

US SAILING LEAGUE CHAMPIONSHIP 2025

May 3 - 4, 2025

Organizing Authority: St. Francis Yacht Club

NOTICE OF RACE

The SAILING Champions League has, since 2014, organised high-level club vs. club fleet racing throughout Europe and Australia. Currently over 500 different yacht clubs compete in the series, which is focused on spectator-friendly events. As the league expands into the United States, the St. Francis Yacht Club will be running a two-day event on May 3-4, 2025 in its fleet of J/22s. Only clubs invited by the StFYC Race Office will be allowed to send a crew to compete and represent their home club at this unique event. St. Francis Yacht Club (StFYC) will host the US Sailing League Championship at St. Francis Yacht Club on May 3-4, 2025 in J/22 type boats.

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

PC: Protest Committee or International Jury

SI: Sailing Instructions

NOR: Notice of Race

RC: Race Committee

OA: Organizing Authority




TD: Technical Delegate

RRS: Racing Rules of Sailing

[NP]: A boat may not protest as per NoR

The notation [NP] in a rule in the NOR means it shall not be grounds for protest by a boat. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2  Addendum 'Umpired Fleet Racing' applies.
- 1.3 J/22 Class rules shall not apply.
- 1.4 RRS 62.1 (a), (b) and (d) are deleted.
- 1.5 The [US Sailing Prescriptions](#) to RRS 63.1 and 63.2 are deleted.
- 1.6 [NP] [DP] Rule 40.1 will apply when boats are in the racing area and on their way to and from the racing area.
- 1.7  Addendum EQUIPMENT LIST applies, and also applies to any practice sailing and sponsor races.
- 1.8  Addendum HANDLING PROVIDED BOATS applies, and also applies to any practice sailing and sponsor races.

2 SAILING INSTRUCTIONS

The sailing instructions will be available on May 01, 2025 at [the event website](#).

3 COMMUNICATION

- 3.1 The online official notice board is located at [the event website](#).
- 3.2 [DP] All boats shall carry a VHF radio.
- 3.3 On the water, the race committee shall make courtesy broadcasts to competitors on VHF radio. The channel shall be stated in the SIs.
- 3.4 [DP] While racing, 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 The event is open to all teams.
- 4.2 Eligible clubs may register no later than April 19, 2025 by registering online at [the event website](#) and paying the entry fee.
- 4.3 The maximum number of entries is 18 teams. The organizing authority may cancel the event if 6 or less teams entered by April 19, 2025.
- 4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.5 The skipper shall be entered on completion of registration and the payment of the entry fee and damage deposit. All payments shall be by check, credit card or Club account.

5 FEE

- 5.1 The entry fee is US \$260.
- 5.2 All entry fees on or after April 19, 2025 are non-refundable.
- 5.3 Additional dinner tickets for friends and family may be purchased online during the registration process or on [the event website](#).

6 DAMAGE DEPOSIT

- 6.1 Each supplied boat is insured by the OA for third-party liability insurance.
- 6.2 All skippers will be required to provide a \$2,000 damage deposit prior to the start of racing by providing credit card information or StFYC member number at registration. The deposit is a per-incident maximum, and includes damage to boats or race committee vessels. If a skipper has more than one incident, she is then liable for up to \$2,000 for each individual incident. The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing. Skippers should be aware that while the Dock Staff will attempt to identify all damage at the post-regatta inspection, often this is not possible due to the nature of the damage. The skipper is responsible for all damage, even if it is discovered only after the post-regatta report is completed. In the event that there is material damage not covered by insurance and no one acknowledges responsibility (e.g., crews are rotated among the boats and no one reports the damage), the cost of repairs will be charged to all the designated skippers on a prorated basis.

7 CREW (INCLUDING SKIPPER)

- 7.1 The number of crew (including the skipper) shall be four (4).
- 7.2 All registered crew shall be members of one club.
- 7.3 All registered crew shall sail all races.
- 7.4 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 7.5 When a registered crew member is unable to continue in the event the OA may authorise a substitute, a temporary substitute or other adjustment.

