

2024 Women's World Match Racing Tour
Casa Vela Cup / Grade 2 Event
St. Francis Yacht Club, San Francisco
California USA, May 1-5, 2024
NOTICE OF RACE

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

PC: Protest Committee or International Jury	RRS: Racing Rules of Sailing
NoR: Notice of Race	SI: Sailing Instruction
OA: Organizing Authority	RC: Race Committee
WS: World Sailing	[DP]: Discretionary Penalty
[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* (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 practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the NoR or SIs means that a boat may not protest another boat for breaking that rule. This Changes RRS 60.1
- 1.4 Any prescriptions of the national authority that apply will be posted on the Official Notice Board.
- 1.5 The event is a World Sailing Grade 2 and a Women's World Match Racing Tour event. The grading is subject to review by World Sailing. The event may be re-graded when there is a reason to do so.
- 1.6 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.
- 1.7 [DP][NP] RRS 40.1 shall always apply while afloat.
- 1.8 If there is Conflict between languages the English text takes precedence.

2 SAILING INSTRUCTIONS

The SIs will be available online no later than 0900 on May 1, 2024 at <https://www.stfyc.com/racing>

3 COMMUNICATION

- 3.1 Notices to competitors will be posted online on the Official Notice Board at <https://www.stfyc.com/racing>
- 3.2 Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck.

4 ELIGIBILITY AND ENTRY

- 4.1 Ten (10) skippers will be invited. Skippers wishing to be invited may register their request with the OA by writing to racing@stfyc.com
- 4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.
- 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 [World Sailing - Categorization](#) Skippers shall inform the OA of their World Sailing Sailor ID at registration.

- 4.5 The skipper shall complete registration, pay any entry fee and the damage deposit of US\$2000 and shall ensure that all crew complete crew weighing, all between May 1 from 1030 to 1700 or May 2 from 0815 to 0840 unless extended by the OA. All payments shall be made by credit card. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees:
- (a) A non-refundable entry bond in the amount of US\$750 shall accompany the acceptance of invitation to be valid. All payments shall be made in US funds by credit card.
 - (b) The entry fee is \$1350, including the \$750 entry bond in NOR 4.5(a). The entry fee includes (at a minimum):
 - 1) Dinner for all competitors on Thursday, Friday and Saturday
 - 2) Beverages and appetizers for all competitors at the Awards Ceremony on Sunday
 - 3) Housing for competitors in homes or yachts of St. Francis YC members/friends upon request.
- 4.6 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 WS. (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.
- 5.2 An initial damage deposit of \$2,000 USD shall be paid at registration, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident.
- 5.3 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. If 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.
- 5.4 The OA will refund any remaining damage deposit within 30 days after the event.

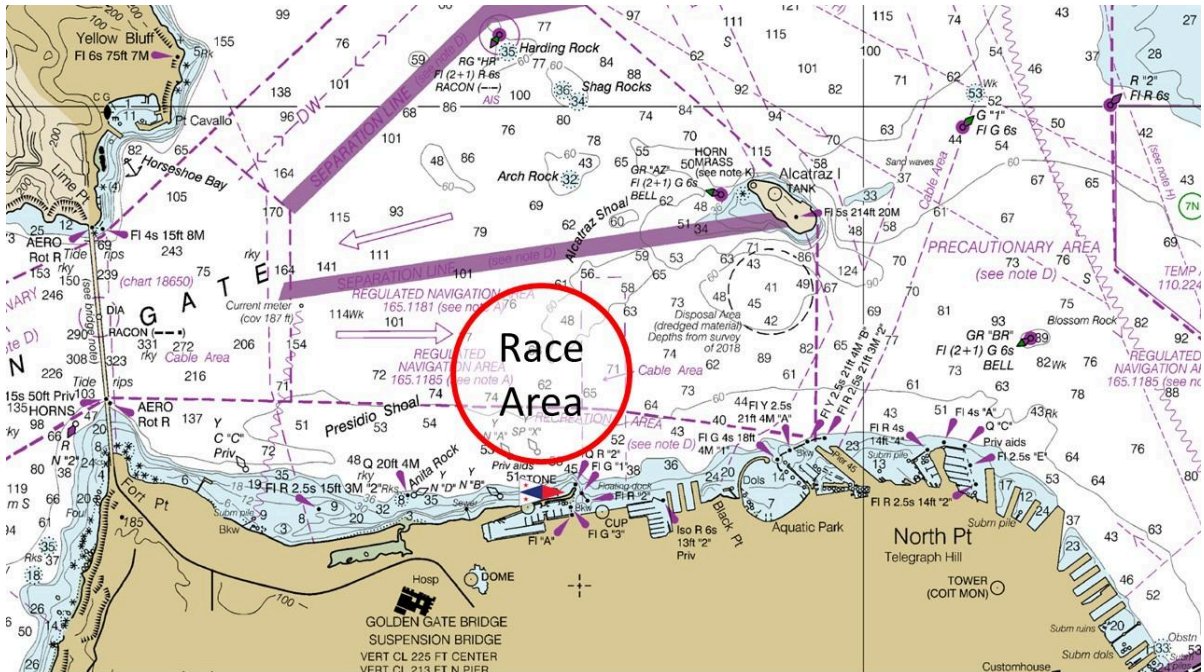
6 CREW (INCLUDING SKIPPER)

