



2026 - 2027 VX ONE WINTER SERIES

December 11-13, 2026

January 9-10, 2027

February 5-7, 2027 (Midwinter Championship)

March 6-7, 2027 (Florida State Championship)

NOTICE OF RACE

POSTED October 5th 2026

The organizing authority (OA) is Coconut Grove Sailing Club and VX One Fleet #8 (Florida). The host facility is Coconut Grove Sailing Club, 2991 South Bayshore Drive, Miami, Florida 33133.

1. RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The following US Sailing prescriptions will apply: Appendix R, RRS Preamble to Part 5, 65.1, 70.3(b), and 76.1, attached hereto as Addendum B.
- 1.3 If there is a conflict between the sailing instructions and notice of race, the sailing instructions will take precedence. This changes RRS 63.5(c).
- 1.4 Boats will be in compliance with class rules except as they may be changed by this notice of race, sailing instructions or amendments.
- 1.5 The Vakaros RaceSense system, per Addendum RS, will be used by the Race Committee during racing to determine OCS/Recalls and finish information, among other functions. This changes and supplements RRS 29.1.
- 1.6 A working, updated Vakaros Atlas 2 with a valid RaceSense pass shall be presented at check-in and shall be mounted on the aft side of the mast at all times while racing.

- 1.7 Alleged failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress. This changes RRS 61.1.
- 1.8 Rules and instructions for Vakaros use at this event are detailed in Addendum RS, which will be posted along with the Sailing Instructions.

2. COMMUNICATION

- 2.1 For each individual event, until check-in at CGSC begins, the official notice board (ONB) is located online at:

Event #1: <https://vxone.org/regatta/qfVq0tbfRC/#notice-board>

Event #2: <https://vxone.org/regatta/uDKOTZkHNc/#notice-board>

Event #3: <https://vxone.org/regatta/IWMupWklj8/#notice-board>

Event #4: <https://vxone.org/regatta/pnNemK7GUA/#notice-board>

For each individual event, once check-in at CGSC begins, the official notice board will be the “2027 VX One Winter Series Group” on Whatsapp. See the Sailing Instructions (SIs) for instructions on how to join.

- 2.2 All boats shall carry a VHF radio capable of communication with the race committee on US VHF channel **73**.
- 2.3 On the water the race committee will make courtesy broadcasts to competitors by VHF radio channel **73**.
- 2.4 From the first warning signal until a boat’s last race of the day, except in an emergency, a boat shall not make or receive voice or data transmissions not available to all boats.

3. SAILING INSTRUCTIONS

- 3.1 The sailing instructions will be available on-line on the **ONB** at Clubspot a minimum of one week before the first warning signal.

4. ELIGIBILITY AND ENTRY

- 4.1 Entry for the 2026 - 2027 VX One Winter Series Regattas will be online at:

Event #1: <https://vxone.org/regatta/qfVq0tbfRC>

Event #2: <https://vxone.org/regatta/uDKOTZkHNc>

Event #3: <https://vxone.org/regatta/IWMupWklj8>

Event #4: <https://vxone.org/regatta/pnNemK7GUA>

- 4.2 Entry is not completed until all FEES are paid, all crew have signed the WAIVER of LIABILITY and proof of INSURANCE is provided.
- 4.3 The PERSON IN CHARGE, per RRS 46, shall submit, at check-in, a cell phone number for immediate communication with the boat while ashore.

- 4.4 For event #3 (Midwinters), each helmsperson shall be a VX One Class Association (VXCA) active or associate member in good standing with the VXCA.

5. FEES

- 5.1 The deadline for entry and payment is four weeks before each event. Late entries will be subject to an additional \$100 late fee. Entry for the Event #3 will be closed at 11:59 pm on January 21.

- 5.2 VX One Class:

5.2.1 Event #1 – \$325 (\$425 after late fee) **after Nov. 12th 2026**

5.2.2 Event #2 – \$250 (\$350 after late fee) **after Dec. 11th 2026**

5.2.3 Event #3 – \$375 (\$475 after late fee) **after Jan 7th 2027**

5.2.4 Event #4 – \$250 (\$350 after late fee) **after Feb. 5th 2027**

- 5.3 In addition to the fees above, dockage fees and storage fees for launching at CGSC will be assessed on a boat-by-boat basis and collected at registration. See fee structure

Out of Towners: \$30 per night

CGSC: \$20 per night

- 5.4 The entry fee is refundable, minus a \$75 handling fee, if notification of cancellation is received and acknowledged four weeks before each event. Entry fees will not be refunded after this deadline.

