



2020 STAR MASTERS ZAGARINO CUP

Coral Reef Yacht Club, Miami, Florida

January 4-5, 2020

NOTICE OF RACE

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 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. 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 and 26 may compete.
- 3.2. The skipper for each boat shall have reached the age of 50 by the start of the first race.
- 3.3. Entries shall be submitted on the Official Online Entry Form not later than 0930 hours on the day of the first race.
- 3.4. Competitors are required to check in at the registration desk between 0830 and 0930 hours on the day of the first race.
- 3.5. Only skippers and crew eligible to compete under the World Sailing Eligibility Code shall be eligible to compete in this regatta.

3.6. 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 online at YachtScoring.com.
- 4.2. A \$25 late fee will be assessed to anyone signing up the morning of the event up until 0930 hours when registration ends. Those who sign up the morning of the event at the CRYC Yardarm Bar shall pay online by cash, club charge, or credit card.
- 4.3. The entry fee for the Regatta is \$275 each.
- 4.4. 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 may be available next door at the US Sailing Center. Go to <http://www.usscmiami.org/>

5 Schedule of Races:

- 5.1. The scheduled time of the warning signal for the first race on Saturday, January 4 is **1125** hours and Sunday January 5 is **0955** hours.
- 5.2. Maximum of **three** races; one race must be completed to constitute a regatta.

6 Sailing Instructions: The Sailing Instructions will be available on line and 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 and as provided in the Sailing Instructions. Courses marked with a "V" after the Course Number will include the Vertical Offset at Mark 1 (see Attachment 2). Courses 6 and 7 (Attachment 3) may be used.

9 Scoring:

- 9.1. The Low Point Scoring System (RRS A) will apply, changed so that the regatta's score will be the total of her races scored (no discard).

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. Perpetual trophy will be awarded according to STCR rule 24, which shall remain in CRYC's custody. This changes STCR rule 24.2.
- 12.2. Prizes will be awarded to the skipper and crew for Masters (Skipper must have turned 50 before the start of the first race), Grand Master's (Skipper must have turned age 60 before the start of the first race), and Exalted Grand Master (Skipper must have turned age 70 before the start of the first race).
- 12.3. The Organizing Authority and/or Race Committee reserve the right to provide additional prizes.

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

ISCYRA, 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

Mark Pincus
Coral Reef Yacht Club Race Committee Chairman
RaceCommittee@coralreefyachtclub.org

Stuart Hebb
District 20 Chairman
info@starwinter.com

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

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.

USSAILING Rx to Appendix R is in effect. The full text is available upon request.

ATTACHMENT 2

1A 

1 



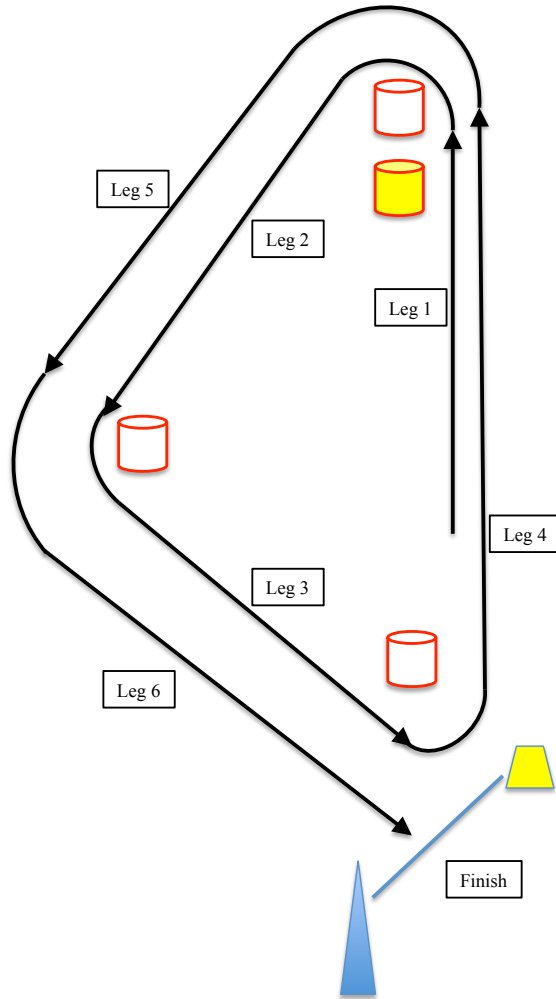
MARK 3/GATE/LEEWARD

This language is inserted in the course description:

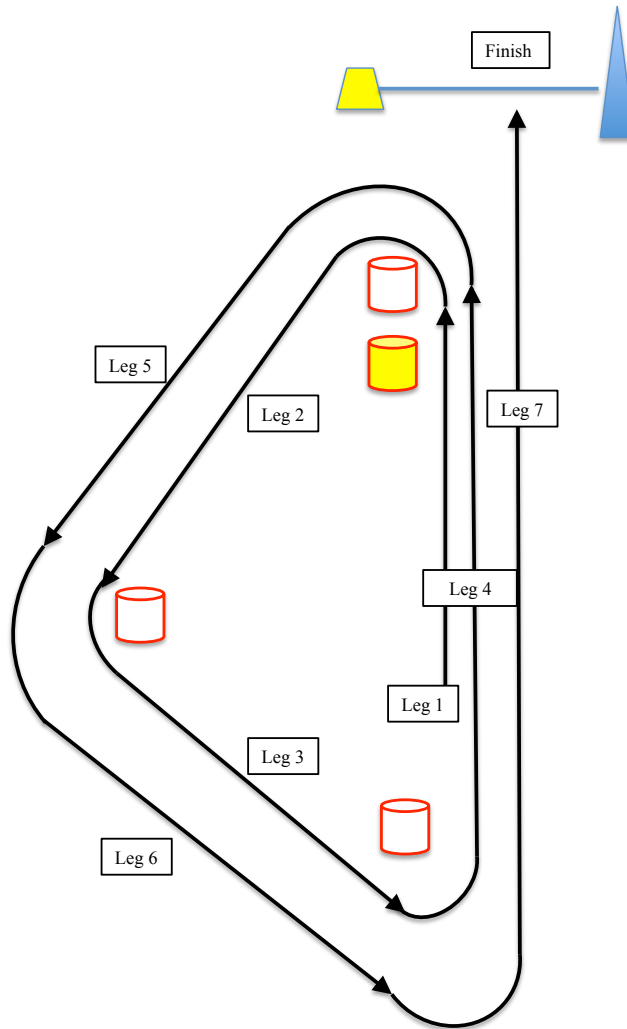
The R/C will lay Mark 1A approximately 100 meters to windward of Mark 1. Boats shall pass in order Marks 1, 1A, and then 1 all to port before proceeding to the next Mark, per STCR 34.2. In the event of a change of course, both Marks can be moved to maintain the configuration of the course; Mark 1 or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

ATTACHMENT 3



Course 6
Note: Mark "O" not used



Course 7
Note: Mark "O" not used