



FINALS 2014

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Second finale for Star Sailors League in Bahamas. Freddy Loof will be just one sailor attempting to oust reigning champion Robert Scheidt

Nassau (Bahamas), 24 September 2014

The Star Sailors League is pleased to announce that its second grand finale once again takes place in Nassau in the Bahamas between December 2nd and 7th.

Reigning champions Robert Scheidt and Bruno Prada will be tackling 19 very competitive teams in this second edition, two more than last year, with a purse of 200,000 dollars on the table. The top-ranked crew at the end of the event will take home 40,000 dollars, in fact.

Aside from the winners' prize (sponsored by the Symonette family), there will also be trophies for teams that, over the course of the year, dominated the special ranking lists drawn up by the Star Sailors League. The Dennis Conner Trophy will go to the top-ranked skipper for the year while the Andrew Simpson Trophy will be awarded to the best bowman.

A total of 12 skippers from 8 nations qualified automatically for the event through the ranking list. In order of ranking at the start of September 2014, they are: 1. Diego Negri (ITA, 7.023 pti), 2. Augie Diaz (USA, 4.819 pti), 3. Robert Stanjek (GER, 4.714 pti), 4. Xavier Rohart (FRA, 4.384 pti), 5. Johannes Polgar (GER, 4.035), 6. Robert Scheidt (BRA, 4.005), 7. George Szabo (USA, 3.656), 8. Mateusz Kusznierewick (POL, 3.656), 9. Mark Mendelblatt (USA, 3.495 pti), 10. Eivind Melleby (NOR), 11. Emilios Papathanasiou (GRE), 12. Marco Fuchs (BRA).

A further six 'special guest' participants have been invited to take part also and the first to confirm is Star gold medallist from London 2012, Freddy Loof. The other invitees number Olympic medallists, Olympic class world champions and high-profile international sailors of similar clout.



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As happened last year in Nassau (Bahamas) and once again at Malcesine (Italy) and Brunnen (Switzerland) this season, all the races are being broadcast live complete with 3D Virtual Eye through www.starsailors.com.

The event is spread over three days of qualifiers with three races per day plus a final progressive elimination phase.

A special free customised version of the Virtual Inshore Regatta will also be available to allow users do battle with some of the champions in the actual Bahaman grand finale, live.

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PR/SSLFINALS2014-002-ENG
ONLINE VERSION : <http://eepurl.com/4hXmb>

Robert Scheidt and Felipe Massa meet at Williams' factory

Grove (Uk), 26 September 2014

In collaboration with the English Formula 1 team, Star Sailors League organised a meeting yesterday between leading Brazilian sportsmen, Felipe Massa and Robert Scheidt, at the Williams' headquarters in Grove, Oxfordshire.

This was the first time the two hugely popular athletes had met: Scheidt is renowned for winning five Olympic medals, while Felipe Massa is the leading Brazilian racing driver of today, with 11 Grands Prix wins, 37 podium positions, 16 pole positions, and one third and one second-place finish in the World Drivers' Championship in 2006 and 2008 respectively.

Besides their nationality, the two men also share huge popularity with fans in Italy. Massa is much loved because of his long tenure with Ferrari as well as having roots in Cerignola (FG) of which he is also an honorary citizen. Scheidt, on the other hand, trains for a good part of the year at Torbole (TN).

Both men were delighted by the opportunity and Massa explained that "Scheidt has been a hero since I was a boy. My family had a home at Ilhabela, an area of Brazil where Robert did a lot of regattas and training. Since that time, I've always followed his adventures and tracked his results. I think Brazil may still get a gold medal in the next Olympics thanks to him." For his part, Robert Scheidt declared that "when I'm home I watch a lot of Formula 1 and it is always a pleasure to follow and cheer for a Brazilian as great and as strong as Felipe."

After a guided tour of some of the largest sections of the factory, a visit to the museum which houses Frank Williams' private collection of Formula 1 cars (also the world's largest) and a few laps on the simulator, Scheidt invited Felipe Massa to come and watch him compete (and perhaps take a spin) at Nassau in the first week in December during the second grand finale of the Star Sailors League, for which many of the world's leading sailors have already signed up.



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Aside from the highest ranked skippers in the SSL, of which Diego Negri tops the list, special invitees also number the illustrious likes of Swedish sailor Freddy Loof who took Olympic gold in the Star class at London 2012.

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PR/SSLFINALS2014-003-ENG
ONLINE VERSION : <http://eepurl.com/5OLUX>

Two-time Finn World Champion Giles Scott makes Star debut in the SSL Finals 2014 at Nassau

Nassau (Bahamas), 15 October 2014

The list of champions taking up the invitation to the second Star Sailors League Finals, organised by the Nassau Yacht Club for December 1st to 7th 2014, is getting longer by the week.

After the recent announcement of the first 12 competitors, who gained automatic access to the SSL Finals because of their positions in the Skipper Ranking, and the first guest star, London 2012 gold medallist, Freddy Loof, it is the turn of the very young but also very promising Giles Scott. Now virtually a certainty for the British Olympic squad, the rising star is also seen as a natural successor to Ben Ainslie who has retired from that side of the sport to devote himself full-time to the America's Cup.

Unbeaten in 2014, Scott repeated his brilliant double of 2011 this year to become both Finn European and World Champion. He now tackles the first Star fleet of his career flanked by old hand Stephen Milne, who has just won the Etchells Europeans with fellow Star Class sailor and pal, Ante Razmilovic. The duo is up against a truly superb fleet that will most likely feature a record gathering of medal winners.

The SSL is also growing fast and looking set to hold plenty more big surprises in the coming weeks. The hottest tips on the water will be Robert Scheidt, who has won five Olympic medals, two in the Star class, London 2012 Star champion Freddy Loof, top-ranked SSL skipper Diego Negri, Robert Stanjek, World Champion 2014 at Malcesine, Mateusz Kusznierewicz, Gold Star and two-time Olympic medallist, Xavier Rohart, bronze at Athens and two-time World Champion, and many more besides.



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Giles Scott quotes:

"I've recently won the first Olympic test event, European Championships and World Championship in the Finn class. My career goals are to have success at the Olympics and go on to win the America's Cup. I'm super excited to come and race in the Star League, a chance to race against some of the best sailors in the world, both young and old, is a chance that I was not going to give up, I can't wait."

Stephen Milne quotes:

"I started sailing the Star Class on the run up to the 2008 Olympic Games in Beijing for Team Ireland with Peter O'Leary. Our best result being a 2nd place finish at the Bacardi Cup. Training closely with Iain Percy and Andrew Simpson, we developed our skills pretty quickly and managed to qualify for Ireland and took our place on the start-line in Qingdao. Sailing in the SSL finals and crewing for my good friend Giles this year will be fantastic. It will be nice to be back in a Star boat and to see, race against and learn from some old pals and great sailors. I guess my sailing goals change as the dynamics and politics of the sport change as they have done in recent years. Some decisions I guess are decided for us by others. But one dream to sail in or be involved with an Americas Cup team has always stayed a constant."

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PR/SSLFINALS2014-004-ENG
ONLINE VERSION : <http://eepurl.com/6cL0P>

Torben Grael and Jorge Zarif join Scheidt and Fuchs in the Star Sailors League Finals 2014

Nassau (Bahamas), 20 October 2014

It is with great pleasure that the Star Sailors League announces that two more top Brazilian sailors will be joining the fleet of 20 super-champions taking part in the SSL Finals 2014 being held for the second consecutive year at Nassau Yacht Club in the Bahamas between December 1st and 7th.

2013 winner Robert Scheidt and new entry Marcelo Fuchs, 12th in the Skipper Ranking, will now be flanked by two highly prestigious wildcards from the Brazilian and international sailing scene.

Torben Grael, of course, requires no introduction. Winner of 5 Olympic medals, including 4 in the Star class (Bronze at Seoul 1988, gold at Atlanta in 1996, bronze at Sydney in 2000 and gold again at Athens in 2004), 5 world titles in Olympic classes, victory in the Louis Vuitton Cup 2000 with Luna Ross and first place in the Volvo Ocean Race 2008/2009 with Ericsson 4. Torben got back to Star racing last year and is currently ranked #21 of the 1,001 skippers in the SSL's official ranking.

Making his international Star debut is 22 year old Jorge Zarif, one of the strongest up-and-coming Brazilian sailors. His boat of choice is usually the Finn – he was junior world champion in 2013 despite the difficult conditions in Tallinn in Estonia, repeating his feat of 2009.

The two Brazilians will be flanked in their endeavours with the strongest Star fleet of all time (the words of Jorge) by fellow countrymen Guilherme De Almeida (SSL Crew #9, 2,882 points), who was Torben's bowman in 5 of the 6 regattas that counted towards the SSL points (the South American Championship was the exception with Bruno Prada on the bow) and Henry Boening (SSL Crew #16, 2,095 points) who normally sails with Alessandro Pascolato (BRA).



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Jorge Zarif: "The SSL format is the future of sailing and the Star class is the most famous and important boat in our sport. This says a lot about how I felt when I received the invitation. I immediately called Dino Pascolato to ask him for his crew and North Sails for new sails. We have already set some training dates and have started to lose a bit of weight (we have to lose 10 kg each). Since I saw Robert and Torben, the two greatest Brazilian Olympians, and Freddy Loof, one of the greatest ever Finn and Star sailors, and all the others, I stopped feeling nervous. The league will also attract more great sailors, so maybe we are talking about the strongest fleet ever. I hope we survive with all those guys around us.... 2014 was fine: good regattas in Miami, Hyeres and the test event. The Worlds were horrible but that happens when you are sailing at a high level. Let's see if we can finish the year on a high though."

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PR/SSLFINALS2014-005-ENG
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Three American Star greets to compete in the SSL Finals 2014: Augie Diaz, George Szabo and Mark Mendelblatt

Nassau (Bahamas), 23 October 2014

The United States will be the second most heavily represented nation at the SSL Finals when they take place at Nassau in the Bahamas between December 1st and 7th next.

Reflecting the consistency, quality and number of sailors involved in the Star class, the United States has the largest representation in the Star Sailors League with 294 skippers (out of a total of 1,001) and 376 crew (out of 1,435). Three of the American skippers - Augie Diaz, George Szabo and Mark Mendelblatt - are in the top 12 and automatically qualified once again for the second edition of the SSL Finals.

This is also the second year that Augie Diaz, will be the veteran member of the fleet at Nassau. #2 in the SSL Skipper Ranking, Augie is a living legend in Florida, including on the Snipe circuit, but his qualifying for the last year's Finals and 10th place finish well ahead of many Olympic sailors and class experts such as Cayard and Marazzi, really put him up with the big boys of sailing. He confirmed his talent at the Star Worlds 2014 at Malcesine in Italy where he led for a while on Day 4 eventually finishing fourth overall behind Stanjek, Negri and Melleby, having just missed out on a podium position by 3 points. Arnis Baltins is his bowman.

George Szabo, Gold Star in 2009, one of San Diego's most active Star sailors together with Mark Reynolds. Over the last year, Szabo's final results have been consistently on the rise: he finished seventh in the Worlds 2013, sixth in the Worlds at Lake Garda in 2014 and third at the Eastern Hemisphere in Switzerland. These are just some of his best results and have boosted him to the higher echelons of the ranking list. As he did in Malcesine, Szabo will be racing with Edoardo Natucci.



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Naturally enough, the United States' last representative in the Star class at the Olympics, Mark Mendelblatt, also figures. He was third in the SSL Finals 2013 and, also last year, won the super-classic 86th Bacardi Cup at Miami. He has spent most of this year sailing in offshore classes. This week, in fact, Mark competed in a record edition of the Rolex Middle Sea Race, ending up third over the line. At the next SSL Finals, he will most certainly be one of the toughest to beat. His bowman will be, as always, Brian Fatih.

Augie Diaz: "The SSL Finals is the highest level of sailing for me and I can honestly say that I don't 'belong' in this group of the best sailors in the world. The level will be very high, so for this event my approach is not how to win it, but how not to be last! Sailing off Nassau is the best, so to be able to do this with the group that the SSL has assembled will be a privilege and I feel very fortunate."

George Szabo: "The SSL Final is a really neat event. To be able to race against so many top sailors at one time makes for extremely tight, close and fair racing. There are not too many events like this. Last year, the Star sailors had an advantage upwind, but that was erased by the excellent ability of the invited sailors downwind. This year I am looking to use what I learned downwind last year to have better result this year."

Mark Mendelblatt: "About the SSL Finals, I would like to say that is an honour to be able to compete against such a talented and famous group of sailors. The Finals last year was an outstanding regatta with a very exciting format. My crew, Brian and I were very happy to make it to the final race, and this year we hope to do the same. Nassau is one of the world's best sailing venues, and we are very much looking forward to returning and trying to beat the world's biggest names in the sport of sailing. We have been very passionate about sailing the star for many years, and thanks to SSL, many of us can continue to race in our favourite class."

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PR/SSLFINALS2014-006-ENG
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Luke Patience joins the record Star Sailors League Finals 2014 fleet

Nassau (Bahamas), 31 October 2014

Talent, passion, ability, success. All qualities that spring to mind with regard to Luke Patience, the 28 year old 470 Class silver medallist from London 2012. SSL is delighted to announce that Luke has now accepted the Star Sailors League invitation to participate in our 2014 Finals, becoming the second UK special guest star, alongside newly-crowned Finn World Champion Giles Scott.

