

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 Eastport Yacht Club (EYC) will be running a two-day event on September 06-07, 2025, in its fleet of J/22s. Only clubs invited by the EYC Sailing Committee will be allowed to send a crew to compete and represent their home club at this unique event. EYC will host the US Sailing League Championship on September 06-07, 2025, in J/22 type boats.

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

NOR: Notice of Race

OA: Organizing Authority

PC: Protest Committee or International Jury

RC: Race Committee

RRS: Racing Rules of Sailing

SIs: Sailing Instructions

TD: Technical Delegate

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 RRS.
- 1.2 World Sailing Development Rule Appendix UF applies.
- 1.3 J/22 Class rules shall not apply.
- 1.4 RRS 61.4(b)(1), (2), (3), and (5) are deleted.
- 1.5 The US Sailing Prescriptions to the following are deleted: The preamble of Part 5, Section B, RRS 63.1(b).
- 1.6 [NP] [DP] RRS 40.1 will apply when boats are in the racing area and on their way to and from the racing area.

2 SAILING INSTRUCTIONS

The SIs will be available on September 03, 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 working VHF radio.
- 3.3 On the water, the RC 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 Up to twelve (12) but no less than six (6) teams will be invited. Only teams 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.
- 4.2 Invitations
 - (a) The OA will invite clubs based on team resumes.
 - (b) Clubs may request an invitation by sending the team resume – including skipper name – to jboland@systematicsolutns.com by 2359 on August 15, 2025.
 - (c) The OA will review all resumes and notify all invited clubs on August 18, 2025.
 - (d) Invited clubs will have until 2359 on August 25, 2025, to finalize registration by emailing the OA as detailed in the acceptance of invitation and at the event website by paying the entry fee.
 - (e) If invited clubs fail to finalize registration by 2359 on August 25, 2025, any waitlisted clubs will be given the opportunity to accept an invitation.

- 4.3 The club shall be entered on completion of registration requirements as detailed in the letter of invitation and the payment of the entry fee and damage deposit. All payments shall be through the event website.

5 FEE

- 5.1 The entry fee is US \$280.
5.2 All entry fees on or after August 27, 2025, are non-refundable.

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 \$1,000 damage deposit prior to the start of racing by providing credit card information at registration. The deposit is a per-incident maximum and includes damage to boats or RC vessels. If a skipper has more than one incident, she is then liable for up to \$1,000 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 of a team shall be members of the same 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 (twelve (12) flights planned) and a final series (up to four (4) races). The pairing list for the flights will be published with the SIs 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 six (6) J/22 type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, and 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 61.4.

9 PENALTY SYSTEM

- 9.1 All races will be umpired fleet racing as described in Appendix UF Umpired Fleet Racing US Sailing League Edition which is posted on the [event website](#).
9.2 An umpire displaying flag X with one long sound means: 'A boat has been scored OCS, UFD, or BFD by the RC'. 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 two (2) minutes after the starting signal.

10 SCORING

- 10.1 Three (3) races will constitute a flight. Three (3) 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. 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 DNC, DNS, OCS, DNF, RET, DSQ, etc. all score one (1) point more than the number of boats starting in that race. This changes RRS A5.2.
- 10.4 When fewer than three (3) races per club have been completed, all missing races will be scored with average points, according to RRS A9(b).
- 10.5 If a team is unable to start a race because the OA cannot supply a boat for racing, the team 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 RRS 63.2, A5.1 and A5.2.
- 10.6 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.
- 10.7 [NP] 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.
- 10.8 [DP] When there is contact that causes damage a scoring penalty of one (1) point is imposed on a boat that was penalised in the incident. Furthermore, the umpires may also impose a scoring penalty of one (1) point on their boats if they consider that these boats contributed to the contact by breaking RRS 14. This rule also applies to damage caused to other official boats.

11 SCHEDULE

The schedule is as follows:

DATE	TIME	EVENT
Friday, September 05	1500-1800	Registration (EYC Conference Room)
	1500-1800	Practice
Saturday, September 06	0900-0930	Registration
	0930	Competitors' Meeting
	1100	Intended First Warning Signal
	<i>after racing</i>	Social
Sunday, September 07	0930	Competitors' Meeting
	1100	Intended First Warning Signal
	<i>after racing</i>	Social & Awards

12 VENUE

- 12.1 The event will be hosted at the [Eastport Yacht Club](#), 317 First St. Annapolis, MD 21403.
- 12.2 The intended racing area will be the mouth of the Severn River, Annapolis, MD.

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

15 PRIZES

- 15.1 Prizes will be given to the top three (3) teams.
- 15.2 Prizes not claimed at the prize giving ceremony will remain with the OA.

16 RISK STATEMENT

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The race organizers (including the OA, RC, Protest Committee, EYC, sponsors, volunteers, or any other organization or official) will not be responsible for damage to any boat or other property, or injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law, and as a condition to participation in the event, specifically agrees with the Waiver and Release at eastportyc.org/regattas.

17 RIGHTS TO USE NAME, LIKENESS, AND PERSONAL INFORMATION

- 17.1 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.
- 17.2 Additionally, competitors automatically grant the OA 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.

18 FURTHER INFORMATION

For further information please go to the [event website](#) or contact:

Regatta Chair	Jeff Borland	jborland@systematicsolutns.com	(410) 320 - 1843
Race Officer	Shannon Wood Bush	swmadero@aol.com	(361) 319 - 0142
Chief Umpire	Douglas Sloan	d.sloan@puretecbio.com	(707) 328 - 0333
US Sailing League website:		https://sailing-championsleague.com/ussailingleague/	

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

