



District 20 MIAMI STAR WINTER SERIES

Coral Reef Yacht Club, Miami, Florida

November 2017 to February 2018

NOTICE OF RACE

1 Rules

- 1.1. Each Regatta in the Series will be governed by the *rules* as defined in *The 2017-2020 Racing Rules of Sailing* (RRS) and the rules of the International Star Class Yacht Racing Association (STCR).
- 1.2. The Organizing Authority is Coral Reef Yacht Club in conjunction with the International Star Class Yacht Racing Association (ISCYRA). The host fleet is Biscayne Bay Fleet 20.
- 1.3. Applicable US Sailing Prescriptions are stated in full in Attachment 1.
- 1.4. RRS 35 will be changed to provide that boats not finishing within 30 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing.
- 1.5. STCR 35.5 changes RRS 44.2 to indicate that the penalty is a one turn penalty including one tack and one jibe.
- 1.6. RRS 62.2 and 66 will be changed to shorten the time for requesting redress and the requesting that a hearing be re-opened on the last day of racing.
- 1.7. RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal of their first race of each day will be scored the same as a boat not starting in that race without a hearing.
- 1.8. RRS A8 will be amended to indicate that for the Winter Series "Ties will be broken using the Mid-Winter Series regatta result."
- 1.9. STCR 31.2.6 will be modified to allow VHF radios to be carried on all boats for the sole purpose to listen in to actions of the Race Committee and to transmit in the event of an emergency on a specific channel designated in the Sailing Instructions. The RC will attempt to notify all boats that are OCS by VHF radio. Failure to do so by RC or the order in which boats are notified shall not be grounds for redress.

- 2 Advertising:** Boats may be required to display Event Advertising on the forward part of the hull.

3 Eligibility and Entry

- 3.1. Entries eligible in accordance with STCR 21, 26, 29 and 30 may compete.
- 3.2. Entries shall be submitted on the Official Online Entry Form not later than 1000 hours on the day of the first race.
- 3.3. Only skippers and crew eligible to compete under the World Sailing Eligibility Code shall be eligible to compete in this regatta.
- 3.4. For the purpose of RRS Appendix A Scoring: A competitor is not considered an entry until all fees are paid.

4 Fees & Registration

- 4.1. Registration will be available online at www.starwinter.com.
- 4.2. A \$25 late fee will be assessed to anyone signing up the morning of the event up until 1000 hours when registration ends. Those who sign up the morning of the event at the CRYC Yardarm Bar shall pay online by credit card.
- 4.3. The entry fee for weekend regattas is \$200 each.
- 4.4. The entry fee for the Midwinters is \$550 and includes a crew dinner and entry to the Walker Cup.
- 4.5. The entry fee for any skipper age 35 or younger shall be ½ of the amount defined above.
- 4.6. Entry fees include boat and trailer launching, hauling and storage commencing at 0800 the day before the regatta until 24 hours after the conclusion of racing. Long term storage is available next door at the US Sailing Center for \$250 per month. Go to <http://www.usscmiami.org/>

5 Schedule of Races: The scheduled time of the warning signal for the first race each Saturday is 11:25 and 10:55 each Sunday.

- Schoonmaker Cup - Saturday and Sunday November 11 & 12, 2017. (up to 5 races)
- Commodores Cup – Saturday and Sunday December 2 & 3, 2017. (up to 5 races)
- Levin Cup/District 20 Championship – Saturday & Sunday January 6 & 7, 2018. (up to 5 races)
- Walker Cup – Thursday and Friday, February 8 & 9, 2018 (up to 5 races)
- Star Mid-Winters – Thursday - Sunday February 8 - 11, 2018. (includes Walker Cup, up to 8 races total) – **Racing will start at 11:25 every day for this event only.**

6 Sailing Instructions: The Sailing Instructions will be available at the registration desk.

7 Venue: Racing will be conducted on Biscayne Bay approximately 1 to 2 nm south of Dinner Key Channel entrance.

8 Courses: Courses will be according to STCR 34. Courses marked with a “V” after the Course Number will include the Vertical Offset at Mark 1 (see Attachment 2).

9 Scoring:

- 9.1. For each regatta - The Low Point Scoring System, RRS A, will apply, modified so that each regatta’s score will be the total of her races scored (no drop).
- 9.2. For the Winter Series - The Low Point Scoring System, RRS A, will apply. Points shall be determined from the finishing place at each regatta. The sum of the best three of the four weekend regattas plus the Mid Winter regatta place multiplied times two will determine the winner of the Winter series. See also NOR 1.8.

10 Haul-out Restrictions: The Organizing Authority may impose haul-out restrictions.

11 Team and Private Support Boats: A yacht shall receive no outside assistance from Support Persons while racing. Towing to and from the race course area is permitted.

12 Prizes

- 12.1. Weekend and Mid-Winter Regatta prizes will be awarded to the skipper and crew finishing 1st through 3rd and the top Grand Masters skipper aged 60 or older before the start of the first race of the event and his crew, regardless of age, which did not place 1st through 3rd.

12.2. The Star Winter Series prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Junior skipper not placing 1st through 3rd in the series aged 35 or younger throughout the series and his crew regardless of age, and the top Grand Masters skipper not placing 1st through 3rd in the regatta aged 60 or older before the start of the first race in the series and his crew regardless of age.

12.3. The SWS Perpetual Trophy, which shall remain in CRYC's custody, will be awarded to the skipper and crew finishing first in the Star Winter Series.

13 Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority, the race committee, the ISCIRA, and the sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14 Insurance: Boats sailing in this regatta must be adequately insured against third party liability for racing risks (minimum \$300,000 coverage). Proof of insurance will be requested.

15 Information:

Event Website
www.starwinter.com

Star Fleet 20 Website
www.stardistrict20.org

Bill Scheurmann
Coral Reef Yacht Club Race Committee Chairman
RaceCommittee@coralreefyachtclub.org

Stuart Hebb
District 20 Chairman
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Coral Reef Yacht Club
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ATTACHMENT 1

Applicable US SAILING Prescriptions (Rx) to the Racing Rules of Sailing

Rx to 88.2 After rule 88.2 add:

US Sailing prescribes that sailing instructions shall not change or delete rule 61.4, Appendix R, or its prescriptions to rules 40, 60.3, 67 70.5, 70.5(a) or 76.1.

Rx to rule 61.4 Add rule 61.4:

61.4 Fees for Protests and Requests for Redress

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

Rx to rule 67 After rule 67 add:

US Sailing prescribes that:

- a. *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- b. *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US SAILING appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- c. *A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by these rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

Rx to rule 76.1 After rule 76.1 add:

US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the Notice of Race and Sailing Instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

ATTACHMENT 2

1A 

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MARK 3/GATE/LEEWARD

This language is inserted in the course description:

The R/C will lay Mark 1A approximately 100 meters to windward of Mark 1. Boats shall pass in order Marks 1, 1A, and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, both Marks can be moved to maintain the configuration of the course; Mark 1 or 1A can either be pulled entirely; or replaced by a mark boat. This changes STCR 34.2, Courses.

The practical effects are that 1) it clears the boats approaching the windward Marks from boats rounding the mark and heading downwind much as the current "horizontal" offset to the side does, and 2) has the added advantage of moving the windward rounding pile-up off to the right and downwind of the top-end mark 1A, optimally to or past the starboard layline outside the limits of the respective zones. It increases the likelihood that the port tack boats approaching do so outside of the zones where RRS10 applies and there's plenty of water to maneuver as needed.