to place their boats on trailers and move to the next start location. Racing will then be continued from that next location.

9.5 Scorers will ignore the race leg(s) eliminated by the RC only when the entire fleet is instructed to move to the next launch location. In the event that a sailor wisely decides not to race on any leg for inclement weather or any other reason, the scorer will score the boat so choosing, one (1) hour longer than the last boat having sailed and finished that leg.

10. Sail and boat measurement certifications and repair / replacement

10.1 It shall be the responsibility of each sailing team to have sails and boat properly in compliance with class rules. Boats will be requested to show available certifying data to be assigned class to the RC at registration, each boat will be registered and assigned to a Class or to the Open Class by the RC without recourse. All boats are required to have a calculated Portsmouth number to be used for scoring. SEE the registration form and paragraph 13. Scoring. Once assigned and accepted no changes to the assigned Portsmouth number shall be made at any time during the race. See paragraph 19.

10.2 Crew Weighing: Class requirements for crew weight shall be followed. There will be scales at registration for crew weigh in. Added weights, as required, shall be a responsibility of the boat, but will be inspected by the RC.

10.3 Sails & Boats (including masts and spars) shall be used for the entire race except when damaged beyond repair. *Replacement of any major equipment, including sails, will be reported to, and approved by the Race Committee before the warning signal of the next leg.* Note: The definition of major equipment shall be at the sole discretion of the Race Committee, however, as a general guideline, major equipment is defined as no more than broken rigging and/or up to one hull may be replaced (i.e. a boat may not be completely replaced).

10.4 Crew replacement: The registered Skipper is expected to race the entire course of four (4) legs. Only injuries or physical impairment shall be considered for skipper replacement. Approval of the RC is required. Crew replacements shall be only be considered by the RC with written reason(s) for replacement submitted for approval by the RC except for injuries while racing. The Skipper must provide the potential name of a replacement crew at registration before racing commences and/or before replacing any crew during the race, or immediately after finishing a leg in which crew replacement occurred due to injury. The RC decision is final without recourse.

11. Starting procedures

11.1 General. Starting at the Islander Resort will be a water start within a mile for the Resort pier. The remaining legs shall be using beach starts. This section will provide the procedures for all starts.

11.2 Water Start - For the first leg, all boats will start at the same time in the water off shore, Oceanside, at the Islander Resort, in Islamorada, Florida. The start line will be between two Race Committee boats displaying Orange flags or a Race Committee boat displaying an Orange flag and an Orange mark, forming the boundaries of the starting line. No other marks need be honored during this start. The start will use the standard five-minute sequence (RRS Rule 26). Starts will be established up course from a starting line, regardless of wind. The class or warning flag in all sequences shall be a red flag.

11.3 Recalls & Postponements (Water Starts): A penalty will be awarded to boats over early as follows: any boat found OCS at the start signal will be awarded a 30 minute penalty, and the over condition will be indicated by the hoisting of "X" flag at the start. A boat OCS may return by staying clear of all other boats and returning behind the start line to re-start. The "X" signal will be lowered when the offending boat(s) return to a prestart position. No call outs by the RC shall be made. The X signal will remain hoisted for four minutes after the start for OCS boats that did not restart. A boat that returns for a restart, properly completed, shall have her penalty removed. This procedure changes RRS rule 29. Signal flag "AP" hoisted with two horn blasts during the start sequence indicates that the RC has decided for any reason to postpone the start. The sequence will restart completely; one minute after "AP" is lowered, with one horn blast.

11.4 Beach Starts - For all subsequent race legs, all boats shall start on land, from a line on the beach approximately parallel to the water's edge, using the standard five-minute sequence (RRS Rule 26) for the first line of boats if more than one line is used. The starting line shall consist of two orange flags or marks on the beach, approximately parallel to the surf, with start sequence signal flags displayed in the water forward and between the start line flags. The class signal in all sequences shall be a red flag. Boats, including crew, may not be on the course side (OCS) of the starting line at the start signal. The Beach Master will take a position; forward of all boats on the line midway the line, communicating with Flag holders. His raised crossed hands will indicate a boat OCS. It shall be the responsibility of each team to heed that signal and moved any OCS boat back into line, ready for start. Communication with the Beach Master is authorized for this purpose. When there are no boats OCS his hands will be dropped. Boats continuing to be OCS at the starting signal will be penalized 30 minutes without recourse. The RC may divide boats into two or more lines, one behind the other. The red flag will be raised once the starting row has cleared the beach and the next row will start one minute after by lowering the red flag and a horn.

11.5 In the event of multiple starts such as in "Dogfight" start sequences shall be the same, but IAW posted schedules which will be further briefed at the morning skippers meeting (9AM each day).

11.6 Postponements (Beach Starts): The RC may postpone the start for any reason prior to start signal by raising signal AP which will be signaled by with two (2) sounds IAW RRS 27.3.