His mission is an important one: to tackle a top-flight international regatta (Nassau, the Bahamas, December 2nd to 7th) which will give the winner the highest points of all. In fact, the skipper and bowman that top the rankings, as happened to Robert Scheidt and Bruno Prada almost a year ago, will be awarded 4,000 ranking points in the Star Sailors League. They will also take home the biggest slice of the \$200,000 prize money to be split between the 20 teams competing.

Luke has devoted most of his career to the 470, one of the toughest and most competitive classes of all: "I have just finished my 9th season competing in the 470 class. The boat has been difficult to master and the Olympic Games have always been the focus for me. In London 2012, I won a silver medal in the class with team-mate Stuart Bithell. I now sail with another good friend, Elliot Willis, in a bid to take home a gold medal in Rio 2016. We have been working hard since London to become the best we can be, come August 2016. Although 9 years in, I learn so much everyday about the 470. It's a truly wonderful boat to sail and very rewarding due to how difficult it is to master. I never get bored of the class and I hope to sail it for many more years to come!"

A fiercely competitive instinct is one of Patience's greatest strengths: "I am never satisfied and I always want to better everything I do. I don't know where the sport will take me next, but what I do want is an Olympic gold medal. And



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I hope that medal represents how hard we wanted the outcome and how hard we worked for it. For now, my sights are set on Rio, and I have so much unfinished business here..."

Patience's phone is constantly ringing and so he's keeping a close eye on all the top sailing events: "I would love to be part of an America's Cup team one day and help the cause to win the trophy. Alongside the 470, I am also part of a C-Class catamaran team that sail with foils and wing sails. Very much like mini AC boats. I am the skipper for the team, Sentient Blue. I hope these skills will support me as the sport changes ever more towards this style. The Volvo Ocean Race really interests me too. The thought of being cold/wet/tired and having to pull together with all your mates onboard to squeeze out any bit of fear, and all the boat speed you can sounds awesome!"

He is thrilled with this surprise invitation from the Star Sailors League because it will give him the chance to pit himself against some very big names, not least his old pal Giles: "Being asked to sail at the SSL was a shock! Obviously being a 470 helm, I am not very big so I did not expect it. However, it is still just a boat with two sails and foils so I hope I can find its sweet spot and go quick. I will need a big guy helping me out along the way. I am really excited to race. There are some great people coming to compete and I am honoured to race them. I am good friends with Giles Scott and we spend a lot of time together so it will be great to get a chance to race him. Being so small I think I might have a hard time, but I hope perhaps in the downwinds there might be some metres to gain back if there's is some steering to do in the waves - I love that".

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PR/SSLFINALS2014-007-ENG
ONLINE VERSION : <http://eepurl.com/7onK5>

Loof, who won gold in London 2012 for Sweden, returns to the Star for the SSL Finals 2014 in the Bahamas

Nassau (Bahamas), 3 November 2014

Fredrik Loof is to Sweden what Scheidt and Grael are to Brazil. Well on a par with the rest of the champions gathering at Nassau (Bahamas) for the second Star Sailors League Finals.

The only big question is who will actually win, especially considering the quality of the sailors competing. Some are returning after last year in the Bahamas, others last time out at Weymouth and others still have never competed together before. That is what the Finals are turning on yet again: the battle between generations of champions with a past and present in boats often very different from the Star.

Before debuting in what many feel is the finest and most technical class, Loof himself had a glorious career in the Finn. Like Xavier Rohart and others of his generation. Including Bruno Prada who returned to it in the last two years. And, of course, new SSL candidates for 2014: Jorge Zarif, World Champion 2013, and Giles Scott, reigning Champion this year. Three World Championships in the bag (Tallinn 1994, Gdansk 1997 and Melbourne 1999), two seconds and a third in the rankings, plus significantly, Olympic bronze at Sydney 2000 (after two fifth places) have made Loof one of the great Finn names.

After a string of high-profile results and the Australian Olympics, he moved up to a higher class, the legendary Star. There too, Freddy delivered, completing three further campaigns with enviable results even in the qualifiers. Two Gold Stars (World Championships): 2001 in Medemblik and 2004 at Gaeta. Six Silver Stars: 3 European Championships (Skodstrup 2001, Genoa 2002 and Girona 2004), 2 Eastern Hemisphere Championships (Naples 2006 and Hamburg 2010) with 1 Western Hemisphere in the middle in 2007. His Olympic performance



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was explosive too: 12th in Greece 2004, bronze in China in 2008 and then gold at London in 2012.

After so much success, Loof seemed, like others before him, to have turned a page. But then came the first Star Sailors League Final. Once again almost all the big names were involved, except for him and a few others. The formula was new: short, interesting races, highly selective. Lots of adrenaline right to the line: players need to win to the very last race, they can't rest on their laurels or opt for conservative strategies. But it's all worth it in the end. There are 4,000 points available to the winner (with less for those behind him) and they count towards entry to upcoming events. There is also an impressive 200,000 dollars in prize money. Plus, of course, the glory of beating one of the strongest fleets of all time. A fleet that gathers at Nassau in the first week in December.

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PR/SSLFINALS2014-008-ENG
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Eivind Melleby, the pride of Norway, returns for his second Star Sailors League Finals in 2014

Nassau (Bahamas), 5 November 2014

Born in Oslo and Viking of stance, Eivind Melleby is both a superb athlete and a great person. Sitting 10th on the Star Sailors League Ranking List, he finished ninth in the first Finals in the Bahamas last year, fourth in the Star at the London Olympics in 2012 and third in the Worlds this year at Malcesine with Bruno Prada. Melleby is married with two children and also a successful businessman.

Since the finish of the Star Sailors League Finals 2013, Eivind has been focusing almost entirely on his career. He has been working hard on the start-up of a mobile marketing business with a company called TargetEveryone (www.targeteveryone.com). He says he finds the project immensely exciting and the service was successfully launched last spring with the result that the company's product is now available in 130 countries worldwide.

Hard work usually means no sailing at all, but luckily Eivind found some time to prepare for and successfully compete in the 2014 Star World Championships in Malcesine. He and Bruno Prada, in fact, made up one of the best SSL crews and took home the bronze medal.

This summer, Eivind also competed in the 2014 ORC International World Championship, which was held between 4th-9th August in Kiel, Germany. He was helming a Norwegian TP52 named "Wolfpack" skippered by Thomas Nilsson.

As he himself admits, Eivind adores escaping the cold, dark Norwegian winter and testing his excellent form with sailing partner Mark Strube. In fact, the duo are determined to make a big impact in December. "Last year at the SSL Finals, it was a very nice experience to sail in such nice conditions and with some good competition to race against. Unfortunately, we did not do as



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good as we'd hoped for as we had some equipment breakages. Overall, it was exciting racing and I look forward to the racing this year.

"Regarding the Worlds, this year it was a new experience to sail with Bruno Prada for the event in Lake Garda. It is a special venue with some tight racing up against the shore line and always close and tough fighting for positions all the time. We did improve a lot during the Championship and we were very close to winning the event. About 3 seconds away actually.

"So my hope for the SSL final this year is that I can get revenge for some unfortunately close calls that did not go my way. This year I think I am prepared and I will race again this year, like last year, with the excellent Mark Strube. We will give it our best to do well and win the trophy this year. Again the SSL Final will boast a line-up of the very best sailors in the world and I look forward to taking them on and having lots of fun at the event. And Nassau is not just a nice place to sail. It is also a very nice place to escape to when winter sets in back in Norway."

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PR/SSLFINALS2014-009-ENG
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Greeks Papathanasiou and Tsotras in their first Star Sailors League Finals at Nassau

Nassau (Bahamas), 7 November 2014

Greece too will now be represented at the 2014 Star Sailors League Finals at the Nassau Yacht Club in the Bahamas between December 2nd and 7th. Just like the Caribbean islands, the Eastern Mediterranean nation is one of the world's most beautiful and famous yachting destinations, particularly for sailing. This is a country that lives on and by its sea, and is home to myriad stunning islands. Greece's cultural and holiday tourism accounts for around one fifth of its GDP, in fact. It has also produced high profile sailors of the likes of Emiliios Papathanasiou and Antonis Tsotras.

The Greek skipper with the highest ranking in the Star Sailors League (currently 11th) has five Olympics to his credit, four in the Finn (best result: fifth at Athens as well as three World silvers and one European Championship) and one in the Star at London. He triumphed several times in the two-seater boat in the District championship and collected some serious results in a string of impressive events, including second place in the Eastern Hemisphere, sixth in the Europeans and seventh in the Worlds this year.

Antonis Tsotras (skipper crew #8) has the honour and pressure of talking about their involvement in this class since the Star Sailors League began. Thanks to their steady commitment and progress, the Greek skipper's position in the ranking means they've qualified directly as part of the top 12 crews admitted to the Finals in the Bahamas.

« After the London 2012 Olympic Games, we were both off the Star class for one and a half years! Emiliios focused on managing his business and me on finishing my studies in economics at the University of Piraeus.

At the end of 2013, we decided to come back on the international circuit to achieve our goal which was to get one ticket for the SSL finals in Bahamas,

competing in the Nice Christmas Regatta. Although we only had short periods of training, we got onto the podium and a silver medal. After this event, as part of our two-campaign programme (Star and Finn), we did a lot of training in the Finn class during the winter as training partners and participated also in some Dragon and big boat regattas.

« Around May, we started preparing ourselves and our equipment for the big summer in the Star class. Our first stop was in Lake Balaton for the Europeans. We took fifth place and although we were a bit frustrated, we managed to take a big amount of points that in the near future would prove to be important. After that, our next stop in the fight for collecting points was the Star Worlds in Malcesine-Lake Garda. There, after a solid performance, we took seventh place and lost out on the medal on small details, competing against some of the greatest in the Star class! Our sailing continued to improve during this process and then found us on the peak of our form for this summer in Switzerland where we took a gold medal in the Brunnen Urnersee Star Trophy and a silver medal in the Star Eastern Hemisphere Championship. Even though we did a small number of regattas, our results were solidly in the top seven and we managed to climb on the top 12 of the SSL ranking list, something that gave us the opportunity to be on the greatest event of the year and achieve our primary goal.

« Being part of the great group of talented and famous sailors that will compete is an honour for us on its own. But this time, participation is not enough! We should not lie! Everybody wants to make his mark on this regatta and win. Some of our opponents have a better knowledge and experience of the beautiful waters of Bahamas and that is an advantage for them. But we are in a learning the procedure of the place, analysing as much as we can. We will try to push our strengths, such as starting in the line and downwind. We should not forget either that we have one more innovation from the Star Sailors League committee with the free pumping conditions, and, as Finn sailors, we will be able to "play on our stadium" downwind.

« But the most important advantage for us is the unique level of the Star Sailors League Finals. The level is so high that you don't even find it in the Olympic Games, and that for us is better than breathing. It boosts us to sail against the best of the best and is a chance you don't find every day. We will give our best to making our opponents unhappy when they see us close to them. So to



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conclude, we are sure we will see extreme tight races from all the competitors and big fights through the grande finale. We also hope that the League will grow over the next few years, including the Grand Slams!».

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PR/SSLFINALS2014-010-ENG
ONLINE VERSION : [http:// http://eepurl.com/74fCv](http://http://eepurl.com/74fCv)

Lawrence, Finn Silver Cup winner and J-24 World Champion makes his first Star Sailors League Finals with League vet Joshua Revkin

Nassau (Bahamas), 11 November 2014

Once again this year, there will be a very young US team at the Nassau Yacht Club, eager to be part of the record 2014 SSL Finals fleets. On his debut outing in the Star, Luke Lawrence will be flanked by Joshua Revkin, who competed in the 2013 SSL Finals, thanks to a brilliant season that ended with the Best Junior Crew title at the San Diego Worlds.

The Finals will be a unique opportunity to set himself new benchmarks, thanks to the presence of so many sailing greats. Robert Scheidt, Torben Grael, Freddy Loof, Mateusz Kusznierewicz, Luke Patience, Xavier Rohart, Diego Negri, Giles Scott and Jorge Zarif will be just some of the toughest rivals he'll be up against.

After taking 2 years off the Finn, Lawrence started off his year with a win in the Finn Medal Race at the ISAF World Cup in Miami (6th) and as the top American in a venue that is likely to be one of the trials for the USOT. In the course of 2014, Lawrence won the Celebrity Pro-am Nantucket, the J-24 US Nationals and then a J-24 World title, both on tactics. As a result of these finishes, his name has been thrown into the hat for the US Rolex Yachtsman for 2014, at just 24 years old.

Quotes from Luke Lawrence: "Growing up in Florida, with water as my main source of entertainment, my life of sailing began in the Hobie 18 at just 10 months old. It wasn't until I was age 12 that I took my own helm in the Laser. The passion was there but the love didn't come until the Finn at 19. The new technical avenue that intrigued me naturally made me drool on a Star until Augie Diaz took me out. Hooked I was and, needless to say, I am more than honoured to get the opportunity to race so many diverse champions in Nassau. Though It will not be easy as I have 12 kg to lose by then. The work is



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always worth it when you get to go against these guys in the most beautiful boats I've ever sailed."

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PR/SSLFINALS2014-011-ENG
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A Croatian team in the form of Ivan Kljakovic Gaspic and Ante Sitic joins the SSL Finals 2014 at Nassau in the Bahamas

Nassau (Bahamas), 13 November 2014

Ivan Kljaković Gašpić is one of the international sailing scene's top sailors. He has not only enjoyed huge success in the Finn but has also clocked up experience with other classes. The SSL Finals 2014 will provide him with an opportunity to pit himself against a class and a group of champions he has never encountered before. He will be flanked in his debut outing by expert bowman Ante Sitic, SSL Crew #29, who, in 2014, won the national Championship and the Distric XVII Championship as well as finishing eighth in the Star Worlds on Lake Garda.

