



District 20 MIAMI STAR WINTER SERIES

Coral Reef Yacht Club, Miami, Florida

November 2021 to February 2022

NOTICE OF RACE

1 Rules

- 1.1. Each Regatta in the Series will be governed by the *rules* as defined in *The 2021-2024 Racing Rules of Sailing* (RRS).
- 1.2. Per RRS j1.1(3), The Coral Reef Yacht Club Rules for Covid-19 will be included in the RRS Definition of the term Rule. This document will be posted on-line on the Official Notice Board at YachtScoring.com and on the Regatta website.
- 1.3. 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.
- 1.4. Applicable US Sailing Prescriptions are stated in full in Attachment 1.
- 1.5. Appendix T1 will be in effect.
- 1.6. RRS 35 will be changed to provide that boats not finishing within 30 minutes after the first boat to finish will be scored TLE in accordance with STCR 34.6.3, Format C. without a hearing.
- 1.7. Per STCR 35.5, the only penalty that will apply under RRS 44.1 will be the "One-turn Penalty" as defined in RRS 44.2.
- 1.8. STCR 31.1.3 (Weight Rule) is not in effect.
- 1.9. 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 subject to a 20% Scoring Penalty upon the first occurrence in the Series, a 40% penalty upon the second, and a score of DNS for any subsequent occurrences, without a hearing.
- 1.10. STCR 31.2.6 allows, and it is strongly recommended, for 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 Sailing Instructions:** Sailing Instructions will be available online at YachtScoring.com and may be available at each Regatta Check-in.

3 Communications:

- 3.1. The Official Notice Board is located at YachtScoring.com.
- 3.2. Boats may carry VHF radios for purposes of safety and for receiving Race Committee communication, including notification of OCS boats. Race Committee failure to notify, delay notification, and the order announced will not be grounds for redress.

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- 3.3. [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 Eligibility and Entry

- 4.1. By entering any event of the SWS, competitors agree to abide by the rules, regulations and policies currently in effect at all Government, Organizing Authority, and Host organizations with appropriate jurisdiction, including any and all COVID-19 related safety measures and/or mandates.
- 4.2. Entries eligible in accordance with STCR 21 and 26 may compete.
- 4.3. Entries shall be submitted on the Official Online Entry Form not later than 1800 hours on the day prior to the first race at www.starwinter.com to be considered on-time.
- 4.4. Late entry will be available on the morning of the first day of an event during the check-in times noted in NOR 5.6.
- 4.5. Only skippers and crew eligible to compete under the World Sailing Eligibility Code shall be eligible to compete in this regatta.
- 4.6. To be eligible for age-based prizes, the skipper's date of birth must be entered at the time of entry.
- 4.7. The Liability Waiver must be signed. See NoR 14.2.
- 4.8. A Corinthian Class may be constituted for each regatta and for the overall series. To qualify for the Corinthian Class, skippers must request entry into and certify at registration for each regatta that the skipper and crew are both eligible Category 1 sailors, as defined in World Sailing Regulation 22. Scores will be determined from fleet scores.
- 4.9. For the purpose of RRS Appendix A Scoring: A competitor is not considered an entry until all fees for the individual regatta are paid.

5 Fees & Registration

- 5.1. The entry fee for each two-day event is \$250.
- 5.2. The entry fee for the Midwinters is \$600 and includes a crew dinner and entry to the Walker Cup. Extra dinner tickets will be available.
- 5.3. A \$25 late fee will be assessed to late entrants. Late entries may be paid by credit card or Club charge if available.
- 5.4. The entry fee for any skipper age 35 or younger throughout the event shall be ½ of the amount defined above.
- 5.5. Entry fees include boat and trailer launching, hauling and storage at CRYC if available, as per the Rules referred to in NOR 1.2, commencing at 0800 the day before the regatta until 24 hours after the conclusion of racing. Long term storage may be available next door to Coral Reef Yacht Club at the US Sailing Center. Go to <http://www.usscmiami.org/> for availability and pricing.
- 5.6. A mandatory check-in and registration will be between 0830-0930 on the first day of each event, protocol TBD. Bow numbers may be assigned at check-in.
- 5.7. A Competitor's Meeting will be held on the first day of each Regatta at 0930 at the Reef bar or other site as is available.