11.7 Subsequent leg start positions shall be determined by the uncorrected finish times of the previous leg. i.e., the first to finish the previous leg shall be placed in the northernmost position for start of the next leg.

11.8 Starting boats may be assisted by one designated ground crew (pusher) from the beach, into the surf on a course perpendicular to the surf. The pusher may continue to push his own boat to the extent possible. The

sailing crew may make use of small paddles to further assist them through the surf. These permitted actions change RRS Rule 42. While in the surf, right of way rules shall remain in force.

11.9 In team emergencies, or distress, assistance is expected to be rendered during the race from other competitors. Competitors rendering assistance will make every effort to document the time spent lending assistance, which will be subtracted from their finish time at the discretion of the Race Committee. Teams receiving assistance from other sailing teams will be penalized 30 minutes for that leg. Assistance from any source other than another racing team may result in a time penalty or disqualification, depending on the type of assistance or conditions. A report is required from the boat to assist the RC in this decision. Failure to render assistance to fellow sailing teams is also grounds for penalty and/or disqualification at the discretion of the Race Committee. This requirement changes RRS rule 41.

11.10 The start time for all boats is the start time of boats in accordance with placement position on the line. A damaged boat needing repairs and remaining on the beach shall be considered started at the time of its scheduled start.

11.11 While racing, for an infraction of the rules of part 2, RRS 44.1 is changed to require only a one turn penalty Instead of two turns.

12. The Finish

12.1 The finish shall be between two orange flags or marks in very shallow water, positioned wide to allow multiple finishing boats. A strobe light may be visible by the South Flag/mark if the finish is at or after dark.

12.2 Finishers in the surf immediately before the finish line have the right of way over finishers behind them, but once finished, shall clear the line as soon as possible. All are directed to be aware that boats may not be under control during the last phase of finishing. Competitors shall do all possible to avoid contact with a finish gate mark. Touching a mark shall not be grounds for a penalty. This changes RRS Rule 31.

12.3 Finishes can be dangerous due to arriving boats in the surf. Caution Lines will be established to keep the watching public away. A maximum of one designated ground crew familiar with those dangers, for a finishing boat, may be on the course side (OCS) of the finishing marks to assist a boat with finishing, however maximum safety considerations are mandatory, including allowing the boat to drive ashore unaided. The team manager on shore is responsible to designate, train and report ground crew members to the RC before the start of racing. These ground crew members shall be designated and reported to the RC for the entire race, but name changes are permitted but are required to be reported to the RC before use. If a boat receives assistance by more than one ground crew while OCS and not finished it may be subject to penalty and or disqualification at the discretion of the Race Committee. Emergency assistance may be provided in the surf as per the note below.

Note: It is at the sole discretion of the Beach Master on scene to determine whether additional emergency assistance is necessary and he only will indicate when it is allowed for more than one ground crew to be OCS to render assistance without penalty.

12.4 Any team not finishing within four hours of the finish time of the first finishing boat shall be considered DNF and is required to report to the Principal Race Official the conditions of the delayed finishing or unfinished leg as soon as possible. Any boat not finishing a leg of any stage will receive a time penalty of no less than two

hours, depending on sailing conditions, at the discretion of the Race Committee. Any boat not finishing a leg within eight hours of the first finishing boat may be asked to retire, at the discretion of the Race Committee. (This amends RRS 35). Any boat finishing during or after the starting sequence of the subsequent race is required to take a mandatory 2 hour rest period.

13. Scoring and awards

13.1 Awards shall be presented by Class. We plan 3 places per class. Individual boats in a designated one design class will be scored by overall elapsed time. The Open Class will be scored by Portsmouth corrected times. See Portsmouth configuration modifications on the final registration form. A Best Overall award and Trophy recognition will be awarded for by total elapsed time without correction for the Florida 300. A Second overall award and trophy recognition will be provided and identified for the best overall corrected time for the Florida 300. Trophies will be awarded for the Dogfight. All scores shall include redress and/or penalties incurred.

Scoring: Scoring shall be by total elapsed time for each competitor. Scoring shall also be recorded by calculated corrected times. Race Committee Calculated Corrected time: $CT = ET \times 100 / HC$, Where: CT = Corrected time; ET = Elapsed Time; HC = Calculated Handicap number by Portsmouth number procedure. These scoring procedures will be used to award trophies as described in 13.1.

13.2 No Portsmouth wind correction factors shall be used.

13.3 Every boat racing must have a Handicap Number (HC). The Florida 300 "Portsmouth Scoring Method" Shall be used for corrected time calculations. We will honor your report of configuration differences on the registration form. The RC will calculate the HC. Each boat's calculated PN will be posted on the official Bulletin Board. All HC numbers shall be established without recourse by the time of the first skippers meeting at 9:00 AM Monday, May 19th, 2014. You may discuss HC's with PRO until that time.

The HC will be used for scoring the open class (es) and the Corrected Overall Portsmouth score calculations.