Let's find out a bit more about him.

Born in Split, May 24, 1984, Ivan has a master's degree in finance at the University of Split. Most of his life has been spent at sea. He started sailing at age of 12 and quickly became hooked. He began sailing Optimist and became the Optis European Champion just two years later. Ivan then changed over to the Laser, before moving to the 4.7, the Radial and eventually a Full rig in 2002. When he won silver at the ISAF Youth Worlds, and was European Youth Champion in the Laser in 2003.

Q&A

How did your Finn career begin?

At the beginning of 2005, I switched to the Finn and the same year won Youth World and European titles in the class. Since then, I have been on a lot of Finn podiums, including six times at the Europeans, and I took one bronze and one silver medal in the Worlds. I've also had a lot of World podiums and I've competed in the Olympics twice.



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What other sailing experience do you have?

I've also tried sailing big boats, including briefly in the AC world series on 45ft AC cats with the Green Comm racing team. It was great fun, but didn't last long due finances. I'm still doing a bit of big boat sailing when I'm not with in the Finn. My hobby is windsurfing and my favourite wind is +35 knots when it starts to be fun and tough. The more breeze, the better! I also love free-diving spearfishing which I do in summertime in Croatia in the beautifully clear blue water there. It calms me down and relaxes my mind and body after sailing.

What's your training schedule like?

I do a lot of training. I have been doing my fitness programme since I was 13 with a full-time coach who has become like a brother to me. I like mountain biking, snowboarding and also love spending time in the gym. It's hard to say how many hours I put in sailing as I sail a lot and love it so I don't keep the track. I have my own family now too, a wife and beautiful three and a half year old daughter. So it's tougher to train, mentally and time-wise. It is hard but they are also my biggest support and I am grateful to have them around me.

How do you like being a professional sailor?

Sailing as a life is a great call and I am happy to be making a living out of my passion. For now I can make my living out of sailing thanks to sponsors, mainly Team Fantastica and others, plus the big boats. I definitely would love to continue like this and someday be part of big racing teams in the America's Cup or Volvo. My dream is to participate fully in those events, but only time will tell...

Career highpoints?

The biggest moment was so far was this Silver medal at the Santander Worlds. After having a tough time after the London Games, it was difficult to come back, but I managed to do it and that makes me proud and happy. Back home sailing isn't that popular, but that is slowly starting to change. Sailors are



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beginning to get recognised as great sportsmen but still it is hard to be seen as on a par with bigger sports like soccer, tennis, etc.

What kind of expectations do you have for the SSL Finals in the Bahamas?

Star sailing is great sailing. Great boat, great sailors and great friends around. I love it as it reminds me a lot of the Finn. The SSL is a great project and a breakthrough in sailing. I hope it outlives all of us now to prove that sailing is a truly great sport with great athletes. Also looking back to last year's Finals, I was wishing I could take a part and now here I am. It is a wonderful feeling being able to sail neck-and-neck with all the best sailors I read about in the yachting magazines in my early sailing days. This is like a dream come true. It will definitely be fun racing with all the Finn sailors around and also a lot of former Finn sailing legends... Can't wait!

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FINALS 2014

PR/SSLFINALS2014-012-ENG
ONLINE VERSION : <http://eepurl.com/8n4Sj>

France now also represented in the 2014 SSL Finals in the Bahamas: Xavier Rohart, #4 in SSL Ranking

Nassau (Bahamas), 14 November 2014

One of the founders of the Star Sailors League, Rohart will also be the standard-bearer for France at next December's historic regatta in the Bahamas. The second edition of the SSL Finals will be even richer and more varied than last year's on every level: there will be more champions plus better technology and communications at what promises to be a spectacular event thanks to the normally very reliable weather and the large group of topflight sailors taking part.

Even in this record fleet, however, Rohart has one of the best CVs. Early in his career, the Frenchman sailed both the Finn and the Laser, but eventually settled on the Finn, first qualifying for the Olympic team in 1992. At the 2000 Games, he just missed out on a medal, finishing fifth. In 2001, Rohart began sailing Star class boats for fun, while continuing to train in the Finn. But a 12th place finish at the 2001 Worlds prompted him to switch to the Star for the Athens Games. At the 2003 Worlds, Rohart and his crew, Pascal Rambeau, won gold, and went on to win bronze in the Athens Olympics. Since the 2004 Games, in fact, he hasn't finished out of the top ten at a Star Worlds. In 2005, he won gold and, a year later, took bronze. In 2008, he finished ninth, but won the Rolex Miami Olympic Class Regatta. Xavier Rohart competed in his fourth Olympic Games in 2008, skippering the Star class, and his fifth in London 2012. In 2013, he came in fourth at the Star Worlds in San Diego. His crew Pierre-Alexis Ponsot now also works with him at the French Ecole Nationale de Voile.

Star-wise, so far in 2014, Rohart has finished fourth the Bacardi Cup in Miami, won the French Championship and competed in the Worlds at Malcesine in which he failed to finish in the top 10 because of an error in the last start.



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Quotes from Xavier Rohart: "I'm impatient to sail in those warm waters again so I can push myself and my team against some of the best sailors in the world. Preparation time is a bit short but I have my best gear with me and I will try to use some of the knowledge we built up last year... I'm keeping in mind that we won the first race of the final day too! I'm also impatient to see how the SSL is growing and achieving some of the goals we dry after the London OG. It will be a good time to share with other sailors also!"

Quotes from Pierre-Alexis Ponsot: "Our goal is to do a better job than last year. We hope to be able to reach a Top 3 position at the end of the event. Being on the podium would be incredible! We can't wait to go out with the boat and see what we can achieve. Being in such a large fleet is very exciting and I'm really looking forward to it". About the race format: "That's a very interesting and exciting format for sure. The pressure keeps mounting and you can feel the drama building up as you move on with the races".

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FINALS 2014

PR/SSLFINALS2014-013-ENG
ONLINE VERSION : <http://http://eepurl.com/8zrPP>

The Nassau Yacht Club also brings Kiwi Josh Junior's debut in the Star thanks to the 2014 Star Sailors League Finals

Nassau (Bahamas), 17 November 2014

Laser, Finn and finally, quite literally, a Star debut. The natural course of things for many, including Josh Junior, courtesy of the 2014 Star Sailors League Finals which takes place in the Bahamas the first week in December. An easy to remember name that is actually Joseph Jon Joshua Junior, something of a record number of Js in anyone's initials. A warm, bright, open character who is both extremely cordial and very, very competitive. Josh Junior made his sailing bones at the Worser Bay Boating Club in Wellington, having been encouraged into the sport by his father's passion. He started off with the Optimist and then the 420 before moving on to the Laser for which he earned a silver medal in the 2007 ISAF Youth Sailing World Championships in his last year at school. Since 2008, he has been moving continent to continent, alternating study, work and training. He finished 11th in the Laser Worlds in Canada in 2009, having financed the trip himself. The following year, 2010, all the hard work really paid off when he was sixth in the Worlds in Britain and second in the ranking even though he unfortunately did not qualify for the Olympics. Since 2012, Josh Junior has been focusing on youth training and promoting his native city through the Wellington Spirit Sailing Team. In the same period, he moved onto the Finn also, taking home impressive results such as a ninth place finish in 2013 and fifth this year in the World Championships (he was the best of the non-Europeans) behind class experts, and old and new faces from the Star Sailors League. Josh Junior also took a major victory in the Worlds test event at Santander in 2013.

Josh Junior quotes: "I had a great season in the Finn, and finishing fifth at this year's Worlds was really cool. I never sailed in the Star before, but I am really looking forward to a new and exciting challenge, and the Bahamas won't be too bad either! "It is going to be really amazing to race against some of the world's most famous sailors. Torben Grael and Robert Scheidt have achieved a



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lot and are two people I really look up to, so to get the opportunity to race them will be incredible."

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FINALS 2014

PR/SSLFINALS2014-014-ENG
ONLINE VERSION : http://eepurl.com/8Nw_f

Star World Champion 2014 Robert Stanjek in the SSL Finals with Claus Olesen: "It is probably the most impressive entry list since the last Olympic Games"

Nassau (Bahamas), 19 November 2014

Robert Stanjek will be attempting to bring a stunning 2014 season to a fittingly impressive conclusion in the big upcoming Finals in Nassau in two weeks' time. The second half of the year has proved particularly rewarding for the German sailor. In July, he and his friend and companion in many sailing adventures, Fritjhof Kleen (who is being replaced in the Bahamas by Dane Claus Olesen because of an injury) won the Star World Champion title, triumphing in a fleet of 87 boats at Malcesine on Lake Garda, and earning themselves a place in the annals of the sailing greats. Stanjek's name was engraved on the cup that already sports many of the most famous names in sailing. The legendary likes of North, Elvstrom, Conner, Blackaller, Melges, Straulino, Cayard and many Star Sailors League Finals 2014 competitors, including Scheidt (3 times), Loof and Rohart (twice) and Grael (once), Kusznierevich and Szabo, have won it, in fact.

Thanks in large part to the 2,500 points assigned to the winning team in the Star Worlds and seventh place in the SSL Finals 2013, Stanjek now has 4,524 points in the Star Sailors League Skipper Ranking, and is lying third behind Diego Negri (7,023) and Augie Diaz (4,819). His closest rivals, which include the 11 other skippers with more than 4,000 points, are Xavier Rohart (4,384) and Robert Scheidt (4,005).

Stanjek is also well known in the offshore and blue water racing worlds. This year, he also competed in the Gazprom Swan 60 Class and the Rolex Middle Sea Race aboard Esimit Europa 2.



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QUOTES: "Unfortunately Frithjof (Kleen) injured his knee very badly. He is well on the way to recovery but he will not be able to race in December. However, I am very confident we will be back competing again next year. For the Bahamas, I will team up with Claus Olsen from Denmark. He is a good friend of mine and a very experienced sailor who represented his country in two Olympic Games and sailed in the America's Cup. I am very happy and it is a big honour to sail with Claus. Our goal is to reach the very last final race. But even more importantly, we want to see all the old dudes, have a great time and do some fair racing."

About the SSL Finals

"It is probably the most impressive entry list since the last Olympic Games. It is fantastic that it is also bringing in top sailors from other classes to the competition. When I was young, I used to follow the World Match Race tour with all the big names and legends that were competing at that time. Now it seems the SSL final is bringing together the 20 best young sailors in the world. I am really happy to have qualified and to be racing in this quality competition once again."

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FINALS 2014

PR/SSLFINALS2014-015-ENG
ONLINE VERSION : <http://goo.gl/2unoKI>

Introducing Mateusz Kusznierewicz & Dominik Życki representing Poland at the 2014 Star Sailors League Finals in Nassau

Nassau (Bahamas), 21 November 2014

Kusznierewicz & Życki haven't sailed together at all since finishing second in the first SSL Final in Nassau in 2013. Both men have been so busy at work that they are only managing to snatch a few minutes here and there to follow the progress of the Star class live online during the main events. With the exception of a few days' cruising on Gdansk Bay, Mateusz has not been out at all this season, in fact. Dominik has managed to spend a bit more time on the water, competing in four Dragon regattas in a superb Swiss team made up of helmsman Dirk Oldenburg and Australian tactician Paul McKenzie, who will be familiar to most of the Star sailors. That aside, Dominik also worked as coach and helmsman to a group of sailors hoping to improve their skills with the new Jeanneau Sun Fast 3600.

During this particular period, Mateusz was focusing entirely on his new business venture, working almost 18 hours a day with a 60-strong team on the tech project. ZOOM.ME launched in Poland recently and will soon be available in other nations also. ZOOM.ME is a very clever electronic photo frame which uses photos sent from smartphones. In his precious few days away from the business, Mateusz plays golf, his other great passion after sailing. He is an established player, having finished well in some of the leading Polish and international tournaments.

Dominik is currently working full-time for the highly-regarded Polish yachting magazine "Zagle", where he is technical editor. His job mainly entails testing sailing and motorboats so he has spent the autumn travelling around Europe, tracking down interesting craft. His final test of the year was on November 19th in the already-snowy, freezing Masurian Lakes, so he is more than happy at the prospect of warm, sunny Nassau.



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"We are looking forward to the Star Sailors League Final this year! The starting list is incredible, so it's an honour for us to compete against them! There was a great atmosphere during 2013 Final and that will make it especially good," says Mateusz. "I'm very interested in the idea of grand slam regattas in the future. I really appreciate what Michel and his friends from Star Sailors League have already achieved!"

"It is a great idea to organize a grand slam regatta circuit," says Dominik. "But it is also really hard to get everything to together to make it work well. So I'm really impressed with what Michel has done already and I'm keeping my fingers crossed for the future of the Star Sailors League. I'm also very happy that we've qualified for the Final this year! It's great to meet friends and all the other guys who love sailing and the Star class!"

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FINALS 2014

PR/SSLFINALS2014-016-ENG
ONLINE VERSION : <http://goo.gl/4JfQbn>

Robert Scheidt talks to us just a few days before the Nassau start

Nassau (Bahamas), 24 November 2014

How do you feel inside?

I feel very calm. Myself and Bruno have tons of experience with the Star. We've been competing together for 10 years now. While it's true that we didn't get much time to train together this season because of our commitments with the Laser and the Finn, we are confident we can do well. We know the boat and, like I said, we're not short on experience. We think we will have time for some short but very intensive preparation before we get to Nassau and that will get us back to the good place we were in last year and the fastest speed possible.