6. CREW LIMITATIONS

- 6.1 Boats will comply with class rules regarding the number of crew, however, there will be no crew-weigh-in or crew weight restrictions.

- 6.2 Substitution of crew during the event is not allowed without written permission of the Principal Race Officer, and must be in accordance with the VX One Class Rules. In particular, the total crew weight shall not change by more than 10kg (22 pounds).

- 6.3 Sections A.1.3 (a), (b) and (c) of the VX One International Class Association Event Regulations and Policies shall not apply to Winter Series Event #1, #2 or #4. Those sections shall apply to Event #3 (Midwinters). For Event #3, in particular, crew and crew weight for each day of racing must be declared by **January 28, 5 p.m. EST.**

7. ADVERTISING

- 7.1 Boats may be required to display the event sponsor's advertising in accordance with World Sailing Advertising Code. Materials and instructions for application will be provided at check-in. Display of any other advertising on a boat other than that permitted in World Sailing Advertising Code 2.4 requires the written consent of the OA.

- 7.2 If the Organizing Authority supplies ranking-coloured bib vests for event leaders (Yellow for 1st, Blue for 2nd, Red for 3rd), the competitors shall wear them when they are racing for that day. The bib vests must be returned to the Organizing Authority at the end of racing for the day.

8. SCHEDULE

- 8.1 No more than 5 races are scheduled per day, with a maximum of 8 races for Events #2 and #4 and a maximum of 12 races for Events #1 and #3.

8.2 EVENT # 1 – December 10-13, 2026

Thursday, December 10, 2026

1000-1800	Equipment Load-in at CGSC
1730	Mandatory Check-in @ Coconut Grove Sailing Club
1830	Skippers' Meeting @ CGSC with appetizers and beer

Friday, December 11, 2026

1100	First Warning Signal
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Saturday, December 12, 2026

1100	First Warning Signal
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Sunday, December 13, 2026

1100	First Warning Signal
1500	No warning signal will be made after this time.
1630	Prize Giving at CGSC

8.3 EVENT # 2 – January 8-10, 2027

Friday, January 8, 2027

1000-1800	Equipment Load-in at CGSC
1730	Mandatory Check-in @ Coconut Grove Sailing Club
1830	Skippers' Meeting @ CGSC with beer

Saturday, January 9, 2027

1100	First Warning Signal
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Sunday, January 10, 2027

1100	First Warning Signal
1500	No warning signal will be made after this time.
1630	Prize Giving at CGSC

8.4 **EVENT # 3 – VX One Midwinters - February 4-7, 2027**

Thursday, February 4, 2027

1000 -1800 Equipment Load-in at CGSC
1730 Mandatory Check-in @ Coconut Grove Sailing Club
1830 Skippers' Meeting @ CGSC with appetizers and beer

Friday, February 5, 2027

1100 First Warning Signal

Saturday, February 6, 2027

1100 First Warning Signal

Sunday, February 7, 2027

1030 First Warning Signal
1500 No warning signal will be made after this time.
1630 Prize Giving at CGSC

8.5 **EVENT # 4 – VX One Florida States - March 5-7, 2027**

Friday, March 5, 2027

1000 - 1800 Equipment Load-in at CGSC
1730 Mandatory Check-in @ Coconut Grove Sailing Club
1830 Skippers' Meeting @ CGSC with Beer

Saturday, March 6, 2027

1100 First Warning Signal

Sunday, March 7, 2027

1030 First Warning Signal
1500 No warning signal will be made after this time.
1630 Prize Giving at CGSC

9. **VENUE**

9.1 The sailing venue will be on Biscayne Bay in the vicinity of Dinner Key Channel Fl G 2.5s 5M "1", see Addendum C.

10. **COURSES**

10.1 The courses will be windward-leeward with a weather offset mark and leeward gates. Course Diagrams will be included in the sailing instructions.

11. PENALTY SYSTEM

- 11.1 Penalty At The Time Of An Incident. The first two sentences of RRS 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or RRS 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while within the *zone* around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'
- 11.2 Penalty Taken After A Race: After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

12. SCORING

- 12.1 For scoring each individual event,
- 12.1.1 Each boat's score shall be the total of her race scores, excluding her worst score if 6 or more races are successfully completed.
- 12.1.2 RRS A2.1; the word 'series' is deleted and replaced by 'event'.
- 12.1.3 RRS A2.2 shall not apply.
- 12.1.4 RRS A5.2 first sentence is changed to: 'A boat that did not start, sail the course or finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area for that race.'
- 12.2 The series will be scored using the HIGH POINT SCORING SYSTEM described in Addendum A.

