



# District 20 MIAMI STAR WINTER SERIES

Coral Reef Yacht Club, Miami, Florida

December 2024 to February 2025

## NOTICE OF SERIES

*The notation [NP] means that a violation is not protestable by a boat. The notation [SP] means the Standard Penalty within the Rule shall apply.*

### 1 Rules

- 1.1. Each Regatta in the Series will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS).
- 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 Attachment 1 hereto.
- 1.4. Appendix T1 will be in effect as modified in the Sailing Instructions.
- 1.5. 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.
- 1.6. 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.
- 1.7 [DP][NP] Vakaros RaceSense system will be used for this Series and is required to be mounted per Star guidelines, and operational at all times while racing with the Star firmware. Each boat shall provide their own Vakaros Atlas 2 with Star RaceSense and shall deliver the unit to the Vakaros Rep prior to the first day of racing to confirm software and offsets are operating correctly and that units are fully charged. The instrument shall be turned on at least 30 minutes prior to the first scheduled warning signal of the day and remain on a minimum of 15 minutes after last boat has finished the final race of the day. For information purposes only, Atlas 2 devices will display a countdown timer, distance to line, and an OCS notification if you are on the course side of the line at the starting signal. Signals displayed on the Race Committee vessel shall take precedence for both starts and finishes. Video, photo and/or electronic data relating to either starting or finishing shall not be accepted as evidence in either a scoring review, redress hearing or protest hearing. This changes **RRS 62.1 (a)**. Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress.
- 1.8. [DP] 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 may 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.
- 1.9. 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.

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**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 (see NoR 4.3 for links).
- 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.
- 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.
- 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](http://www.starwinter.com) or
  - 4.3.1. Commodore's Cup - <https://yachtscoring.com/emenu.cfm?eid=16925>
  - 4.3.2. Levin/Schoonmaker Cups - <https://yachtscoring.com/emenu.cfm?eid=16926>
  - 4.3.3. Walker Cup/Midwinters - <https://yachtscoring.com/emenu.cfm?eid=16927> 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. 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 is \$160 per scheduled day of racing.
- 5.2. The entry fee for the Walker Cup / Midwinters includes a crew dinner. Extra dinner tickets will be available.
- 5.3. A \$25 late fee will be assessed to those entering on the morning of the first day of racing. Late entries may be paid by credit card or Club charge if available.
- 5.4. The Atlas 2 is required for racing. Units are available for rental at a fee of \$100.00 per regatta for those entrants who do not own their own units, payable when registering online.
- 5.5. The entry fee for any skipper age 35 or younger throughout the event shall be ½ of the amount defined in 5.1, including ½ rental of the Atlas 2 if required.
- 5.6. 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 first race of the regatta until 24 hours after the scheduled 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.
- 5.7. A mandatory check-in and registration will be between 0830-0930 on the first day of each event.
- 5.8. Bow numbers may be assigned at check-in.

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5.9. 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. Subsequent briefings may be held each day as announced at the first meeting of the event.

- 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.
- Commodore's Cup – December 7-8, 2024. (up to 5 races)
  - Levin Memorial – January 17-18, 2025. (up to 5 races)
  - Schoonmaker Cup – January 17-19, 2025. (includes Levin Memorial, up to 7 races)
  - Walker Cup – Thursday and Friday, February 6-7, 2025. (up to 5 races)
  - Star Mid-Winters – Thursday - Sunday February 6-9, 2025. (includes Walker Cup, up to 8 races).
- 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. Courses marked with a "V" after the Course Number will include the Vertical Offset at Mark 1 (see Attachment 2).
- 10 Scoring:**
- 10.1. For each of the Two-day regattas (Commodore's, Levin, and Walker Cups), one Race constitutes a Regatta. For the Schoonmaker Cup and Midwinters, three (3) races constitute a Regatta. The Low Point Scoring System, RRS A, will apply, changed so that each regatta's score will be the total of her races scored (no discard).
- 10.2. For the Star Winter Series (herein, "Series") –
- 10.2.1. The Low Point Scoring System, RRS A, will apply as changed herein.
- 10.2.2. The term "race(s)" in RRS A1, A2, and A8.2, is replaced with "regatta" except in the phrase "notice of series".
- 10.2.3. In accordance with RRS A2.2 as changed above, skippers entered in any individual regatta will be scored for the entire Series.
- 10.2.4. Points shall be determined from the finishing position at each regatta.
- 10.2.5. Skippers that do not enter into an individual regatta will be scored DNC for that regatta one more than that regatta's number of entrants.
- 10.2.6. A minimum of two (2) Two-day regattas, OR the Midwinter Championship completed will constitute the Series.
- 10.2.7. If all three Two-day regattas are completed, a boat may discard her worst of those scores. The scores for the Schoonmaker Cup and the Midwinters may not be discarded.
- 10.2.8. The sum of a boat's Two-day regatta scores, in accordance with 10.2.7 above, plus the Schoonmaker Cup and Midwinter regatta scores, will determine her place in the Star Winter Series.
- 10.2.9. RRS A8 will be changed such that for the Star Winter Series ties will first be broken using the Mid-Winter regatta result if completed, then the Schoonmaker Cup result, and then, if a tie still exists, by RRS A8.
- 11 Haul-out Restrictions:** The Organizing Authority may impose haul-out restrictions.