Calculation of HC starts with Portsmouth D-PN number as per the published Portsmouth Yardstick. And uses configuration changes you report on your registration form. Calculations will be made by the RC.

13.4 "Class configuration modifications" shall be annotated and registered by each skipper on the Florida 300 Registration Form.

14. PROTESTS AND REQUESTS FOR REDRESS (3 MINUTE JUSTICE)

14.1 INFORMING THE RACE COMMITTEE

A boat intending to protest based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she *finishes*, inform the race committee at the finishing line of her intent to protest and the identity of the protestee.

14.2 CHANGES IN HEARING PROCEDURES

This rule applies to all protests hearings between boats where no damage or injury has occurred. It does not apply to requests for redress against the RC or measurement protests.

(a) The parties to the protest shall each choose a competitor judge to conduct the hearing. (total of 2)

(b) The requirements of rule 61.2 or 62.2 are waved.\

(c) Rule 63 is deleted and replaced with:

1. The protestor shall have 1 minute to state their testimony.
2. The protestee shall have 1 minute to state their testimony.
3. Witnesses are allowed and shall have 1 minute to give their testimony.
4. The competitor judges shall allow questions by both parties and may ask any questions to clarify the testimony.
5. Rule 65.2 and 65.3 are eliminated.

14.3 The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.

14.4 The third sentence of rule 66 is changed to: 'A *party* to the hearing may not ask for a reopening.

14.5 Each protest or request for redress must on a USS protest form and submitted to the PRO within one hour of finishing the leg where the condition for requested redress occurred. In the event that 3 minute justice resolution cannot be reached, expert advice and rendering by an identified and on call, USS certified Judge shall be sought.

15. Authority of the PRO

The PRO shall have the authority to enforce the rules and conditions of entry as printed herein. He has full authority to impose penalties as resolved in committee.

16. Release of Liability and required Insurance

16.1 All entrants and members of the team must sign the registration form, which includes the acceptance of risk and an agreement not to sue as a part of the conditions of entry.

16.2 Each team shall be required to provide proof of third party liability insurance in an amount of \$100,000, prior to the race.

17. Miscellaneous

17.1 During the race, crews must take every precaution to avoid hitting indigenous wildlife, especially endangered species such as manatees and sea turtles, which are native to the race area. When landed on known sea turtle nesting beaches, marked turtle nests will be given a wide berth, and boats will be left with hulls perpendicular to the water's edge or as the Beach Master instructs. Failure to observe correct positioning of boats will result in immediate disqualification.

17.2 It shall be entirely at the discretion of the Race Committee to amend, abridge, or change these instructions prior to the start of each leg of the race. Official changes will be posted on the Race Committee Board and communicated verbally during the Skipper's Meetings 9:00 AM on race days. It is the responsibility of each team to be current with race notifications.

18. Beach operations

18.1 Responsibilities of competitors and team members during beach operations:

18.1.1 Skippers and team leaders will meet each day at 9:00 AM for a skippers meeting. This meeting will consist of briefings by the PRO and the Beach Master and Q & A for the competitors. It will normally be followed by a Team leader meeting with the Beach Master.

18.1.2 Competitors shall take direction for the order of boats on the start line and placement of boats after racing from the Beach Master.

18.1.3 Competitors are responsible to set up their boats at the finish of races placing boats as directed by the Beach Master and set bows to the sea with all gear and cat wheels placed on top of the boat. This will allow egg laying Turtles to come ashore and perform their natural functions. Crews should be sure to take pilferable items in to shore and to their rooms or vehicles.

19 Race Committee beach crew (for information only)

19.1 The beach will be managed at all times before and during Starting and finish activities by a designated Race Committee Crew.

19.2 There shall be one PRO, responsible for all racing activities prior to starting and through all finishes. This responsibility shall include race signals and timing designated activities before starting and after racing through the last boat finishing. He is responsible for proper recording of finish times and for scoring all races. There will be two signalers under the direction of the PRO during starting. There will be a recorder under the direction of the PRO during finishes. The same personnel may have different responsibilities and leaders dependent on operations.

19.3 There shall be one Beach Master, reporting to the PRO, responsible for setting up for the race start and the area around the start. He shall be responsible for setup of the boats preparing to start, managing the handling of finishing boats, and the placement of boats after finishing and preparing for the overnight conditions. All designated starting and recovery crews for each team shall take their direction from the Beach Master in setup operations. Two flag or mark holders shall take direction from the Beach Master during setup for the start and finishes. He is responsible for all safety operations. He will set up safety arrangements for the public. The Beach Master is responsible for proper boat alignment and second line setups as necessary in preparation for the Start. He is responsible for the management of Cat Wheels on the beach. He is responsible for race finish setup to receive boats ashore. He is responsible to set up the finishing gate.

19.4 There will be one organizer of the 3 minute justice Committee and other members as he shall see fit.

20. Volunteers

Designated volunteers will be used as RC members for start and finish activities.