And physically?

We're fine. We worked very well together all year. Nonetheless, we're a little lighter now. We've both lost a bit of weight. That isn't a great thing but we will do our best with what we have.

What are you doing in these pre-start days?

Athletic preparation aside, I am spending a lot of time with my family. I was just back from more than two weeks' training in Brazil, so I wanted to make the most of the time I had to be with my wife and kids in the open air. Lots of walks and visits to playgrounds.



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And after the Final?

Immediately after the SSL Final, we'll all be heading to Brazil for the final competition of the year which are Olympic trials. My wife Gintare will also be competing in the Laser Radial, in fact.

Brazil has a brilliant team this time!

Yes, my nation's teams will be looking good at Nassau because we do more sailing in the Star than most. After Diego Negri, who has trained more than any of us, I think that Torben, Jorge and Marcelo, who did a regatta in Brazil just last week, will be coming to Nassau well warmed-up and in fine fettle.

How do you think the regatta will be?

The SSL Finals will be a really tough series. Torben is always very strong. He's got loads of experience too. A really outstanding sailor. It will also be great to sail against Freddy Loof again. We haven't seen each other since the Olympics. The standard is even higher than it was last year too.

So what will you be doing to come out as well as possible?

As ever, the most important thing is to improve every day and every race. But what really counts is to get everything absolutely right on the final day. We will be trying to develop even further and get to a good level in the final part.



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What podium do you see happening?

That's very difficult to predict. Freddy is a definite possibility for being out front. Diego has done a lot of training, Mateusz has pulled off some great surprises with very little training too. And then the Finn sailors could also do very well – they have been world champions for the last two years.

How do you see your performance unfurling and what goals have you set yourself?

It will be tough but that will also make it very good indeed. When the standard is so high, every tiniest mistake will cost you dear. But in the end, we're also going out there to enjoy ourselves. We'll try to do our best but without the pressure of an Olympic class Worlds. We will do our best to give something good and significant back to the SSL in return as it is really doing a fantastic job. It's an excellent thing to give young sailors from other classes in particular this opportunity because they have the chance to sail with top class boats against the best sailors in the world.

What else are you excited about this year?

The live footage. Last year it was great: lots of people told me how great it was to watch the racing. This year it will be even better with the live action: the boats, the waves, the air, the starts. The Star is the most beautiful boat afloat. And the live feed will make the whole show even more spectacular.

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FINALS 2014

PR/SSLFINALS2014-017-ENG
ONLINE VERSION : <http://eepurl.com/9myNX>

The Star Sailors League makes a triumphant return to Nassau for a second outing with a huge showing of leading champions and even faster, sharper live streaming

Nassau (Bahamas), 25 November 2014

The Star Sailors League Finals returns to the Nassau Yacht Club between December 2nd and 7th for the second consecutive year, this time with a fleet of 20 boats.

This Bahaman event is about much more than just sailing, however: it promises a blistering week of high emotion, passion and dazzlingly action that will deliver a unique display of sporting prowess from a slew of champions. All in an easy-to-grasp and see format that even non-sailing folk will understand perfectly.

As promised at the end of the SSL's maiden edition, this new chapter has an even higher champion-count and even more refined technology designed to immerse viewers in the short but spectacular live-streamed races as they unfold.

The now-famous international Bahaman outing will once again deliver an event that will go down in sailing history thanks to an incredible number of superstars on its entry list. Robert Scheidt (BRA), Torben Grael (BRA), Freddy Loof (SWE), Mateusz Kusznierewicz (POL) and Xavier Rohart (FRA) are probably the most famous names because of their Olympic medals, but the fleet also numbers many other equally competitive entrants. The top three names on the Star Sailors League ranking list are, in fact, Diego Negri (ITA), who has held a solid lead since summer having missed out on the world title by a whisker last year, Augie Diaz (USA), the Miami living legend in not one but several classes, and 2014 Star World Champion and all-round sailing wunderkind Robert



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Stanjek (GER). The list of skippers that qualified automatically for the Final because of their position on the ranking list also includes skipper: Johannes Polgar (GER), European Champion 2010, George Szabo (USA), 1 Gold and 2 Silver Stars, Mark Mendelblatt (USA), 1 Silver Star and third in the SSL Finals 2013, Eivind Melleby (NOR), third in the Worlds 2014, Emilios Papathanasiou (GRE), and Marcelo Fuchs (BRA). But that's not the end of the sailing superstars by any means: Luke Lawrence (GBR), silver medallist in the 470 at London 2012, is also coming to Nassau and some of the world's finest Finn sailors are also in the fleet too, not least Jorge Zarif (BRA) and Giles Scott (GBR), World Champions in 2013 and 2014 respectively. Other highly-ranked, up-and-coming stars include Ivan Kljaković Gašpić (CRO), Luke Lawrence (USA) and Josh Junior (NZL).

An average of one olympic medal per boat

Statistics lovers will be delighted to know that the fleet competing in the Bahamas is probably the strongest ever seen in a single competition thanks to the incredible number of medals held by the sailors making it up. The bag of medals clocked up by skippers and crew in the Olympic classes alone is astonishing: 20 in Olympic Games (6 golds, 5 silvers and 9 bronzes) and a massive 73 in World Championships (33 golds, 24 silvers and 16 bronzes).

An intense calendar and a hot, modern format

The Star Sailors League Finals 2014 regatta takes place over the four days between December 3rd and 6th (the 2nd is the opening day and the 7th is a reserve day).

This is the second such Star event and features a new race format for all 20 boats. The action kicks off with 3 days of regatta-style racing with no more than four races per day and a maximum of nine races in all. The aim of the first 3 days is to establish which crews will go forward to the final day which, once again, will be split into 3 races but these will be eliminators: the first will see 10 boats lining out, the second 7 and the last just 4.

The big news in 2014 is that the winner of the qualifying races will go forward directly to the semi-final of 7 boats. Consequently, the crews that qualified in



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second to 11th positions will compete in the quarter-finals but only the best 6 will go forward to the semi. Then, only 4 will make it to the grand finale that will decide the overall winners.

Impressive prizes, trophies and points

Once again this year, \$200,000 will be awarded in prize money, to be divided between the entire fleet. This is an important step towards achieving one of the SSL's primary objectives: to make it possible for sailors to make a decent living from the sport. Prizes also include the perpetual Sir Roland Symonette Trophy awarded to the winning team in the Star Sailors League Finals, the Best Skipper of the Year award (Dennis Conner Trophy), while the Best Crew of the Year will receive the Andrew Simpson Memorial Trophy, in memory of the late British Star sailor. As happened last year to Robert Scheidt and Bruno Prada, the winning team will be awarded 4,000 SSL points, the highest allowed for under the Star Sailors League Ranking rules.

Live action also on mobile devices and more

Spectators from all over the world can watch the live HD streaming of the racing from any mobile device. There will be two cameras on the water and back-up from 3D Virtual Eye, which is also used in the America's Cup and Volvo Ocean Race. This makes the races easy to see and understand for everyone. The cherry on the cake is that the technical commentary will include our patron, four-time America's Cup champion Dennis Conner, one of the world's leading sports celebrities.

Dedicated videogame

The world's leading online sailing community, Virtual Regatta is also dedicating a special edition of its Inshore Game to us once again this year. During the race days, the SSL Finals 2014 will be the only inshore race available to the portal's many hundreds of thousands of players.



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International and local audience

A throng of media from the America and Europe is also attending the events this year. Agencies, photographers, newspapers, magazines, website, TV are all represented. As happened last year, the Press Office is organising a press conference for local media and will also be issuing a daily press release, photos and video footage in a variety of languages.

About the Star Sailors League

BORN FROM SAILORS FOR SAILORS (SSL'motto)

The Star Sailors League is a new sports promotion company headquartered in Lausanne, the world capital of sport. In the space of a single year, the company has supported and organised events in Italy, Switzerland, the United States and the Bahamas.

Its ultimate goal is to be able to stage SSL races using a company-owned fleet of 30 Star boats within a few years. These will not only be sent around the world for SSL events, but will also be chartered by top athletes and rookies wishing to participate in other Star Class events. The SSL will organise training camps to help integrate rookies with the existing "Legends of Sailing". Top athletes will always be present during these camps.

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FINALS 2014

PR/SSLFINALS2014-018-ENG
ONLINE VERSION : <http://goo.gl/LRMJUP>

Introducing German duo Johannes Polgar and Markus Koy

Nassau (Bahamas), 28 November 2014

There is one team in the SSL Finals 2014 that grabs the attention like no other for two very simple reasons: its ever-present Audi logo and the impressive 2.02 metre height of its bowman. We're talking, of course, about Johannes Polgar and Markus Koy, who make up one of two German duos in Nassau this year, along with 2014 World Champion Robert Stanjek.

Polgar and Koy have been strong sailing partnership for many years now and finished fifth in the 2013 Star Sailors League Final with just Scheidt-Prada, Kusznierevich-Zycki, Mendelblatt-Fatih and Negri-Lambertenghi in front of them.

This year, "Jojo" and Markus won the prestigious Heinz Nixdorf Trophy at Lake Möhnesee in 2014 and finished 10th at the Star Worlds at Lake Garda.

Jojo also won the German Championship in the German Sailing League this year (a series of 6 races) with the Norddeutscher Regatta Verein as well as working in the marketing department of AUDI AG in Ingolstadt, where he is in charge of Audi's German involvement in golf, DTM motorsport and, naturally enough, sailing. Last but not least, Jojo helmed a Swan 60 at the Copa del Rey at Palma in Mallorca for Team SGM.

Markus, on the other hand, took over North Sails' German one design division, coached in a variety of different classes (M32, J70, Dragon, etc.) and also did some work as a commentator for Kieler Woche TV and the German Sailing League.



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Polgar declared: "The SSL final is our absolute season highlight in 2014! We did not have much chance to prepare well, but just the same as last year, we will fight hard to try and stay in the race until the finals. We expect extremely close sailing in an outstanding fleet, including even stronger competitors than last year. Make sure you follow the event live and online!"

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FINALS 2014

PR/SSLFINALS2014-019-ENG
ONLINE VERSION : <http://goo.gl/cMsrNq>

Torben Grael, the most successful Star sailor at Nassau, and Diego Negri, SSL ranking list #1, 2 days before the start of the SSL Finals

Nassau (Bahamas), 1 December 2014

There are now just 48 hours to go to the start of the second Star Sailors League Finals and the air at the Nassau Yacht Club is fairly buzzing with expectation. Tension is building for a regatta that will go down in the history not only of the class, but also the Bahamas and sailing itself. Aided and abetted by a good fresh wind which looks like it will be with us for another couple of days, and the arrival in dribs and drabs of the champions sure to make this a truly unique and memorable event once again. This may just be the largest group ever of such high-level sailors in one event. That fact alone will guarantee a fabulous show, streamed live and at very high quality on the four days of racing with extra input from Virtual Eye. This is the kind of sailing everyone adores and that is accessible to all. And now it is even easier for the public to enjoy and understand.

After the first deceptively relaxed test and setup days, we spoke to two of the protagonists about how they were feeling: Torben Grael (BRA), the Brazilian champion with 5 Olympic medals to his credit in addition to a Volvo Ocean Race with Ericsson 4 and the Louis Vuitton Cup with Luna Rossa, and Diego Negri (ITA), an expert Star sailor, vice-World Champion in 2014 and #1 on the Star Sailors League ranking list.

Interview with Torben Grael

“After a break, we began sailing more consistently in 2013 and then upped it again this year so that we took part in the North American championship. Then we also had various regattas in Brazil, including the district and national championships and the World Championship at Malcesine.”



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How does it feel to be competing in the Finals?

"It is great to be competing at this level again even though time is very tight for both of us for obvious reasons. Practically speaking we'll be spending more days on the water competing than we did for training. But it's enough to have fun."

How was your first outing in the Bahamas

"Good wind, good waves. Almost four hours. Great fun. We haven't sailed in these conditions for a while now. In Brazil, where we live, it's a bit lighter. Over the next few days, we won't be just tuning the boat but getting a handle on things too."

Expectations?

"It's a fleet of genuine champions and so it's a big challenge. When the standard is this high, it's always fantastic but also more difficult. I really can't predict our level yet if the wind stays this high. We'll see."

Brazil is lining out Robert Scheidt, Torben Grael and another very promising youngster...

"Jorge Zarif is a fantastic Finn sailor but he'll do very well here too. He has a highly experienced bowman. I think he'll be competitive all right."

Brazil produces a lot of champions

In Brazil, we've always had a very high standard in the Star. And that's what makes it so interesting and fun. It's a technical boat in which the experienced sailors can really use what they know. I think that's why so many people like it.



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Interview with Diego Negri

How do you find the Bahamas this year?

Excellent. Having been here last year is an advantage. We know the racing field...and we immediately went back to all the best places for dinner in the evenings too!

What's your plan in the build-up to the racing?

We'll be devoting the next couple of days to getting the boat right. It's not the same one we used the last two years but it is a very similar Folli. At the moment it seems to be going very well and, rule-wise, we almost immediately found the right setting.

Any concerns?

We have to get a handle on these conditions. The wind forecast for the entire week is at least 18 to 20 knots. It doesn't often happen that you'll have such a high wind so steady for so long. But we have an advantage over a good section of the fleet because we raced in the Star throughout the entire season. But we will have to take some time to get used to the conditions.

Expectations?

Every regatta has its own story. We tried to prepare for this event as best we could too. Clearly, other commitments and availability issues mean we couldn't devote ourselves full time but we still did everything possible to get ourselves physically ready. And the materials are pretty good too.