8 EVENT FORMAT

- 8.1 Each regatta consists of a qualifying series (16 flights planned) and a final series (up to four races). The pairing list for the flights will be published with the Sailing Instruction before the event on [the event website](#).
- 8.2 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.
- 8.3 The OA intends to provide 8 J/22 type boats for racing in the event. Each boat will have the following sails: (Mainsail, Jib, Spinnaker).
- 8.4 Boats will be allocated by draw and pairing list. Boats may also be assigned during any stage by the OA or RC.
- 8.5 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall not be grounds for redress by a competitor. This changes RRS 62.1(a).
- 8.6 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.
- 8.7 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.
- 8.8 The intended racing area will be the City Front of San Francisco Bay. See Addendum 'Racing Area'.

9 PENALTY SYSTEM

- 9.1 All races will be umpired fleet racing as described in [Addendum 'Umpired Fleet Racing'](#). There may be an IJ appointed for the event according to RRS 91(b) and decisions shall be taken under RRS 70.5.
- 9.2 An umpire displaying flag X with one long sound means: 'A boat has been scored OCS UFD or BFD by the race committee'. The umpire will hail or signal to identify each such boat. The identified boat shall promptly leave the course area. This signal may be given any time after 2 minutes after the starting signal.
- 9.3 A boat shall be exonerated from breaking RRS 31 if the umpires are satisfied that the breach is entirely due to smartmark adjusting its position. This changes RRS 43.1.

10 SCORING

- 10.1 Three races will constitute a flight. The flights are required to be completed to constitute an official event.
- 10.2 A club's series score will be the total of its race scores. This changes RRS A2. The total score of each club is the amount of its individual scores according to the low point system of the RRS without eliminating the worst score.
- 10.3 Low-Point-Scoring will apply:
 - 1st place = one point
 - 2nd place = two points
 - 3rd place = three points
 - ... and so on
- 10.4 DNC, DNS, OCS, DNF, RET, DSQ, etc. all score one point more than the number of boats starting in that race. This changes RRS A5.2.
- 10.5 When fewer than three races per club have been completed, all missing races will be scored with average points, according to RRS A9(b).
- 10.6 If a SCL club is unable to start a race because the OA cannot supply a boat for racing, the SCL club will get an average score (SCA) for that race according to RRS A9 (b). The average will be calculated based on the races that were sailed before the race mentioned. This changes 63.1, A5.1 and A5.2.
- 10.7 For tied boats with the same points score, ties will be broken applying RRS A8. If a tie cannot be broken, the score from the last race in which the concerned SCL clubs competed in the same race will break the tie.
- 10.8 [SP] The failure to wear the bibs before racing leads to a penalty (one additional point to the score of the race) in this race without a hearing.
- 10.9 [DP][SP] When there is contact that causes damage a scoring penalty of one point is imposed on a boat that was penalised in the incident. Furthermore, the umpires may also impose a scoring penalty of one point on their boats if they consider that these boats contributed to the contact by breaking RRS14. This rule also applies to damage caused to other official boats or smartmarks.

11 SCHEDULE

The schedule is as follows:

Date	Time	Event
Friday, May 02	1500-1800	Registration
Saturday, May 03	0900-0930	Registration
	0930	Competitors' Meeting
	1100	First Warning Signal
	<i>after racing</i>	Social
Sunday, May 04	0930	Competitors' Meeting
	1100	First Warning Signal
	<i>after racing</i>	Social & Awards

12 VENUE

- 12.1 The event will be hosted at the St. Francis Yacht Club
[700 Marina Boulevard, San Francisco, 94123, CA, USA.](#)
- 12.2 Addendum 'Driving Map' shows the location of the event venue.
- 12.3 Addendum 'Racing Areas' shows the location of the racing area(s).