- 6 Advertising:** Boats may be required to display Event Advertising as directed at the mandatory check-in (see NOR 4.6).

- 7 Schedule of Races:** The scheduled time of the warning signal for the first race each day is 1125 and 1055 each Sunday for all events.

- Schoonmaker Cup - Saturday and Sunday November 13-14, 2021. (up to 5 races)

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- Commodores Cup – Saturday and Sunday December 4-5, 2021. (up to 5 races)
- Levin Cup – January 8-9, 2022 (up to 5 races)
- Walker Cup – Thursday and Friday, February 10-11, 2022 (up to 5 races)
- Star Mid-Winters – Thursday - Sunday February 10-13, 2022. (includes Walker Cup, up to 8 races total).

8 Venue: Racing will be conducted on Biscayne Bay approximately 1 to 3 nm south of Dinner Key Channel entrance.

9 Courses: Courses will be according to STCR 34. Additional Courses 6 and 7 are shown in Attachment 2. Courses marked with a "V" after the Course Number will include the Vertical Offset at Mark 1 (see Attachment 3).

10 Scoring:

10.1. For each of the Two-day regattas, One Race constitutes a Regatta. For the Midwinters, three (3) races constitute a 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 discard).

10.2. Appendix A5.3 will be In effect for the Two-day regattas.

10.3. For the Winter Series – Skippers entered in any individual regatta will be scored for the entire series. Those that do not compete in any individual regatta will be scored DNC based on the number of entrants for that event. The Low Point Scoring System, RRS A, will apply. Two (2) Two-day regattas OR the Midwinter Championship will constitute the Series. If all four Two-day events are sailed, a boat may discard her worst of those scores. Points shall be determined from the finishing place at each regatta. The sum of the two-day regattas places plus the Midwinter regatta (which includes the two-day Walker Cup) place multiplied by two will determine the winner of the Star Winter Series. RRS A8 will be amended such that for the Winter Series ties will first be broken using the Mid-Winter regatta result if sailed, and if a tie still exists by RRS A8, with the word "race" in A8.2 replaced by "regatta".

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

12 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.

13 Prizes

13.1. Two-Day and Mid-Winter Regatta prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Corinthian crew not placing 1st through 3rd in the event, the top Junior skipper not placing 1st through 3rd in the event which is aged 35 or younger throughout the event and his crew regardless of age, Master's trophies will be awarded to the skipper and crew finishing first through third in the series for skippers aged 50 through 59 before the start of the first race. Competitors in the Master's Division also will compete for series prizes. (SI 19.3). Grand Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 60 through 69 before the start of the first race. Competitors in the Grand Master's Division also will compete for series prizes. Exalted Grand Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 70 or over before the start of the

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first race. Competitors in the Exalted Grand Master's Division also will compete for series prizes.

- 13.2. The Star Winter Series prizes will be awarded to the skipper and crew finishing 1st through 3rd, the top Corinthian crew not placing 1st through 3rd in the series, 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, , Master's trophies will be awarded to the skipper and crew finishing first through third in the series for skippers aged 50 through 59 before the start of the first race. Competitors in the Master's Division also will compete for series prizes. (SI 19.3). Grand Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 60 through 69 before the start of the first race. Competitors in the Grand Master's Division also will compete for series prizes. Exalted Grand Master's trophies will be awarded to the skipper and crew finishing first through third in the Series for skippers aged 70 or over before the start of the first race. Competitors in the Exalted Grand Master's Division also will compete for series prizes.
- 13.3. 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.
- 13.4. The Organizing Authority and/or RC reserve the right to provide additional prizes.