What do you think of this event?

First and foremost, it brings the Olympic fleet back together again plus there are excellent wildcards too: all youngsters, mostly from the Finn, who are in brilliant shape because they are facing into an Olympic campaign. Even the latest arrivals are hugely technically skilled: they won't have any great difficulty in mastering the boat. They all deserve a mention. Graef always has



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an ace up his sleeve and could be a real surprise. Scheidt is the same. Even though he is dedicating himself to the Laser, he's still the reigning SSL Finals champion. Kusznierevich, on the other hand, is a real departure from the norm: the less he sails, the better his results in competition!

What do you think of your position on the ranking list?

I really had to sweat for it. I started off quite low in 2013 and I struggled to get to the section of the fleet that went forward to the finals. Then in this very event last year (which gives you more points than any other), we did brilliantly with our first victories in the series, and we got to the final race with just four participations. That made us committed. We kept sailing and getting results and we're still having fun. Nonetheless, the number can be an advantage because the others are watching you. They focus on you more and everyone knows we are fast. One more reason for us to give it our all.

You've grown, hand in glove with a very skilled bowman.

Sergio [Lambertenghi] didn't need to do much growing, frankly. He already had huge experience. But maybe he had never met a helmsman that could bring him to such a high level before. He was a bit of an ugly duckling who turned into a swan. I have to acknowledge that he really took all the workload and commitments we set ourselves to move up the ranking and be part of the fleet for the Finals, in his stride. Overall, we've exceeded all expectations. We came within a hair's breadth of the world title in July, we won the Eastern Hemisphere in Switzerland and now we're back here, still ambitious and still hungry for results....

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FINALS 2014

PR/SSLFINALS2014-020-ENG
ONLINE VERSION : <http://eepurl.com/-djxb>

Day 1 - SSL Finals 2014. Scheidt leads ahead of Mendelblatt with SSL rookie Zarif third

Nassau (Bahamas), 3 December 2014

It was a perfect first day for the second Star Sailors League Finals in Nassau with sun and wind in abundance. The racing had it all, including a lots of jostling around the marks, collisions, penalties and, most importantly, neck-and-neck finishes with surprise winners.

The new HD live streaming introduced this year together with Virtual Eye 3D sport graphics, worked perfectly with thousands of fans connected online, ensuring that the SSL Finals really are for everyone. Today's winners were Mark Mendelblatt and Brian Fatih, Robert Scheidt and Bruno Prada and Jorge Zarif and Henry Boening. The series is scheduled for nine qualifying races over three days. The progressive elimination will lead to the grand finale on Saturday.

In Race 1, Americans Mendelblatt and Fatih took an early lead after a good start and the Virtual Eye 3D graphics showed them leading for at least 95% of the one-hour race. At the first mark, their nearest rivals were Diego Negri and Sergio Lambertenghi, followed by Robert Scheidt and Bruno Prada. But the first shake-up of the race wasn't long to arrive. The Brazilians were slapped with a penalty, which they took immediately. In Leg 2, Eivind Melleby and Mark Strube began moving up the fleet, posing a real threat to the leaders. In Leg 3, Emiliios Papathanasiou and Antonis Tsotras gave the Americans plenty to worry about. The second windward leg put the result on a knife-edge. The finish was a real thriller, Mendelblatt and Fatih, Papathanasiou and Tsotras and Melleby and Strube, all crossing the line within a few blistering seconds of each other.

Race 2 was a totally different kettle of fish. The wind speed decreased and shifted to the east, which caused a few upsets in the result. Germans Johannes Polgar and Markus Koy got away to a fine start, but were overtaken by Scheidt and Prada and Rohart and Ponsot before the top mark. On the



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second windward leg 2014 Finn World Champion Giles Scott was the surprise contender, putting in a very impressive performance just a hair's breadth behind the big boys. By the end of the race, Scott and Milne had achieved a remarkable fourth place against glittering opposition. New Zealand rookie Josh Junior partnered with Bahamian Myles Pritchard put in a stunning performance to score sixth place. Unfortunately, a damaged mast resulted in Brazilian duo Marcelo Fuchs and Ronald Seifert retiring from Race 2.

Race 3 produced a tightly fought finale to the first day. After the race committee moved the top mark to the east, the light airs race was tense with the Star teams swapping places throughout. Scott and Milne zipped to the fore and led at the start. Loof and Ekstrom found a good breeze line in the centre of the course and rounded the windward mark in pole position. However, a day full of surprises continued with two-time Finn World Champion Jorge Zarif partnered by Henry Boening taking the lead on the second leg. 2013 Star Sailors League champions Scheidt and Prada were applying immense pressure on the last upwind leg but Zarif and Boening held on to the lead. Scheidt and Prada are a dominant force downwind but Zarif and Boening held their nerve to win by 19 seconds.

After three races with a discard still a possibility, Scheidt and Prada lead the fleet by a single point from Mendelblatt and Fatih. Zarif and Boening's dramatic win in the last race has propelled the young Brazilians into third place, on a count back from Rohart and Ponsot as well as Loof and Ekstrom.

To sum up the first day of racing at the Star Sailors League Finals in Nassau-competitive! Just three points separate third from ninth place and the reigning champions, Scheidt and Prada, could only manage one win from three races.

Racing on Day 2 is scheduled to start with a warning signal at 11.00 am local time. Watch all the action live at: live.starsailors.com



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Provisional ranking after three races with one discard:

1° - Scheidt/Prada (BRA) - (7)+1+2 = 3

2° - Mendelblatt/Fatih (USA) - 1+(10)+3 = 4

3° - Zarif/Boening (BRA) - (13)+7+1 = 8

4° - Rohart/Ponsot (FRE) - 6+2+(13) = 8

5° - Loof/Ekstrom (SUI) - 4+(12)+4 = 8

6° - Polgar/Koy (GER) - (9)+3+6 = 9

7° - Scott/Milne (ENG) - (15)+4+5 = 9

8° - Negri/Lambertenghi (ITA) - 5+5+(10) = 10

9° - Papathanasious/Tsotras (GRE) - 2+9+(9) = 11

10° - Junior(NZL)/Pritchard (BAH) - 8+6+(18) = 14

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PR/SSLFINALS2014-021-ENG
ONLINE VERSION : <http://eepurl.com/-jUr9>

Day 2, SSL Finals 2014. Mendelblatt leads followed by Scheidt and Polgar

Nassau (Bahamas), 4 December 2014

Today brought another great day's sailing in the Bahamas for the Star Sailors League Finals 2014. Once again the action was dominated by Americans Mendelblatt/Fatih, who snatched the leadership from Scheidt/Prada two-thirds of the way through qualifying. Spectators were treated to three races, in great wind, featuring fiery duels between the 20 excellent teams invited to this top-level event. Once again, a large following of fans watched the action live at live.starsailors.com. They witnessed a rare spectacle indeed: up-close-and-personal sparring, high tension manoeuvres and errors, surprise results and much more besides. All live in HD from the water backed up by Virtual Eye 3D sports graphics. To top it all off, the event's main patron's four-time America's Cup winner and former Star Class World Champion, Dennis Conner, paid a visit to the studio.

15 to 20-knots of wind set the tone for the first race of Day 2 and the fourth in the Star Sailors League Finals. After an excellent start, Mark Mendelblatt and Brian Fatih held onto their lead for the duration. Leg 1 brought lively sparring all the way to mark between the illustrious Germans Johannes Polgar and Markus Koy, Robert Scheidt and Bruno Prada, and Torben Grael and Guilherme de Almeida. The Americans rounded the windward mark first, followed by Polgar and Koy. Scheidt and Prada missed the first turn at the top buoy, losing four positions in a very close-knit race. In Leg 2, Mendelblatt and Fatih extended their lead on the rest. In the end, somewhat surprisingly, the first 10 across the line were Mendelblatt, Polgar, Loof, Kusznierevich, Grael, Negri, Scheidt, Stanjek, Rohart and Gapsic with provisional overall leadership of the regatta going to the Americans.



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The fleet stayed tight in this 2nd race of the day with excitement at every mark. Negri and Lambertenghi hit the front at the first upwind mark, as Papathanasiou and Tsotras scampered out of the way to avoid a collision. Melleby and Strube did a penalty turn just before the first downwind, but recovered to finish 13th. Negri and Lambertenghi and Rohart and Ponsot sparred for first place downwind, with just 20 metres between them. After a poor start, Scheidt and Prada clawed their way back to the top four in the final leg, battling hard with Rohart and Ponsot and Gaspicand Sitic. The Croatians stayed in the top five overall after finishing 4th. Junior and Pritchard started the final leg in 6th and hung on in the top 10 overall, while Mendelblatt and Fatih led 150 metres at the line to take their second win of the day and now top the qualifying ranking.

In Race 6, the wind picked up and the current intensified. Loof and Ekstrom started behind everyone else but then zeroed in on the top 5 after the second leg. Graell and Almeida had a great start, but could only finish in 9th. Three of the four Brazilian teams worried the leaders throughout. However Zarif and Boening challenged early on, this time securing 3rd behind Mendelblatt and Fathi and Scheidt and Prada. After a fine start, Polgar and Koy took the lead at the second buoy and held it to the end. Adrenaline was high for the five leaders of the pack, helping them pull away in the final legs. Szabo and Natucci followed in 6th their best performance yet.

At the end of Day 2, the provisional rankings are topped by Mendelblatt and Fatih, a comfortable 10 points ahead of Scheidt/Prada and 13 in front of Polgar/Koy. Tomorrow evening, winner excluded, the crews ranked from 2nd to 11th will go forward to the final phases of the event. The winner from the qualifying races will get a bye for the first race. Up to three races may still be competed in the eliminators, but right now, there are six teams separated by less than 10 points.

3 races are scheduled for tomorrow with the first warning signal at 1100 local time with fierce competition expected to the very last.



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Provisional ranking after six races with one discard:

1. Mendelblatt/Fatih (USA) - (1+[10]+3+1+1+2)
2. Scheidt/Prada (BRA) - 18 pp ([7]+1+2+7+4+4)
3. Polgar/Koy (GER) - 21 pp ([9]+3+6+2+13+1)
4. Loof/Ekstrom (SWE) - 22 pp (4+[12]+4+3+6+5)
5. Rohart/Ponsot (FRA) - 29 pp (6+2+[13]+9+2+10)
6. Negri/Lambertenghi (ITA) - 29 pp (5+5+[10]+6+5+8)
7. Kuszniereicz/Zycki (POL) - 36 pp (10+8+[12]+4+7+7)
8. Zarif/Boening (BRA) - 37 pp (15+7+1+[17]+11+3)
9. Scott/Milne (ENG) - 39 pp ([13]+4+5+11+8+11)
10. Gaspic/Sitic (CRO) - 46 pp ([14]+14+7+10+3+12)

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FINALS 2014

PR/SSLFINALS2014-022-ENG
ONLINE VERSION : <http://eepurl.com/-rCS9>

Loof wins Star Sailors League qualifiers ahead of Scheidt and Mendelblatt. Last day's racing LIVE in HD from Nassau Saturday

Nassau (Bahamas), 5 December 2014

The third and final day of qualifying in Nassau was high-tension indeed. The Qualifying Series winners, Freddy Loof and Anders Ekstrom will skip the first race tomorrow and go directly to the semis finals. Ten crews will contest the single race quarter final: Scheidt/Prada, Mendelblatt/Fatih, Negri/Lambertenghi, Zarif/Boening, Rohart/Ponsot, Kusznierevich/Zycki, Stanjek/Olesen, Gaspic/Sitic, Scott/Milne.

The top six will then join Loof for another single race semi-final and the top four will have a sudden death final race. Today's final three races in the nine race qualifying stages were high octane with over 30 knots blasting from the north east onto the race track and later in the day, adverse current produced a significant sea state.

In Race 7, Scheidt and Prada were main contenders for pole position but a sail problem ended their race almost immediately. Most of the fleet chose the left off the line, but Croatians Gaspic and Sitic chose the right-hand route, allowing them to switch left and pull in front near the mid-leg point. The lead swapped constantly between the top eight Stars up the leg. Greeks Papathanasiou and Tsotras and Americans Scott and Milne stuck to the right and could only watch as all the others pulled away on the left. The fleet spread out along the first downwind, and Loof/Ekstrom and Negri/Lambertenghi gained a 100m lead on the rest. Grael and Almeida came back to grab third position, keeping it through the bottom mark. Loof/Ekstrom and Negri/Lambertenghi had an advantage at the final turn, allowing them to hammer away an impressive 200m lead.

Conditions changed in this second race of the day, the current and wind coming together and rainclouds making most sailors choose the right half of



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the course in the first upwind. A strong race for Brazilians Scheidt/Prada and Zarif/Boening who stayed in the top 5 throughout and finished in 1st and 4th respectively. Scheidt/Prada and Polish duo Kusznierevich/Zycki sparred at length with the Brazilians pulling away in the last leg and the Poles scoring 3rd place. Brits Scott and Milne badly damaged Polgar and Markus's boat, ending the day's racing for both duos also.

Race 9 had a difficult start with two general recalls and so an i-Flag was probably inevitable. The stakes were high and for many it was the last chance to get into the first 11. That included the legendary Torben Grael - a mark of the quality of the fleet. Because his boat had keel problems, the Brazilian champion was never really in the competition all week, only making it to the top 10 on three occasions.