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**12 Team and Private Support Boats:** A yacht shall receive no outside assistance from Support Persons from the first warning signal of the day until racing is completed for that day. Towing to and from the race course area is permitted.

**13 Prizes**

- 13.1. Individual regatta prizes will be awarded to the first, second, and third places overall, to the first U-35 helmsman and crew that have not won a prize as above, and the first Exalted Grand Master helmsman and crew who have not won a prize as above.
- 13.2. Star Winter Series prizes will be awarded to the first, second, and third places overall.
- 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](http://www.starwinter.com)

Star Fleet 20 Website  
[www.stardistrict20.org](http://www.stardistrict20.org)

Stuart Hebb  
*Regatta Chairman*  
[info@starwinter.com](mailto:info@starwinter.com)

Stuart DeLisser  
*Coral Reef Yacht Club Waterfront Director*  
[waterfront@coralreefyachtclub.org](mailto:waterfront@coralreefyachtclub.org)

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

## 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 60.3, 67, 70.5(a) or 76.1.*

**Rx to RRS 60.3** Add:

US Sailing prescribes that RRS 60.3(b) is changed to: (b) request redress for a boat or call a hearing to consider redress;

**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:

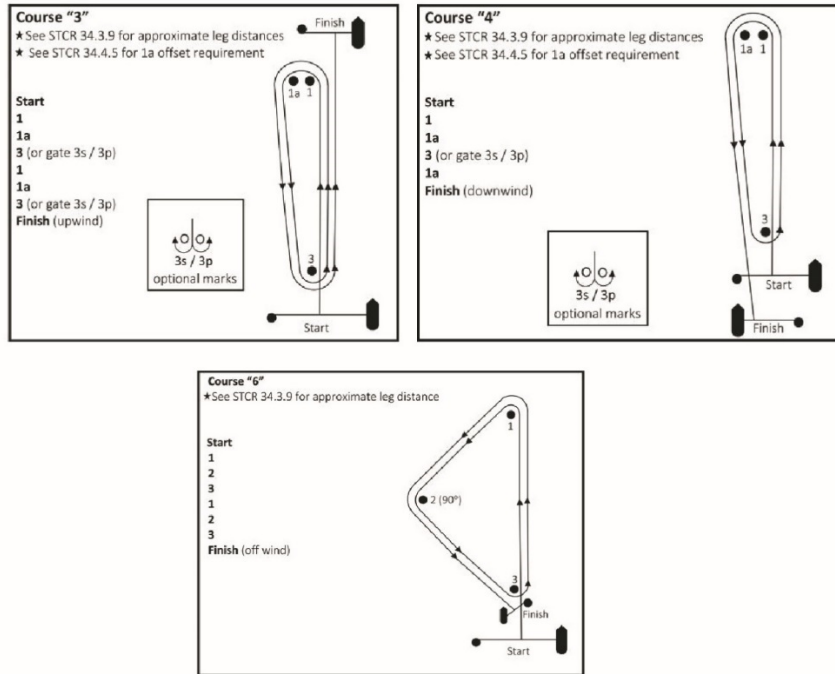
*US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the Notice of Race and Sailing Instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender,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

*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 at*

*<https://www.ussailing.org/exclusion>.*

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

## Attachment 2 to Sailing Instructions - COURSES



### Vertical Offset

"O"



Mark 1



Mark 1A



Mark 3/Gate

This language is inserted in the course description:

The R/C will lay Mark 1A between 50 - 100 meters to leeward of Mark 1, and Offset Mark "O" at a 90° angle to the wind from Mark 1A at approximately the same distance. Boats shall pass in order Marks 1A, 1, "O", and then 1A all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, all Marks can be moved to maintain the configuration of the course; Mark 1, Mark 1A, and/or "O" can be pulled entirely; or replaced by a mark boat. This changes STCR 34.3, Courses.