



# U.S. MATCH RACING QUALIFIER FOR THE PRINCE OF WALES BOWL



Friday-Sunday, 07-09 June 2024

ORGANIZING AUTHORITY  
US Sailing & Eastport Yacht Club

## NOTICE OF RACE

The following acronyms and abbreviations apply to this NoR and the SIs.

CU	Chief Umpire
[DP]	The penalty for a breach of a rule will be in the sole discretion of the PC.
EYC	Eastport Yacht Club
MNA	Member National Authority
[NP]	A boat may not protest, per NoR 1.5.
OA	Organizing Authority
PC	Protest Committee
PFD	Personal Flotation Device
RC	Race Committee
RRS	Racing Rules of Sailing
SIs	Sailing Instructions
USCG	United States Coast Guard
USMRC	United States Sailing Match Racing Championship
USMRCC	United States Sailing Match Racing Championship Committee
USSA	United States Sailing Association

### 1 RULES

- 1.1 The event shall be governed by the *rules* as defined in the RRS, 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 clinic, practice sailing, and sponsor races. Class rules will not apply.
- 1.3 The following US Sailing documents apply:
  - a) The US Sailing Regulations which govern all the US Sailing Championships and Qualifying Events. Attention is drawn to Regulations 2.02, 4.02, 10, 13, and 14.04, although other Regulations maybe applicable as well. The US Sailing Regulations can be found at [USSA Regulations \(amended January 2024\)](#).
  - b) US Sailing's current "Championship Conditions" will apply to all the events in the series, and can be found at [US Sailing Championship Conditions](#).
  - c) The current U.S. Match Racing Championship Conditions which can be found at [US Match Racing Championship 2024](#).
  - d) The US Sailing Championships "Code of Conduct" can be found at [US Sailing Championships Code of Conduct](#).
- 1.4 In the event of a conflict between the NoR and the SIs, the SIs will govern. This changes RRS 63.7. In the event there is a conflict between the USMRC conditions and the NoR, the USMRC conditions will prevail.
- 1.5 The notation "[NP]" in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).





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- 1.6 Major Alterations to the RRS
- Per US Sailing Regulations 10.04, A.1. “[f]or US Sailing Adult qualifying and championship events in keel boats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing.” This modifies RRS 40 and the preamble to Part 4. In addition, per US Sailing Regulations 10.04 D “A violation of this Instruction may be protested by race officials or a competitor; however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee. This changes RRS 64.1.
  - When a boat in a match fails to *sail the course*, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 63.1, 90.3(a), A5, and C10.7.
  - Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or CU may notify the RC of the incident and request postponement or abandonment. This changes RRS 62.1.
  - A boat may not request redress under RRS 62.1(a). The PC may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
  - RRS C6.2, C6.3, RRS 62.1(a) will be changed in the SIs for this event.
- 1.7 The following US National Prescriptions do not apply: RRS 63.1 and 63.2. The text of the other prescriptions will be posted in English on the official notice board.
- 1.8 The event has applied for World Sailing Grade 3. This grading is subject to review by World Sailing. The event maybe re-graded when there is clear reason to do so.
- 1.9 A PC will be appointed by the OA.

## 2 SAILING INSTRUCTIONS

The SIs will be available after 0800 on Thursday, 06 June 2024, at the Official Notice Board on [Yacht Scoring](#).

## 3 COMMUNICATIONS

- 3.1 Notices to competitors will be posted on the online Official Notice Board located at [Yacht Scoring](#).
- 3.2 Signals made ashore will be displayed from the EYC flagpole, located on the waterside of the clubhouse (317 First Street, Annapolis, MD).

