



2023 Santa Maria Cup

Eastport Yacht Club - Organizing Authority

May 1-4, 2023

Annapolis, MD, USA

<http://www.santamariacup.org>

Notice of Race

The following abbreviations apply to this notice of race and the sailing instructions:

[NP]: A boat may not protest as per NoR 1.3 RC: Race Committee
NoR: Notice of Race RRS: Racing Rules of Sailing
OA: Organising Authority SI: Sailing Instruction
PC: Protest Committee or International Jury TD: Technical Delegate

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 SI, 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 NoR or SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.5 The prescriptions of US Sailing that apply will be posted on the event website.
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event has applied for World Sailing Grade 2. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.
- 1.8 An International Jury may be appointed in accordance with RRS 91(b) and RRS Appendix N. If so, the right of appeal will be denied in accordance with RRS 70.5.

2 SAILING INSTRUCTIONS

- 2.1 The SI's will be available on the event website approximately 1 week before the first scheduled day of racing.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board which is located at <http://www.santamariacup.org>.
- 3.2 [DP] Each team shall bring a VHF radio capable of communicating on channels 9, 13, 16, 68, 69, 70, 71, and 72.

4 ELIGIBILITY AND ENTRY

- 4.1 10 skippers will be invited. Skippers wishing to receive an invite may register their request with the OA by applying online no later than January 15, 2023 at: <http://www.santamariacup.org>.
- 4.2 When invited to enter by the OA, to remain eligible to enter, skippers shall confirm acceptance of the invitation in writing (e-mail is acceptable) by the date specified in the letter of invitation and pay a non-refundable entry bond of US\$ 750.
- 4.3 Entry Fee:
 - (a) By the close of registration and before any practice sailing, skippers shall pay a non-refundable entry fee of US\$ 1250. The entry bond will be applied to the damage deposit (see NoR 5).
 - (b) The entry fee includes (at a minimum):
 - (1) Breakfast and lunch for all competitors on Monday through Thursday
 - (2) Dinner for all competitors on at least Sunday and Thursday.
 - (3) Housing in private homes of Eastport Yacht Club members or friends for all competitors upon request.

- 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 www.sailing.org/sailor_id_request.php. Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.5 The skipper shall complete registration, pay any entry fee, arrange the damage deposit, and ensure that all crew complete crew weighing during registration hours unless extended by the OA.
- 4.6 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.7 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero 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 supplied boat is insured by the OA for third-party liability insurance with a minimum cover of US\$ 750 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. 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 To mitigate the damage to the borrowed boats that cannot be attributed to any specific skipper or incident, and to recoup the costs associated with repairing this damage, the OA intends to take all the costs to repair the unattributed damage and keep an equal portion of each team's damage deposit to cover that amount. The OA will return the remainder of the damage deposit to each skipper within 20 days of the last day of the event.

6 CREW (INCLUDING SKIPPER)

- 6.1 The skipper and all crew shall be female. 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 OA may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 272 kg (600 lb). Initial crew weighing will be done during registration hours or as required by the OA.
- 6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, 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 10 J/22 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 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 with starboard rounding, finishing downwind. It is the intention of the RC to use a leeward gate.
- 7.7 The intended racing area will be near the mouth of the Severn River or on the Chesapeake Bay off Annapolis.
- 7.8 The event will consist of the following stages, to be further detailed in the SI:
 Stage 1 – A Double Round Robin – Each skipper will sail each other skipper twice
 Stage 2 – Semi Final Knock Out series – The four skippers with the highest total scores at the end of Stage 1 will advance to Stage 2. The winner of each series of Stage 2 will be the first to score 3 points.
 Stage 3 – Petit-Final Knock Out series – The loser of each series of Stage 2 will sail in the Petit Final series. The winner shall be the first to score 2 points.
 Stage 4 – Final Knock Out Series – The winners of each series in Stage 2 shall sail in the Final series. The winner shall be the first to score 3 points.
- 7.9 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 PROGRAMME

8.1 Schedule

Event	Day Time	Mandatory for:(*)
Race office open starting	Saturday 0900	
Registration and crew weighing	Saturday 0900-1700 Sunday 0900-1200	
Practice	Sunday 0900-1530	
Opening Ceremony and Welcoming Reception	Sunday 1800	Skippers
Daily briefing	Monday-Thursday, 0800	Skippers sailing that day
First meeting with umpires	Monday, following the daily briefing	Skippers
Racing days	Monday-Thursday	
Time of the first race each day	0900	
The latest time for attention signal on the last day of racing		
Daily press conference	approximately 30 after the last race of each day.	Skippers sailing that day
Prize giving and Awards Party	Thursday, 1900	Skippers and crews

(*) Unless excused by the OA, attendance is mandatory for skippers/crews as stated.

9 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, co-operation with event sponsors and shall behave so 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 No support person vessels will be permitted.

12 [NP] MEDIA, IMAGES, and SOUND

12.1 If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) 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.

13 RISK STATEMENT

13.1 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.**

14 PRIZES

14.1 Prizes will be awarded to the skipper and crew placing first through third. Additional prizes may be awarded at the discretion of the OA.

15 FURTHER INFORMATION

15.1 For further information please contact:

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