The two leading teams battled for the wind and the Swedes managed to get the upper hand just as Stanjek and Olesen slid in between them before the downwind gate. Behind them, a tremendous battle ensued between Scheidt/Prada and Negri/Lambertenghi, which saw the Brazilians go forward to seize the second place.

It was not a great day for Mendelblatt, the provisional leader on Day 2. He handed the Swedes the top spot in the qualifiers giving them the right to skip the first race in the morning. However, it was a very pleasant surprise to see 3 Finns qualify for the grand final: Zarif/Boening, Gaspic/Sitic and Scott/Milne who've already achieved a lot for the week. The first of the disappointed duos, however, was Melleby/Strube, who began the series with a third place. Followed by Brazilians Grael/Almeida, hobbled by major technical issues, Kiwi SSL rookies Junior/Pritchard, Szabo/Natucci, Papathanasiou/Tsostras, Lawrence/Revkin, Diaz/Baltins, Patience/Buchan and Fuchs/Siefert.

Quotes of the day from Dennis Conner, the Star Sailors League patron:

"Surprising to see Mark Mendelblatt at the leader board yesterday. But in the breeze today the experience of Freddy Loof and Robert Scheidt came through, making for a very tight leader board at the top. I think another surprise for me was I thought Robert Scheidt so dominant downwind that he



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would always win these regattas but I'm very impressed with the speed Freddy Loof has downwind. He won the first race downwind on the second run and he won this last race with a nice lead at the top. But he extended on the run. I noticed the distance between Freddy Loof and Robert Scheidt was more at the end of the run than it was at the weather mark so that means Loof extended on Robert Scheidt downwind which is almost impossible to do."

What about tomorrow?

"For sure Loof is gonna be through, Robert Scheidt is gonna be through and Mendelblatt is gonna be through. Those guys are gonna be on the podium and the real battle is gonna be for fourth and fifth."



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Final ranking of the SSL Finals 2014 qualification series after nine races with one discard:

1. Loof/Ekstrom (SWE) - (4+[12]+4+3+6+5+1+2+1): 26 pts
2. Scheidt/Prada (BRA) - (7+1+2+7+4+4+[21]+1+2): 28 pts
3. Mendelblatt/Fatih (USA) - (1+10+3+1+1+2+[11]+11+9): 38 pts
4. Negri/Lambertenghi (ITA) - (5+5+[10]+6+5+8+2+8+3): 42 pts
5. Zarif/Boening (BRA) - (15+7+1+[17]+11+3+8+4+6): 55 pts
6. Rohart/Ponsot (FRA) - (6+2+[13]+9+2+10+7+7+12): 55 pts
7. Polgar/Koy (GER) - (9+3+6+2+13+1+6+[21]+21): 61 pts
8. Kusznierevich/Zycki (POL) - (10+8+12+4+7+7+[13]+3+11): 62 pts
9. Stanjek(GER)/Olesen (DEN) - (12+[18]+14+8+10+13+4+5+4): 70 pts
10. Gaspic/Sitic (CRO) - ([14]+14+7+10+3+12+5+13+7): 71 pts
11. Scott/Milne (GBR) - (13+4+5+11+8+11+10+[21]+14): 76 pts

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FINALS 2014

PR/SSLFINALS2014-023-ENG
ONLINE VERSION : <http://eepurl.com/-t1bP>

SSL Finals 2014: Mendelblatt and Fatih rule the waves in Nassau

Nassau (Bahamas), 6 December 2014

The last day of the second Star Sailors League Finals in the tropical waters of the Bahamas held plenty of surprises. The direct elimination rule and shifty winds made the course extremely tactical. The defending champion, Brazilian supremo Robert Scheidt and SSL ranking list number 1, Italian Diego Negri, both paid the price. Neither made it to the final which featured the four top qualifiers: Mendelblatt, Loof, Kusznierevich and Zarif who finished in that order.

10 teams raced for the Quarter Finals with the top six yachts joining Freddy Loof and Anders Ekstrom in the semi. After two general recalls, the fleet finally got away. In the first few metres of this unforgettable day, the right-hand side seemed the place to be. But Negri/Lambertenghi and Gaspic/Sitic didn't get off to a great start. The Croats then chose to go to the far right of the course, while a good part of the fleet went left. In the second leg, Kusznierevich, Scheidt, Mendelblatt and a rejuvenated Negri had the look of being in charge of the race but on the third leg, the Italian lost ground to Scott and Rohart. However, coming up to the second mark, the Poles took control of the fleet, ahead of Mendelblatt, Scheidt, Rohart and Scott. The last leg was incredibly exciting, the main aim was not to win outright but to stay in the top six to go forward to the semi-final. Negri/Lambertenghi spent most of the time in the middle in sixth position. The first of the challenger to the Italians were Polgar/Koy who tried to make up ground on the left. Zarif, Polgar and Negri made all the armchair sailors grip the edge of their seats. For the last 10 minutes, they were clustered together just two boat lengths apart. This group were continually swapping the important sixth position so often, it was hard to keep up with them even on Virtual Eye. Zarif, The young Brazilian Finn sailor racing with Boening held sway in the end, sending Polgar, Negri, Stanjek and Gaspic back to the Nassau Yacht Club. The finish was incredible including a broken pole on the Italian's boat just metres from the line.



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Semi-Final: Rohart and Ponsot seemed to come out worst at the start while Mendelblatt, Scheidt and Zarif fared best in the beat all the way to the first mark. In the last few metres, Mendelblatt taking a middle, as he has done all week, while Zarif was on the far-left and Scheidt and Scott were on the other side. The Americans were first to the top mark and behind them, a compact group formed with Loof, Scott, Zarif and Kusznierevicz all taking turns to chase the leaders. In Leg 3, Zarif flirted with leading, playing the slight shifts well. However one of the toughest and most experienced sailors out there, Mendelblatt stayed in control. On the offensive were Kusznierevicz and Rohart, who made a protest about Scott at the last buoy, resulting in a red flag then cost the young British sailor dearly. The fourth leg was the fieriest of all, with a memorable battle that will go down in the annals of the sport and definitely merits watching again and again. It was tough for everyone as the new free pumping proved extremely physically demanding. All the big names fared worst at the line, Scheidt/Prada, Rohart/Ponsot and Scott/Milne's aim of winning the Star Sailors League came to a shocking end as none of them made the cut.

The eagerly-awaited grand finale was a four-horse race: two Europeans, one American and a Brazilian. Zarif got off to the best start but Mendelblatt was ahead of him at the mark with Loof and Kusznierevicz third and fourth respectively. The American quickly proved well capable of holding the lead for two legs, followed the whole time by the Brazilian. The three chasers had the toughest battle – to stay on the podium yet pose some kind of threat to the leader who has been unwaveringly consistent all week long. But just when it all seemed sewn up, the wind shifted left moving the mark 20 degrees and turned everything on its head, with Loof now in front and Mendelblatt slipping back to fourth. Then once again in Leg 5, the third and final upwind in the series, Loof was behind and Mendelblatt in front. Kusznierevicz sliced in front of the American just a few metres from the turn with surgical precision. There was no protest as he snatched leadership but once again, he was only able to hold on to it for a few minutes. The last downwind seemed like it would be the do-or-die one. In the end, the last leg was the real decider. The much-hoped-for edge-of-the-seat three-boat gallop for the last kilometre materialised with Mendelblatt in the middle, Kusznierevicz to the right and Loof left. Zarif was lagging slightly behind. Despite the best efforts of the other three, however, the Tampa Bay skipper held sway. And Mark Mendelblatt and Brian Fatih won the race of a lifetime with a two and a half-length lead on Freddy Loof and Anders Ekstrom, ahead of the two heroes that won Gold in



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the Star in the recent Olympics. For the record, Mendelblatt/Fatih also acquitted themselves very honourably last year taking the third step on a podium that also featured Scheidt and Kusznierevich/Zycki. This year the podium was rounded off by the Pole but just a hair's breadth behind him was the 22 year old two-time Finn World Champion Jorge Zarif, definitely the strongest rookie of the week.

The SSL Finals delivered superbly competitive sailing that showcased the world's finest talents and also added an important new chapter to the history of the sport because of the novelties introduced this year by the Star Sailors League, not least Virtual Eye 3D sports graphics. A spectacular event for which thanks must go to the hugely committed organisers, the Nassau Yacht Club for its hospitality and the beautiful backdrop of the Bahamas itself.

Star Sailors League Finals 2014 results:

- 1) Mark Mendelblatt – Brian Fatih
- 2) Freddy Loof – Anders Ekstrom
- 3) Mateusz Kusznierevich – Dominik Zycki
- 4) Jorge Zarif – Henry Boening
- 5) Robert Scheidt – Bruno Prada
- 6) Xavier Rohart – Pierre-Alexis Ponsot
- 7) Giles Scott – Stephen Milne
- 8) Johannes Polgar – Markus Koy
- 9) Diego Negri – Sergio Lambertenghi



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- 10) Robert Stanjek – Claus Olesen
- 11) Ivan Kliakovic Gaspic – Ante Sitic
- 12) Eivind Melleby – Mark Strube
- 13) Torben Grael – Guilherme De Almeida
- 14) Josh Junior – Myles Pritchard
- 15) George Szabo – Edoardo Natucci
- 16) Emilios Papathanasiou – Antonis Tsotras
- 17) Luke Lawrence – Joshua Revkin
- 18) Augie Diaz – Arnis Baltins
- 19) Luke Patience – Jamie Buchan
- 20) Marcelo Fuchs – Ronald Seifert

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FINALS 2014

PR/SSLFINALS2014-024-ENG
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Immediately after his triumph, SSL caught up with Mendelblatt

Nassau (Bahamas), 8 December 2014

What was the strategy since the first day?

This year with the new system there is an advantage to winning the series and we were in a position to do it going into the last day of the qualifying but we sailed poorly yesterday. So we lost that chance. But in some ways it was good to sail the first race today because it gave us a little bit of a feeling for what's going on out there and we were able to have some good races. But you know the qualifying series is good because everyone gets a chance to practice, get going and then it's all on the last day.

So at breakfast, what was your gut feeling?

I won't lie. This morning [Saturday Dec 6th] I was nervous to try and come back and get into the last race was really important in this regatta. I wasn't able to eat too much. I was a little bit nervous but still feeling good. I'm still feeling good.

What did you learn last year that was useful for this year?

A little bit about the conditions. I've sailed here before last year as well. Out there is not steady wind. It looks steady but it's not. It's shifting back and forth, and you have to know when it's a real shift and when you should just keep going and not worry about it. I think it did help a little bit just having the experience of sailing here last year and feeling the wind and the timing of the shifts.



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Everyone will definitely say you were very consistent but today you weren't always leading. So what was the secret?

Even with the first race, off the start, I told my crew "We're not in good shape here, we gotta make it happen" ya know. We stayed calm and we were able to come back to the fleet on the first beat and we got fortunate with a few wind shifts but you have to sail a little bit not looking around too much, just focusing on your boat and making your boat go fast, and hopefully you're going to get a good shift at some point and it's going to go your way.

What is the best mind set? Did you always feel you were going to win or was there any moment you felt in real danger?

The first race we were feeling in danger for sure. Halfway up the first beat we were feeling "This isn't good", you know. We talked to each other and said "Let's just stay calm here and keep working together and use our speed and get back". And it worked. We were going well.

Was this the race of a lifetime?

Oh for sure, it is. To beat guys like Freddy and Mateusz and Robert and all the other guys who are here is incredible. We did not have any expectations coming in: only to sail our best regatta. And you know these guys beat me more times than I beat them in my career as a Star sailor. With Robert, I can count the number of times I beat him on one hand and I've been sailing against him for 25 years so it feels great to win this event.

What do you think of the fleet? Robert didn't make it. Was that because of the standard or because the sailing was unpredictable?

I think in the semi-final race Robert got some bad luck on the second beat. He was in position to move to the final but it's the same thing that happened so many times in the regatta: you think you have a wind shift, you tack on it and the next thing you know you made a mistake. I think that Robert got caught on some bad shifts, some bad luck similar to what happened us yesterday. It just happened at the wrong time for him but he was clearly going very fast upwind and downwind, but he's a real champion. I know he didn't make the



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final race this time but he's gonna be back in the Star, in the Laser, making the final race. He doesn't make too many mistakes. It was just bad luck that happened to him.

What do you think of the format? Is it fine, or have you any suggestions for the future?

Maybe put a little bit more importance on the qualifying, I would say.

Is being champion good incentive to train more on this boat?

Well, I tell you, earlier in the year, I had a few offers for my Star – people wanting to buy it – and I said, no, no, I gotta keep my boat, I gotta sail, I gotta get ready for Bahamas. I'm really hoping that the Star Sailors League continues. I think that what Michel is doing is fantastic. I think the Star boat obviously is bringing in the best sailors in the world still. The format is excellent. It's exciting, it's great. I have no plans to sell my boat. I'm keeping my boat and I'm going to do some more Star regattas, for sure.

What about the young new guys...

It's always interesting to see how the non-Star sailors, the Finn guys and the Laser guys – and we had a 470 guy here.... It's always interesting to see how they are going to go and I think this year they went better than last year. These Finn guys downwind – you know, George and Giles – it's unbelievable how fit they are. They stand up in the boat, they're really rocking it back and forth and, as you know, we have no Rule 42 here so these guys are just moving on the run so if we wanna beat 'em next year, we're going to have to get better downwind for sure.