14 Risk Statement and Liability Waiver:

- 14.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. 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 or death by drowning, trauma, hypothermia or other causes.
- 14.2. A Liability Waiver will be posted on the event website and may be signed electronically. Skippers, crews and Support Persons must sign this Waiver In order to participate in the event.

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

16 Information:

Event Website
www.starwinter.com

Star Fleet 20 Website
www.stardistrict20.org

Stuart Hebb
District 20 Chairman
info@starwinter.com

Stuart DeLisser
Coral Reef Yacht Club Waterfront Director
waterfront@coralreefyachtclub.org

Coral Reef Yacht Club
2484 S. Bayshore Drive, Miami, FL 33133
(305) 858-1733

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ATTACHMENT 1

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

Rx to RRS 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 RRS 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 RRS 67 After RRS 67 add:

US Sailing prescribes that:

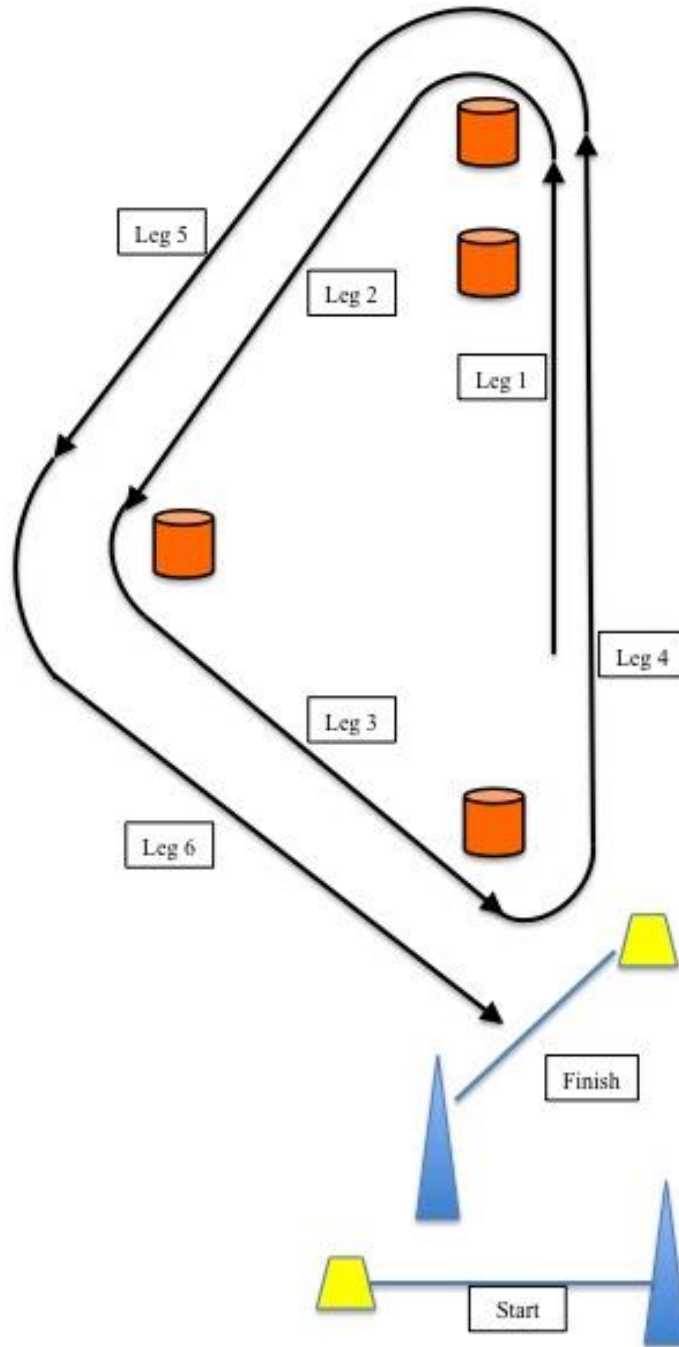
- a. *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- b. *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US SAILING appeal authority shall adjudicate any claim for 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 RRS 76.1 After RRS 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.