## 4 ELIGIBILITY AND ENTRY

- 4.1 Up to eight (8) skippers will be invited. Skippers wishing to receive an invite may register their request with the OA by the [USMRC Qualifier Invitation Request Form](#). The deadline for requesting an invitation is Saturday, 01 June 2024. The USMRCC Invitation Committee will begin issuing invitations to the qualifiers by Friday, 09 February 2024, and will continue to issue invitations until each qualifier is fully subscribed. Skippers will be given two (2) weeks to accept their spot at each qualifier, unless otherwise indicated in the invitation letter.
- 4.2 To remain eligible a skipper shall confirm acceptance of the invitation in writing by registering online and paying the entry fee (through the link in the invitation), to be received by the date specified on the letter of invitation.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at the [World Sailing Sailor Dashboard](#). Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.5 All competitors shall be members of US Sailing at the time of registration and during the event. International competitors must be members of US Sailing or their MNA (see USMRC Conditions – Section 4 Eligibility).
- 4.6 The non-refundable entry fee for this regatta is **USD \$550** and shall accompany the acceptance of invitation for the acceptance to be valid.





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- 4.7 The skipper shall complete registration, pay the entry fee, arrange the damage deposit of **USD \$1500** and shall ensure that all crew complete crew weighing, all between 1000-1700 on Friday, 07 June 2024, unless extended by the OA.
- 4.8 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.9 When a skipper accepts an invitation and later withdraws within forty-five (45) days of the event, or leaves the event before the end without written approval from the OA, a zero (0) score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d)).

### **5 DAMAGE / DAMAGE DEPOSIT**

- 5.1 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. In the event 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.
- 5.2 The OA will refund any remaining damage deposit within thirty (30) days after the event.
- 5.3 The entire entry fee and damage deposit must be paid before a team can sail in any practice session or race.
- 5.4 In the event of a breakdown, the OA may in its discretion substitute another boat for the one with the breakdown.

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

- 6.1 The number of crew (including the skipper, but excluding persons placed on board by the OA) shall be three (3) or four (4). All registered crew shall sail all races.
- 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 CU may authorize an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the CU may authorize a substitute, a temporary substitute or other adjustment, in accordance with the Championship Committee Conditions: per the U.S. Championship Conditions 4.B.3, the substituted sailor shall meet all eligibility requirements and shall be very close in weight to the substituted sailor.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirt, shall not exceed 579.0 lbs, determined at the time of registration or such time as required by the RC.
- 6.6 Crew weight may be checked during the regatta. When crew weight is checked prior to racing, the total weight limit at any re-weighing is increased by 22.0 lbs. Any crew weighing-in more than this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.
- 6.7 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 up to eight (8) J/22 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 RC. 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 maybe requested to exchange sails during a series to satisfy sponsorship commitments.
- 7.4 While all reasonable steps are taken to equalize the boats, 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 after the previous flight.
- 7.6 The course will be windward/leeward/windward/leeward with starboard rounding, finishing downwind.





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- 7.7 The intended racing area will be the mouth of the Severn River or the Chesapeake Bay.
- 7.8 Skippers will be seeded into the round robin based on the latest World Sailing ranking list dated at least thirty (30) days prior to the event.
- 7.9 It is intended that the event will consist of the following stages.

### **STAGE 1 – Double Round Robin**

- a) All skippers are scheduled to sail against all other skippers twice.
- b) For the next Stage sailed, in reference to RRS C4.1, the highest placed skipper from the first stage will have the starboard entry for the first match and boats will alternate ends after every match.

### **STAGE 2 – Semi-Finals Knockouts**

- a) The four (4) highest placing skippers from the round robin will be paired highest placing skipper from Stage 1 v lowest placing skipper from Stage 1, etc., in accordance with a table to be distributed by the RC.
- b) The first skippers to score at least three (3) points will proceed to Stage 4.
- c) The other skippers will move to Stage 3.

### **STAGE 3 – Petite-Final Knockout Series**

- a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed to the RC.
- b) The first skipper to score at least two (2) points will place 3<sup>rd</sup> in the regatta. The other skipper will place 4<sup>th</sup>.

### **STAGE 4 – Final Series**

- a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed to the RC.
- b) The first skipper to score at least three (3) points will be the winner. The other skipper will place 2<sup>nd</sup>.