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FINALS 2014

PR/SSLFINALS2014-025-ENG
ONLINE VERSION : <http://eepurl.com/-LUCP>

Loof at the end of SSL Finals 2014: "It's nice to put the pressure on the sailors on the last day"

Nassau (Bahamas), 10 December 2014

We talked to Freddy Loof, the last Olympic Star champion at the London Games in 2012, at the end of the SSL Finals 2014 in the Bahamas. The Swede finished second behind Mendelblatt and ahead of Kuszczewicz, at the end of a memorable week that saw him go from strength to strength and win the qualifying section after 9 races.

Before the race you only wanted a decent result. But now here you are on the podium....so you're fitter than you expected...

Yes, fitness-wise I'm in pretty good shape. I've trained quite a lot in the last six months. I'm not so fit for the Star maybe, but I'm not getting tired. My body is still there. I'm 45 next Saturday so I think I'm holding together pretty well.

You enjoyed this week?

It's been fantastic. I think it's really interesting sailing out there too. It's quite shifty. It's a great venue. It's quite similar to the Olympics as well. It's nice to really put the pressure on the sailors on the last day like this. And also the build-up in the final race yesterday. We went straight through and that saved us some energy for the last race, I think. I'm happy, we had one, two, one, three and two in the last five races, so I can't do so much better than that.



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Did you like the new format this year? Or would you like changes?

No, I don't think so. I think the format is good. The races are long enough as well so I think it's pretty fair racing. It's really good. How did you feel at breakfast at Saturday 6th morning? What was your gut telling you? We had the weigh-in before breakfast. I was a little light. I need to lose a bit of weight for the AC 45 so I've already started a little. But I was quite relaxed. I always get quite relaxed when I get in the boat but a little bit nervous onshore perhaps. But then once I get out on the water, I'm quite confident and quite relaxed, enjoying myself.

What do you think of the fleet? Any surprises?

I think I was surprised by the Brazilians who finished fourth. They were really, really fast - they sailed the boat well. I mean I was a bit scared: dangerous fast. Apart from that it was like normal.

What about the grand finale? You never gave up but did you feel in danger?

I think I found the rhythm in the race in the last 30%. Because the breeze was coming a little bit more left, I was searching on the left side a little bit. But there was nothing there and the problem is that if you go on the left, you kind of get a little bit controlled by two or three other boats. So once you get a little bit more to the right, you can choose your timing. Once I did that, I said to myself, on the second run, I gotta place myself on the right side of the fleet and once I did that it was paying off right away. I got contact and then I actually finally, finally got the boat going fast in the last run. I really struggled in the downwind and normally I'm super-fast on the downwind. But in the light breeze in this regatta, it's been really, really tough.

What did you learn this week?

I learned something new for sure about the pumping and all that. I'm quite pleased how Anders and I were keeping the momentum and being happy and relaxed about the whole thing. Not thinking about the prize money or stuff like that. Just focusing on the racing and enjoying ourselves with all the other Star guys and all you guys here. It's just been good. Do you think you will



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be back again even though you are very busy and have other commitments?
For sure. I think if I have time to come next year, I will come. But that depends:
I need Anders – he's awesome. So it's good. It's good fun.

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FINALS 2014

PR/SSLFINALS2014-026-ENG
ONLINE VERSION : <http://eepurl.com/-0Xfz>

Robert Stanjek: "I hope the SSL will establish itself as the peak regatta of all races"

Nassau (Bahamas), 12 December 2014

Catching up with Robert Stanjek, 2014 Star World Champion and 10th at the SSL Finals 2014.

You were one of the first to say that this was one of the best fleet evers. Do you still think so?

Yes, I think so. If you look at the sailors worldwide under 40, you would find probably 80% of them here. And that's impressive. We only missed out on two or three big names and the rest were here, so that's incredible. There's no shame in getting tense here.

So was it a surprise to see three Finn sailors in the top 10 on Saturday night?

I think nowadays the Finn sailors have good skills to bring here. For the last eight years, they've been allowed to pump in the Finn so they are very physical. They practice their technique, without getting judged on Rule 42. As Olympic Star sailors, we never practiced these techniques because it was not allowed before and so they have a good advantage. They have a very, very good downwind speed. Also they are still competing maybe twice every month at a very high level. They are well-trained, they are physically absolutely at the top of their game, they are smart sailors. All of them had good Star crews too. The old Olympic Star crews probably haven't been racing that much over the last two years - it equalises out pretty much so they have a decent chance to even win this regatta.



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Did you feel any pressure from being the defending World Champion? Did you feel you were targeted like in a match race because of that?

No, I didn't find that. There was no pressure. I really enjoyed this event from the first day on. Of course, we were not happy with the beginning of our series here but overall, I won the World Championship this year and, to me, that means more than winning the Star Sailors League. But unfortunately our goal was to reach the grand finale and be in the top four. We missed out on that. We qualified for the last day of racing but there's always a different champion, huh?

Do you miss Kleen?

It's always an advantage if you know your crew for a long time. The Star is not the skipper or the crew. The Star is the team. We sailed quite a lot and we got some very good results and now I was here with Klaus. He is a super crew but you see you need some time to get together, to team up, to synchronise your movements and communication and so on. In this tight, quick racing, if you miss out a few percentage on that, you see it extremely quickly.

And that was probably your biggest problem of the week?

I don't want to make excuses but I wasn't too happy with the mast. The mast was too soft so in the medium breeze, we were struggling with speed. When you can't pop out of the first line, you have to duck the first boat and the second boat. Then, when you are in the middle of the fleet, it's so hard to come back. Whenever we had more than 20 knots we did well. We won a couple of upwinds but we were actually missing a little bit of speed.

So did you learn anything useful for the future? What is your best memory of the week?

I think I got a big lesson this year. I haven't raced small boats or small keel boats that much on the tiller, helming the boat. And you can feel that quick thinking, quick decision-making, precise manoeuvring.....you lose a little bit on that performance. I think I probably did 200 days of sailing this year but you have to spend some days on the small boats to keep your mind quick and steering precise and so on. I missed this a little bit but I could see during the event that we came back better and better and better.

You will still have enough points to be in the top group next year but did this year also give you an incentive to do more racing?

Yes, I definitely want to do a little more racing on the Star. I'm gonna sail some small regattas in Berlin and Germany and probably in Northern Europe. I will see but it's definitely a lot of fun and spending time in the Star makes you a good sailor.

What are your plans and goals for next year, for 2015?

I think I'm gonna race at least three regattas next year. I hope I can go for the Worlds. It's gonna be expensive to ship the boat over there though. Then there are two SSL regattas and probably some small stuff. I still have a big, big Dragon programme. I'm helmsman of the Esimit Europa so I'm splitting my days between small keel boat sailing and big keel boat sailing and some offshore racing. So next season is almost full.



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Any observations about the SSL?

I'm simply hoping that SSL keeps up his drive and the team together, because they are doing an absolutely fantastic job. I'm very, very happy. I'm impressed. I hope that they will continue and that the Star Sailors League will become bigger and bigger, and that it will probably establish itself as the peak regatta of all races.

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FINALS 2013

PR/SSLFINALS2013

The Bahamas hosted the Star Sailors League Finals that saw Scheidt, Kusznierevicz and Mendelblatt on the podium

Nassau (Bahamas), 07 December 2013

A relentless Robert Scheidt with Bruno Prada were the undisputed leaders of the first Star Sailors League Finals.

Even if Scheidt and Prada had literally dominated the three days of qualifying races, they had to restart from scratch as in the final day the racing schedule included three knockout races. Each race started with a clean score sheet and points were not carried over to the next one. For the first time ever in the sport of sailing, the winner of the third and final race of the day was also the winner of the event.

In the quarter final, the first race of the day, France's Xavier Rohart took the lead at the second leg and crossed the finish line ahead of the two Germans, Johannes Polgar and Robert Stanjek.

In the semi final, Mateusz Kusznierevicz from Poland took the early lead but Scheidt showed again his extraordinary downwind skills, got the upper hand at the bottom gate and went on to claim the race. Italian Diego Negri had a fantastic last run and climbed to second place. Mark Mendelblatt closed the podium places.

In the grand final, in order to make the race fairer, the race committee decided to stretch the race course to five legs, finishing upwind. Scheidt had a great start at the pin end of the line, chose the favoured left-hand side and was ahead at the first mark but with a paper-thin advantage on Kusznierevicz. The Brazilian and the Polish skippers engaged in a fierce fight in the first downwind leg but Scheidt managed to hold on to his lead. At the same time Diego Negri and Mark Mendelblatt were holding their own race within the race for third place. As the breeze built up, Scheidt found better pressure on the left and stretched his lead over Kusznierevicz. In the last beat



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Mendelblatt overtook Diego Negri after the Italian split to the left, in search of better breeze. Scheidt secured the first ever Star Sailors League Finals with a 24-second advantage over Kusznierevich. Mendelblatt took the bronze medal ahead of Negri.

This inaugural event was a stepping stone for a bright future for the Star Sailors League and it is also the first ever that awards 4.000 SSL Ranking points to the winning skipper and his crew.

Dennis Conner, 4-time America's Cup Winner

It was clear that the Brazilians were the class act of the fleet, in a league of their own, and the rest of the places were determined by who got a good start and got around the weather mark first. The ones that went to the right on the run did well and the ones who went to the left not so well. All in all there is a lot of very good sailors in the fleet, and the results were not clear until the very end except for one and that was for sure. Robert Scheidt is the best in the world!

Bill Allen, Star Class President

This has been an outstanding week for the Star Sailors League put on by Star sailors to develop a kind of a Gran-Prix overlay over the Star Class events. As a Star Class, we have been very happy to be part of the event and basically provide the equipment for it. It has been a really good combination of working between the Star Sailors League and the Star class and we are very pleased, we endorse what they are doing and we are happy to be a small part of it.



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Star Sailors League Finals – Final Results after 9 qualifying races (1 discard), Quarters, Semis and Finals

1. Robert Scheidt (BRA) / Bruno Prada (BRA) – 2,(4),1,3,1,2,2,1,1 – 13 / QF 4 / SF 1 / F 1
2. Mateusz Kusznierewicz (POL) / Dominik Zych (POL) – 4,(14),4,6,12,11,3,8,9 – 57 / QF 6 / SF 4 / F 2
3. Mark Mendelblatt (USA) / Brian Fatih (USA) – 6,2,3,5,3,7,(9),3,3 – 32 / QF 5 / SF 3 / F 3
4. Diego Negri (ITA) / Sergio Lambertenghi (ITA) – 1,1,6,9,2,13,6,(15),11 – 49 / QF 7 / SF 2 / F 4
5. Johannes Polgar (GER) / Markus Koy (GER) – 11,15,(17),15,5,5,1,11,4 – 67 / QF 2 / SF 5
6. Xavier Rohart (FRA) / Pierre-Alexis Ponsot (FRA) – 7,6,5,10,6,1,11,(17),5 – 51 / QF 1 / SF 6
7. Robert Stanjek (GER) / Frithjof Kleen (GER) – 13,5,2,(16),7,10,5,5,8 – 55 / QF 3 / SF 7
8. Michael Hestbaek (DEN) / Claus Olesen (DEN) – 5,11,12,17,16,9,(16),6,2 – 77 / QF 8
9. Eivind Melleby (NOR) / Mark Strube (USA) – 3,8,10,4,(14),3,4,12,7 – 51 / QF 9
10. Augie Diaz (USA) / John Von Schwarz (USA) – 8,7,7,13,8,(19),12,9,10 – 74 / QF 10
11. Andy Maloney (NZL) / Tyler Bjorn (CAN) – (17),12,11,7,11,8,14,4,15 – 82
12. Paul Cayard (USA) / Austin Sperry (USA) – 9,16,14,12,4,15,(18),2,13 – 85
13. Flavio Marazzi (SUI) / Renato Marazzi (SUI) – 14,(18),13,1,13,14,15,10,6 – 86
14. Ed Wright (GBR) / Petter Morland Pedersen (NOR) – 10,9,(15),14,15,12,7,7,12 – 86
15. Jonathan Lobert (FRA) / Pascal Rambeau (FRA) – (18),3,8,11,18,4,17,16,18 – 95
16. George Szabo (USA) / Craig Moss (USA) – (16),10,16,8,9,16,10,14,14 – 97
17. Tomas Hornos (USA) / Joshua Revkin (USA) – 15,17,9,(18),10,6,13,13,16 – 99
18. Pieter-Jan Postma (NED) / Edoardo Natucci (ITA) – 12,13,18,2,17,(19),8,18,17 – 105



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WHAT IS THE SSL ? *By Mark Reynolds (2 Gold and 1 Silver olympic medals in Star)*

It's a limited company founding by sailors for sailors with the following mission:

- Creation of a racing circuit under the name "Star Sailors League"
- Promotion and support of athletes,
- Training and support for future generations
- Preservation of the skills' heritage from the champions
- Creation of a pathway that allows the best sailors to consider sailing as a profession

To locate and establish a collection of the best sailors in the world, the SSL looked to track the 220+ annual regattas from the Star Class program and created the SSL "Skipper Ranking" and "Crew Ranking". This ranking list will give some of the best sailors a means to see where they rank worldwide within the Star Class. It will also provide one of the ways to qualify sailors for the four (4) SSL Grand Slams and one (1) SSL Grand Final each year where prize money will be offered. The first SSL Grand Final was run last year in Nassau with 18 boats, the results are here. This year the top 12 sailors from the SSL ranking will be invited as well as some additional sailors (such as current Olympic Gold Medalist in the Star Class - Freddy Loof) to make sure other top professional and youth sailors get the opportunity to compete with the best on the ranking list.