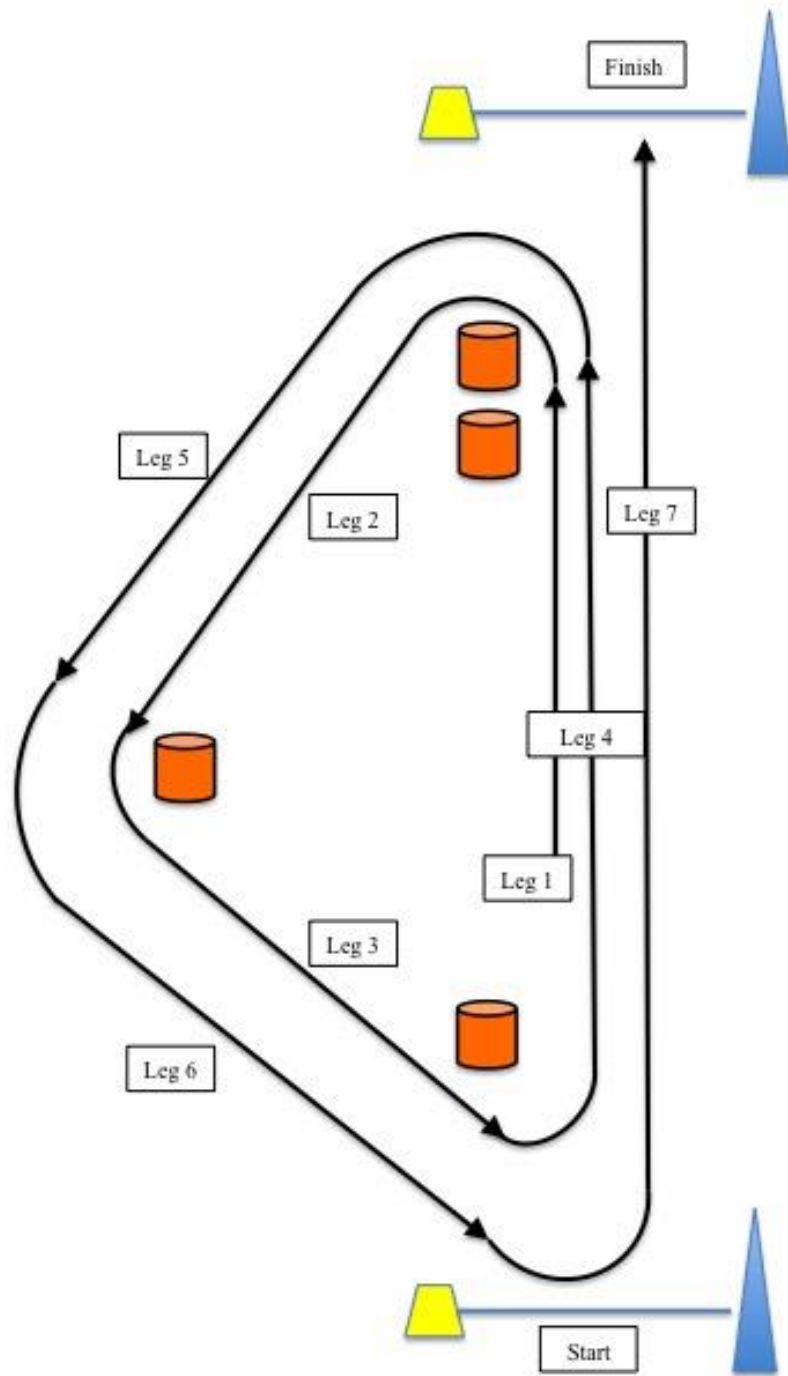
Appendix R – the full US Sailing prescription to Appendix R will be made available upon request.

ATTACHMENT 2



Course 6 V

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Course 7 V

ATTACHMENT 3

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.