### **STAGE 5 – Consolation Round Robin or Knockout Series**

- a) Skippers not advancing after Stage 1 will be paired in accordance with a table to be distributed by the RC. The results of this round robin or knockout rounds for places 5<sup>th</sup> through 8<sup>th</sup>.
- b) This stage will be run concurrently with Stages 3 through 5.

- 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 favor of later stages.

## **8 PROVISIONAL PROGRAM**

- 8.1 The schedule of events is as follows. The location of all activities will be EYC.
 

Fri, 07 June	1000-1700	Race office open; registration & crew weigh-in
	1200-1700	Practice sailing
Sat, 08 June	RACING DAY 1	
	0830	Skippers briefing and meeting with umpires
	1000	Intended attention signal
	After racing	Daily debrief
Sun, 09 June	RACING DAY 2	
	0830	Skippers briefing
	1000	Intended attention signal
	1600	No Warning Signal after this time
	After racing	Daily debrief
		Post-race social and awards presentation

- 8.2 Unless excused by the OA, attendance at the following is mandatory:
  - a) Initial briefing for skippers.
  - b) Daily debriefs.
  - c) Prizegiving for the final skippers and crews

## **9 ADVERTISING**

[NP] [DP] Boats will display advertising chosen and supplied by the OA.





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

- 10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation 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 and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.
- 10.3 PROHIBITED SUBSTANCES (US Sailing Regulation 10.03)
- For adult US Sailing championship events, no competitor shall use or possess, either on or off the water: marijuana or any other substance if possession is illegal under state or federal law.
  - For Junior and Youth events, or for junior or youth competitors in any US Sailing championship, no participant or competitor shall use or possess, either on or off the water:
    - marijuana or any other substance if possession is illegal under state or federal law; or
    - any alcoholic beverages.
  - An alleged breach of one of these regulations shall not be grounds for a protest; this changes RRS 60.1(a), 60.2(a), and 60.3(a). However, when the protest committee believes that a competitor may have breached one of these regulations, it shall follow the process described in the Championships Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, they shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home. When a competitor withdraws from part of an event pursuant to the Code, the scores of all completed races shall stand for the purposes of determining the seeding of subsequent rounds or stages in the event. However, that competitor's boat/team will no longer be eligible to compete in the event, shall be removed from the final event scores, and each boat/team with a worse finishing place in the event shall be moved up one.

## 11 [NP] [DP] SUPPORT PERSON

Individual support person vessels will not be permitted.

## 12 [NP] [DP] MEDIA, IMAGES, & SOUND

- 12.1 If required by the OA:
- Television personnel and equipment (or dummies) supplied by the OA shall be carried onboard while racing.
  - Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
  - Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 12.3 The OA shall have the right to use any images and sound recorded during the event, free of charge.

## 13 COACH BOATS

This Event is designated as a US Sailing Grade 3 Event for coaching purposes. No private/team coaching nor US Sailing-supplied coaches are allowed. The OA may arrange for spectator boats. The [US Sailing Coaching and Support Boat Policy](#) is available online.

## 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.***





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### 15 PRIZES

- 15.1 The top placing eligible skipper (per U.S. Match Racing Championship Conditions) not already qualified for the championship will be invited to the 2024 U.S. Match Racing Championship hosted by St. Francis Yacht Club, San Francisco, CA, on Friday-Sunday, 04-06 October 2024. Should the qualifying skipper decline their spot to the USMRC, the USMRC Invitation Committee will fill the spot via invitation, per the USMRC Conditions.
- 15.2 Other prizes will be awarded to the top three (3) teams.
- 15.3 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

### 16 ENVIRONMENT

[NP] This is a Clean Regatta. All competitors are encouraged to use multi-use water bottles instead of disposable water bottles, and to recycle whenever possible.



### 17 FURTHER INFORMATION

- 17.1 EYC extends the courtesy of its bar and galley to race participants.
- 17.2 For more information, contact [foursimon@aol.com](mailto:foursimon@aol.com).

