

# Star & Bar Match Race Regatta 2025 - Round 1

Seattle Yacht Club

March 29th, 2025

Lake Washington, Washington, USA

## Notice of Race

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury

NoR: Notice of Race

OA: Organising Authority

RRS: Racing Rules of Sailing

SI: Sailing Instruction

RC: Race Committee

TD: Technical Delegate

CHUMP: Chief Umpire

[NP]: A boat may not protest as per NoR 1.3

## 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 The event will be graded under World Sailing Grading Sailing.

## 2 SAILING INSTRUCTIONS

- 2.1 The SI's will be available after 2000 on Thursday, March 27<sup>th</sup> on line on the Seattle Yacht Club website.

## 3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the official notice board located at the Seattle Yacht Club, outside the Junior Room.

## 4 ELIGIBILITY AND ENTRY

- 4.1 This will be an open event with 8 skippers allowed to sail
- 4.2 Full teams wishing to sail will be accepted on a first come first serve based on time of registration.

4.3

- a) Teams shall complete registration, pay an entry fee of \$200
- b) Each team shall arrange the damage deposit of \$1000 by 0830 on March 29<sup>th</sup>, 2025.
- c) To be considered an entry in the event, a team shall complete all registration requirements and pay all fees.

## **5 DAMAGE / DAMAGE DEPOSIT**

- 5.1 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of \$1000 per incident.
- 5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident. (\$1000) In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.
- 5.3 The OA will refund any remaining damage deposit within 10 days after the event.

## **6 CREW (INCLUDING SKIPPER)**

- 6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 3 or 4.
- 6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.3 When a registered skipper is unable to continue in the event, the RC, CHUMP, or OA may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the RC, CHUMP, or OA may authorise a substitute, a temporary substitute or other adjustment.
- 6.5 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

## **7 EVENT FORMAT**

- 7.1 The OA intends to provide six J22 type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, Spinnaker.
- 7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.
- 7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 7.4 While all reasonable steps are taken to equalise the boat's variations will not be grounds for redress. This changes RRS 62.
- 7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable.

- 7.6 The course will be windward/leeward with starboard rounding, finishing downwind.
- 7.7 The intended racing area will be in the waters just off David E Brink Park in Kirkland, WA.
- 7.8 Skippers will be seeded into a round robin based on a draw
- 7.9 The event will consist of the following stages:
- (a) First Stage - Round Robin(s)
- (1) Each group/All skippers will sail a continuous round robin until 1700 on March 29<sup>th</sup> 2025.
  - (2) The four highest scoring skippers shall qualify for the second stage.
  - (3) The remaining skipper shall move to stage 4.
- (b) Second Stage Knock-out Semi-Finals
- (1) The skipper finishing first in Stage One shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
  - (2) The first skipper of each series to score at least 2 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.
- (c) Forth Stage – Knock-Out Fifth and Sixth Place
- (1) The losing semi-finalists shall race to determine third and fourth place.
  - (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.
- (d) Forth Stage – Knock-Out Third and Fourth Place
- (1) The losing semi-finalists shall race to determine third and fourth place.
  - (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.
- (e) Fifth Stage – Knock-Out Final
- (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.
- 7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages

## **8 PROVISIONAL PROGRAM**

### **8.1 Schedule**

- (a) Race office open from 0715
- (b) Registration from 0715 until 0800 / March 29<sup>th</sup> 2025

- (e) First briefing at 0830 / March 29<sup>th</sup> 2025
- (f) First meeting with umpires will follow the first briefing
- (h) Racing will be on March 29<sup>th</sup> 2025
- (i) Time of the first race each day will be 1000
- (j) The latest time for an attention signal on the last day of racing will be 1700.
- (k) Debriefing will be as soon as reasonably possible after racing.
- (l) Prize giving will be as soon as reasonably possible after the debriefing.

8.2 Unless excused by the OA, Attendance at the following is mandatory:

- (a) First briefing for skippers
- (b) Debriefing after racing.

## **9.0 ADVERTISING**

9.1 [NP] Boats shall display advertising chosen and supplied by the organizing authority..

## **10 [NP] CODE OF CONDUCT**

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall behave so as to not bring the event into disrepute.

10.2 Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

## **11 [NP] SUPPORT PERSON**

11.1 Support person vessels shall conspicuously display identification of the team being coached.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.

11.3 The OA will provide berths for support-person vessels.

## **12 [NP] MEDIA, IMAGES, and SOUND**

12.1 If required by the OA:

- (a) Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.

12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

## **13 DATA PROTECTION**

Section unused.

## **14 RISK STATEMENT**

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**

**15 PRIZES**

Prizes will be given as follows: 1st, 2nd and 3rd place teams.

**16 FURTHER INFORMATION**

For further information please contact us at [dave@clanfergus.net](mailto:dave@clanfergus.net)