13. SUPPORT PERSON

- 13.1 A *support person* agrees while on the water to monitor the race committee on the assigned VHF channel, 73, to assist the race committee if requested, and accepts the provisions of RRS 4.1(b), Acceptance of the Rules.
- 13.2 The race committee or protest committee may warn a *support person* who, in their opinion, is about to infringe on a race, before protesting under RRS 60.2 or 60.3(d).

16. LAUNCHING - BERTHING - HAULING - TRAILER STORAGE

- 16.1 Launching, berthing, hauling and trailer storage will be available at CGSC for out of town boats and for CGSC members. Boats are not required to be berthed at CGSC. Contact Gail Miller for special CGSC Storage and Launching logistics, which may entail an additional fee.

17. EQUIPMENT INSPECTION

- 17.1 A boat shall be prepared to submit to the OA and at registration check in her current class membership and current year and boat decal upon request.
- 17.2 No measurement or equipment inspection is scheduled. However, a boat may be inspected at any time for compliance with class rules, if so directed by the Principal Race Officer, or VX one Event Chair.

18. RISK STATEMENT

- 18.1 In addition to RRS 3, by participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. Among others 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 by or death by drowning, trauma, hypothermia or other causes.
- 18.2 Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Atlas 2 due to negligence.

19. INSURANCE

- 19.1 A boat shall be insured with current third-party liability insurance with a minimum coverage of not less than \$100,00/300,000 per incident. A copy of the boat's coverage page shall be uploaded to Club Spot prior to Competitor's Meeting.

20. PRIZES

- 20.1 Event prizes will be given for first, second and third place for both skipper and crew. In addition, there will be a prize for the top woman skipper, Top Mix Plus Team and Top Masters Skipper (60+)
- 20.2 Series prizes will be given for first, second and third place, and other at the OA's discretion

21. MEDIA RIGHTS

- 21.1 Competitors give absolute rights for video footage and photographs of themselves or their boat to be published in any media for press, editorial, or advertising purposes.

EVENT MANAGEMENT AND FURTHER INFORMATION

Event Chairs – CGSC	Gail Miller	gmillermorris@gmail.com	704-502-4014
– VX One	Tim Pitts	pitts.timothy@gmail.com	401-419-9010
Principal Race Officer	Becky Ashburn	rebecca.ashburn5@gmail.com	702-580-3230
CGSC Regatta Chair	Steve Herman	sherman@dlawton.com	617-308-8793
Chief Judge	Richard Etkin	richard.etkin@gmail.com	201-966-9042

ADDENDUM A

SERIES SCORING USING THE HIGH POINT SCORING SYSTEM

1. QUALIFYING FOR THE SERIES

To qualify for inclusion in the overall series results a boat shall have competed in 50% of the individual races in the four events collectively.

2. SCORES

Define '**N**' to be the number of boats that compete in a particular race. Each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

Finishing Place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3

All other boats that did not start in that race, and any that did not finish, and any that finish and thereafter retire or are disqualified, will score 0 points.

3. SERIES SCORES

The number of races to be included in calculating the series score is 70% (rounded up) of the total races run. The series score for each boat will be a percentage calculated as follows: divide the sum of her race scores in her best 70% of the races by the sum of the points she would have scored if she had placed first in every race in her best 70%; and multiply the result by 100. The best 70% of her races are those which result in the highest series score, except that there must be at least one score from each regatta. If she raced less than 70% of the races, or if she was not in all 4 regattas, then this will necessarily include some races in which she scored 0 points. The boat with the highest series score is the series winner, and others are ranked accordingly. In the event that one or more boats are tied, the tie will be broken in favor of the boat with the higher overall finish in the Midwinter Championship (Event #3). If neither of the tied boats raced in the Midwinter Championship (Event #3), then the tie will be broken in favor of whichever boat had the higher overall finish in the last regatta in which they both raced.

ADDENDUM B

2026-2028 US SAILING PRESCRIPTIONS

Preamble to Part 5

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 65.1 – After rule 65.1 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 monetary 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 the rules, a boat agrees that responsibility for monetary 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.*

Rule 70.3(b) – After rule 70.3(b) add

US Sailing prescribes that its approval is required. Go to ussailing.org/rules and click the ‘No Appeal’ link for more information or to obtain approval.

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. However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of a country listed on the US Sailing website under ‘Exclusion’ at ussailing.org/rules

ADDENDUM C