- 6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 3, 4, or 5 females. 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 authorize an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the OA may authorize 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), 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 was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing more than this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.

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 RC. The intention of the RC will be to allocate boats by draw, either daily or for each round and/or stage. 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 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 with optional offset legs in the event of cross course current, resulting in either port or starboard rounding, and finishing downwind.
- 7.7 The intended racing area will be the City Front of San Francisco Bay.



- 7.8 **Event Format**
The following format is planned:
 - a) Stage 1 - Double Round Robin of all Teams
 - b) Stage 2 - Knock-Out Quarter-Finals
 - c) Stage 3 – Knock-Out Semi-Finals
 - d) Stage 4 – Knock-Out Petit Finals
 - d) Stage 5 – Knock-Out Consolation
- 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 favor of later stages.

8 PROVISIONAL PROGRAM

8.1 Schedule

Wednesday 1 May	1030	Race Office opens
	1030-1700	Registration, Crew Weigh-In
	1100-1700	Practice
Thursday 2 May	0815-0840	Crew Weigh-In
	0820-0840	Photo shoot in team uniforms
	0845	Opening Ceremony
	0845	First Briefing Meeting with Umpires immediately following
	1023	First attention signal (unless specified by RC)
Friday 3 May	1023	First attention signal (unless specified by RC)
Saturday 4 May	1023	First attention signal (unless specified by RC)
Sunday 5 May	1023	First attention signal (unless specified by RC)
	1800	Latest time for an attention signal
	after racing	Prize giving immediately after racing

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

- (a) Initial briefing for skippers.
- (b) Photo shoot with each team in team uniforms from 0820-0840 on May 2 in the Starting Line Room.
- (c) Prize giving for the top three skippers and crew.

9 ADVERTISING

9.1 As boats and equipment will be supplied by the Organizing Authority, World Sailing regulation 20.4 applies. Each boat will be required to display advertising as supplied by the OA.

9.2 The OA intends to supply the following equipment: Boats and Sails. Advertising as supplied by the OA is to be displayed on this equipment.

9.3 Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation with the OA.

10 CODE OF CONDUCT

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions and 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 provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 SUPPORT PERSONS

No on-the-water coaching or support boats are permitted.

12 MEDIA, IMAGES and SOUND

12.1 If required by the OA:

- (a) Television equipment, if supplied by the OA, shall be carried on board while racing.
- (b) Competitors shall wear microphones, if 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, if supplied by the OA, that will allow commentators to communicate with them while racing.

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

12.3 The OA has the right to use any images and sound recorded during the event free of charge.

13 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. Each venue jurisdiction may need a different or modified version of this risk statement.

14 PRIZES

- 14.1 The principal prize for first place will be the winner's name engraved on the Casa Vela Cup and a trip to Casa Vela, Playa del Carmen, Mexico including lodging and private chef for up to 8 people for one week, a value of \$20,000. Airfare, alcoholic beverages, car rental and incidentals will be at the cost of the participants. Must be used within one year of award. See www.casavelaplayadelcarmen.com
- 14.2 All participants will receive points toward the overall Women's World Match Racing Tour results.
- 14.3 Medals will be awarded to the top 3 teams.
- 14.4 Prizes not claimed at the prize giving ceremony will remain with the organizing authority.

15 FURTHER INFORMATION

Regatta Chair	Bruce Stone	bruce@brucestone.com	917.822.4060
Principal Race Officer	Becky Ashburn, IRO	Rebecca.ashburn5@gmail.com	702.580.3230
Deputy Race Officer	Gerard Sheridan, RRO	Gerard_sheridan@me.com	415.810.2004
Chief Umpire	Katie Maxim, IU	Katiemaxim@gmail.com	707.363.3300
Race Office		racing@stfyc.com	415.655 7756
OA Representative	Grant Baldwin, IJ	Grant@calguitars.com	650.464.7648