13 [NP] MEDIA, IMAGES, and SOUND

- 13.1 The OA has the right to use any images and sound recorded during the event free of any charge.
- 13.2 Competitors shall not interfere with the normal working of the OA-supplied media equipment.

14 PRIZES

- 14.1 Prizes will be given to the top three teams.
- 14.2 Prizes not claimed at the prize giving ceremony will remain with the organising authority.

15 DISCLAIMER OF LIABILITY

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.**

16 RIGHTS TO USE NAME, LIKENESS, AND PERSONAL INFORMATION

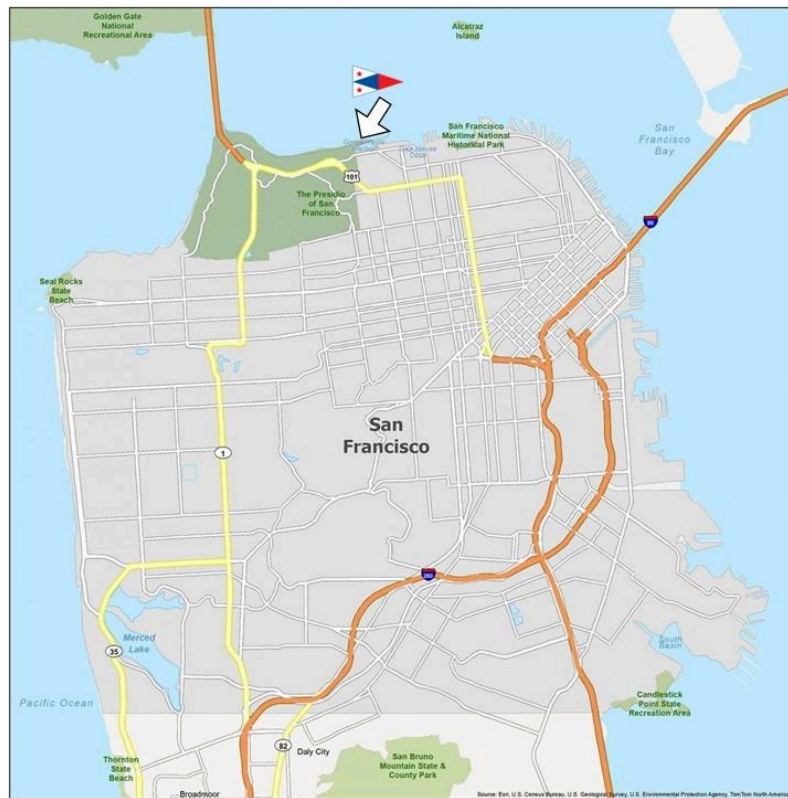
- 16.1 By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.
- 16.2 Additionally, competitors automatically grant the organizing authority and race officials the right to use their personal contact information, including but not limited to a current email address and cell phone number, for race administration and regatta communications.

17 FURTHER INFORMATION

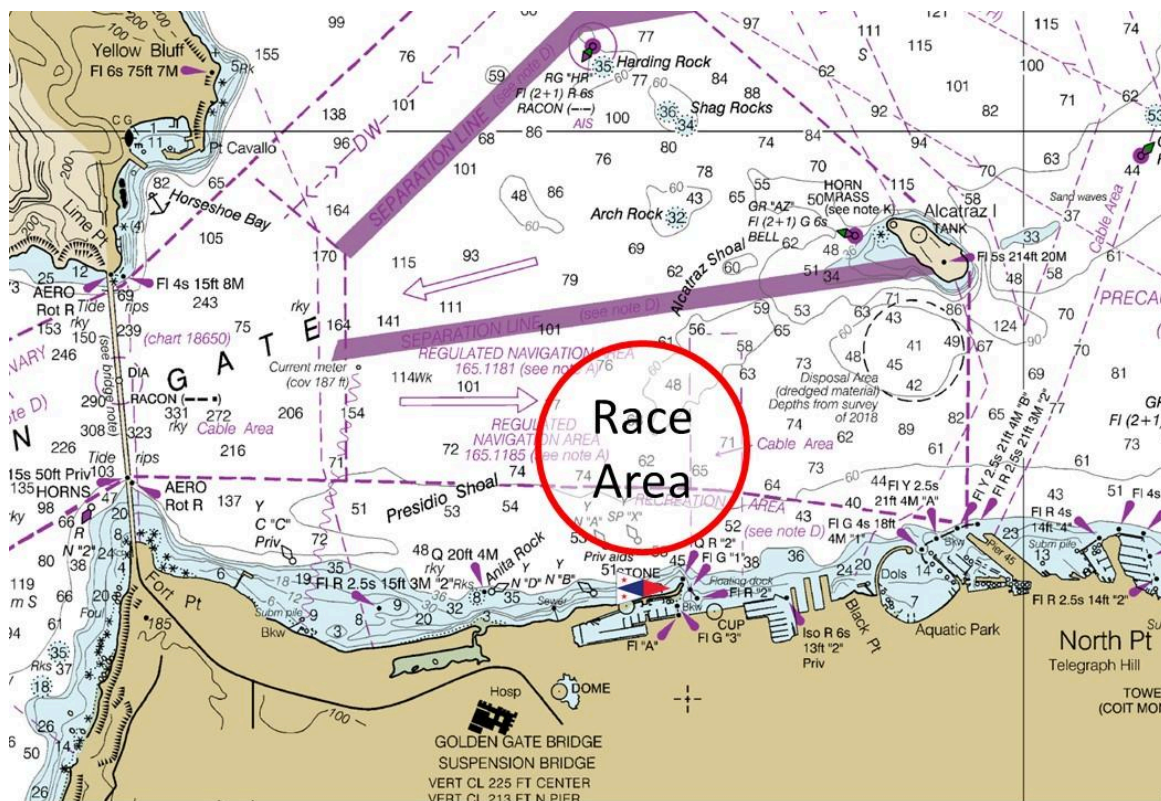
For further information please go to www.stfyc.com or contact:

Regatta Chair	Douglas Sloan	d.sloan@puretecbio.com	+1 (707) 328 - 0333
Race Director	Felix Weidling	racedirector@stfyc.com	+1 (415) 820 - 3710
Race Office	Caleigh Thompson	racing@stfyc.com	+1 (415) 655 - 7756

Addendum 'Driving Map'



Addendum 'Racing Area'



ABOUT THE SAILING LEAGUE

(Not part of the Notice of Race)

WHO IS THE BEST INTERNATIONAL SAILING CLUB?

The most successful National Sailing League clubs compete against each other in three SAILING Champions League events. Each club forms a team from its most accomplished sailors. To win the title and the much sought-after trophy, the clubs have to perform under pressure and put in a world-class performance when it matters most. Short races, one-design boats, a standardised course and a competition between the most prestigious sailing clubs in the world – all these ingredients combine to guarantee sailing at its best.

THE IDEA BEHIND SAILING CHAMPIONS LEAGUE

It's a straightforward format that has been working well in soccer for years; now we have clear proof that it also works for sailing: An international club competition generating high levels of media interest and a competition that clubs, sailors and fans can all identify with. The idea behind SAILING Champions League is simple: it's the championship of the national champions. The most successful clubs of the National Sailing League countries are competing against each other to fight for the title: "Best Sailing Club of the Year".

YOUTH SAILING AND WOMEN'S SAILING CHAMPIONS LEAGUES

Following the exponential growth of the League format, the next obvious steps were to create special Leagues for Youth and Women's competition. So for the first time in 2018 we saw sailors competing in the Youth SAILING Champions League and Women's SAILING Champions League. It's all about making league sailing as accessible and attractive as possible to a wider group of sailors, as well as increasing the appeal to sponsors and commercial partners.

QUALIFICATION FOR SAILING CHAMPIONS LEAGUE



COUNTRIES WITH A NATIONAL SAILING LEAGUE