The goal is to have the SSL racing held in a company owned fleet of 30 Star boats that will be sent around the world for SSL Events, but will also be chartered to top athletes or rookies who wish to participate in other Star Class events. The SSL will organize training camps to integrate rookies with the existing members of the Star Class. Top athletes will always be present during these camps.

An extensive broadcasting program will be organized for these SSL Grand Slams and the media program will also be helping promote all Star Class racing. The SSL has already supported several Star regattas including the 2013 and 2014 Star World Championships with live GPS tracking, 3D graphics and full live internet commentary. This enables sailors not in attendance to follow the racing and to promote Star Class events to the world. This program is



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important to facilitate new regatta sponsorship opportunities interested in supporting top sailing athletes.

What is the relationship between the Star Class and the SSL and how will this contribute to the Star Class?

The organization operating as SSL and the Star Class and its 2000 worldwide members are completely separate and independent. The two organizations and members have separate mission statements but share a connection to the 100 plus year old premier one design racing keelboat. The Star Class and the SSL have a standard licensing agreement which protects the Star Class trademarks and name but allows SSL to use the image and likeness of the boat to promote their programs existing between two parties. The Star Class expects the relationship with the SSL to help continue the tradition of the Star being the premier one design racing keelboat. It will give more visibility to attract famous sailors and insure that the Star Class will remain the premier keel boat class.

Like the Olympics, the SSL will help attract the top sailors of the world to the Star primarily through the SSL Grand Slams and SSL Grand Finals that will include Prize money. The boats used in the SSL events will be Star boats and will be supplied by the SSL, so unlike the perception of the Olympics, there will be no "arms race" to create a faster and more expensive sailboat. It will impact the Star Class in a positive way by providing business for our suppliers and used equipment which helps make Star sailing more affordable to others. Although some classes like the Dragon and 6 Meter have come back in popularity in some areas as a classic yacht with very good competition, the Star is more athletic and to keep the class growing and at the top of the sport the Class membership need to continue to attract young athletic sailors.

The worldwide media coverage provided by the SSL, will further promote the class with an opportunity to attract new members at all levels. Some of the future Star Class events will be also promoted by the SSL just as they have done for the last two Star World Championships. The Star Class members believe this association will bring in new regatta sponsorship prospects insuring Star Class events are run at a high level and at the same time providing the possibility of holding down entry fees.



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SSL Finals: the race format explained

Once again this year, the racing in the Star Sailors League Finals will begin with a series of 9 races over three days in which all 20 invited teams will compete.

The qualification format was designed specifically to allow teams to get confident on the race field and in the boats. It is particularly suited to the Nassau event in which most of the boats are supplied by the organisers. The same principle also allows teams put together specifically for the event (such as single sailors who have been invited to try their hand in the Star) the time to get familiar with sailing the boat and working together.

The aim of the first 3 days is to establish which crews will go forward to the final day which, once again, will be split into three races but these will be eliminators: the first will see 10 boats lining out, the second 7 and the last just 4.

The big news in 2014 is that the winner of the qualifying races will go forward directly to the semi-final of 7 boats. Consequently, the crews that qualified in second to 11th positions will compete in the quarter-finals but only the best 6 will go forward to the semi.

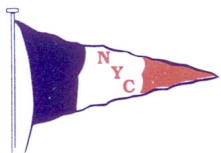
This is a very necessary new rule because last year, it became clear that 2 or 3 races from the end of the 9 races scheduled, some crews were already mathematically certain of going forward to the finals. This factor might have encouraged them not to take part in the last few fleet races to preserve their energy and equipment. Going directly to the semi-final is a good advantage and so the entire fleet will be doing its utmost to the very last to be the one to benefit from that particular plus.

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PRESS RELEASE – November 24 2014

Once again the Nassau Yacht Club is honoured to host the Star Sailors' League Year –End Championships during the first week of December 2014.

The Nassau Yacht Club overlooks Nassau Harbour, Paradise Island, Atholl Island and "The Narrows" and has represented Sailing in its finest form in the Bahamas for the past 73 years. The Club was founded in 1931 by Sir Roland Symonette and thirteen other charter members.

In 1932 Sir Stafford Sands brought the first Star Class sailboat to Nassau and others followed procured by Sir Roland Symonette and Harold Johnson. The NYC's first gold in this class came in the 1937 World Championships on Long Island Sound when Sir Roland won the Gold Chevron and Basil Kelly, sailing the "Gull" won the Gold Bar. Sir Roland Symonette went on to become the first Premier of the Bahamas and Basil Kelly went on to form one of the Bahamas' leading retail stores.

In 1948 Sir Durward Knowles and Sloane Farrington competed in the Olympics and went on to win a bronze medal. In 1964 Sir Durward Knowles and Cecil Cooke brought home the coveted Olympic Gold Medal sailing the Star Class "Gem". Sir Durward's sailing history and relationship with the Nassau Yacht Club is legendary in the Bahamas and he has received numerous accolades recently including having a Bahamian Defense Vessel named in his honour. The gold-winning Star Class "Gem" sits proudly at the entrance to the Nassau Yacht Club to this day.

In 1959 during a visit to the Bahamas, H.R.H. Prince Philip, the Duke of Edinburgh came to the Nassau Yacht Club on a private visit and sailed with Sir Durward on "Gem" in Montagu Bay. The following year, 1960, Prince Philip donated the beautiful Gold Cup Trophy to the NYC for 5.5 meter class racing.

The history of Star Sailing in the Bahamas continues with Myles Pritchard, our own prominent Bahamian Star Class skipper, who will be participating in these 2014 League Finals. Previous participants include Jimmie Lowe, Bert Kelly, Mike Russell, Gregory Kelly, Monty Higgs, Craig Symonette and Mark Holowesko.

The Nassau Yacht Club is a comfortable place for members to meet with stunning views of the harbor and an amazing venue for sailing regattas for any type of boat. Recently the NYC hosted the Nassau Cup Ocean Race on November 12th. Sailing lessons take place on Saturdays for Junior Members and for members of the Bahamas Sailing Association in the *Optimist* program.



THE ISLANDS OF THE BAHAMAS

The 700 beautiful islands and 2,000 chunks of coral and limestone outcrop that form The Islands Of The Bahamas are playgrounds for sailors, anglers, divers, nature lovers, eco-tourists – and those vacationers in search of the more glitzy pleasures.

More than five million people visit The Islands Of The Bahamas each year. You will find great enthusiasm for American culture, combined with a strong flavor of Great Britain. . . and a distinctly Caribbean beat.

Just 30 of the islands are populated and, together, they are among the most favored destinations for visitors and cruise ship passengers every year. New Providence has almost 60 per cent of the population and in the capital, Nassau, you can go on a horse-drawn carriage tour of a vibrant city filled with history's reminders in its Victorian buildings and fortresses.

Cross a bridge and you are in Paradise Island, a modern dream resort tailor-made for fun-seekers, featuring a 100,000 sq ft casino, a marina for large yachts, the world's biggest aquarium, and palatial hotels -- or you might prefer the casinos of Cable Beach. And that's just the beginning.

Island-hop to Grand Bahama Island and try your luck at the slot machines at Grand Bahama's Vegas-style casino and then spend your winnings at Port Lucaya Marketplace. Vacationers to Grand Bahama Island can also experience world-class water sports including snorkeling, scuba diving, bonefishing, sport-fishing, kayaking, parasailing and boating.

Beyond these best-known vacation destinations are many serene island gems, known as the Out Islands. You can sail into at least 20 marinas on the Abacos ; dive in the 6,000ft (1,828 m) Tongue of the Ocean trench off the Berry Islands and Andros; fish for the biggest and best

marlin and tuna in Hemingway's haunts off Bimini; admire the cliffs on Cat Island; surf in the giant waves of Eleuthera and discover picturesque Harbour Island; explore The Exumas by sail or with snorkel; swim in the clear waters of Long Island, and catch the spectacular view from Dixon Hill lighthouse on San Salvador. And these are just the beginning.

You will need many more trips just to scratch the surface of the possible activities and sights in The Bahamas. You'll find an extraordinary combination of activities, cultures and landscapes to suit anyone in search of sophisticated pleasures – and all in a perfect Caribbean climate.

Capital: Nassau

Population: 382,000

Entry requirements: A valid passport is the principal requirement for all US citizens.

Area: 700 islands of 5,380 square miles (13,900 sq km)

Currency: Bahamian \$; US \$1 = Ba \$1

Language: The official language of The Bahamas is English, more British than American, and generally intertwined with a special Bahamian dialect.

Political status: independent nation; member of the Commonwealth

Religion: Traditional Christian denomination churches with Baptist, Anglican and Roman Catholic being the largest.

Business: In Nassau, Paradise Island and Grand Bahama Island, banks are open 9.30am-3pm, Monday to Thursday, and 9.30am-5pm on Friday. Hours vary in the other islands. The main banks are Central Bank of The Bahamas, Bank of Nova Scotia, First Caribbean International Bank, Canadian Imperial Bank of Commerce, Chase Manhattan Bank, Citibank, Royal Bank of Canada, and Commonwealth Bank.

Shops open 9am-5pm or later. Major payment cards are accepted.

Electricity: 120 volts AC, 60 cycles.

Telecommunications: the international dialing code for The Bahamas is 1-242 followed by seven digits. On the island, use the last seven digits only.

About The Islands Of The Bahamas

The Islands Of The Bahamas have a place in the sun for everyone from Nassau and Paradise Island to Grand Bahama to The Abaco Islands, The Exuma Islands, Harbour Island, Long Island and others. Each island has its own personality and attractions for a variety of vacation styles with some of the world's best scuba diving, fishing, sailing, boating, as well as, shopping and dining. The destination offers an easily accessible tropical getaway and provides convenience for travelers with preclearance through U.S. customs and immigration, and the Bahamian dollar at par with the U.S. dollar. Do everything or do nothing, just remember It's Better in The Bahamas. For more information on travel packages, activities and accommodations, call 1-800-Bahamas or visit www.Bahamas.com. Look for The Bahamas on the web on [Facebook](#), [Twitter](#) and [YouTube](#).

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NASSAU/PARADISE ISLAND

Fact Sheet

City/Settlement:	Nassau the nation's capital
Location:	179 miles east of the Florida coast
Size:	Nassau, also known as New Providence Island: seven by 21 miles, a bridge links Paradise Island (which measures 785 acres) to New Providence Island)
Population:	Approximately 172,000 (New Providence Island/Paradise Island)

History:

British colonists first discovered Nassau Harbour in the late 1600s. In 1670, King Charles II of England gave The Islands Of The Bahamas to six British noblemen who brought British settlers from Bermuda to New Providence. These settlers built a city and fort, originally named Charlestown but later renamed Nassau, to honor William, Prince of Orange-Nassau and successor to the throne of England. During the Revolutionary War, British Loyalists who left America settled in Nassau, adding to the town's architecture, population and prosperity. Nassau/Paradise Island also possesses a long tradition associated with pirates.

Shopping:

Shopping in The Bahamas provides the opportunity to purchase unique foods, spices, ceramics, crafts, art, and music. Nassau boasts stylish boutiques on Bay Street, outdoor fruit and vegetable stalls and fresh fish market, and the famed Straw Market.

Activities: Nassau provides numerous sporting opportunities, including golf, fishing, sailing, windsurfing, parasailing, water skiing, snorkeling, and of course, fabulous scuba diving.

Airline Service:

Nassau/Paradise Island is only two-and-a-half hours by air from New York, little more than three-and-a-half hours from the Midwest and only 30 minutes from Miami. The following airlines provide service to Nassau:

Air Canada (888-247-2262), American Airlines (800-433-7300), Bahamasair (800-222-4262), United (800-864-8331), Delta (800-241-0824), Northwest Airlines (800-225-2525), AirTran Airways (800-247-8726), US Airways (800-428-4322), JetBlue Airways (800-538-2583).

There are a wide range of accommodations in Nassau and Paradise Island, from budget to deluxe. A number of resorts have golf courses and marinas, and all are within easy access of the casinos. Listed below are some of the more popular hotels and resorts:

Atlantis, Paradise Island/The Cove/The Reef (888-877-7525), A Stone's Throw Away (242-327-7030), British Colonial Hilton Nassau (242-322-3301), Graycliff Hotel (242-302-9150), One&Only Ocean Club (242-363-2501), Paradise Island Harbour Resort (242-363-2561) and Sandals Royal Bahamian Spa Resort & Offshore Island (1-888-Sandals), Melia Nassau Beach (242-327- 6000), The Marley Resort & Spa (866-737-1766) Wyndham Nassau Resort & Crystal Palace Casino (242-327-6200)

Attractions:

Prince George Wharf: Up to a dozen cruise ships can be in port at any time, stopping on either short jaunts from Miami or during weeklong cruises to Caribbean islands.

Festival Place: Located on Prince George Wharf, Festival Place is a colorful marketplace designed in the style of a Bahamian village. Bahamian artists and artisans offer crafts and souvenirs, and island tours and excursions can be arranged here.

Fort Fincastle: Fort Fincastle is the highest point on the island, sitting 200 feet above sea level. It provides incredible views of Nassau and the harbor from its 126-foot tall water tower.

Government House: The official residence of the Governor-General of The Bahamas since 1901, this house has accommodated such notable occupants as the Duke and Duchess of Windsor during World War II. The Changing of the Guard ceremony occurs here every Saturday at 10 a.m.

Junkanoo Expo: Junkanoo parades, similar to those that take place during Mardi Gras, are held in the early morning hours on Boxing Day (the day after Christmas) and New Year's Eve. At the entrance to the wharf are exhibits of the fantastic costumes revelers wear during these annual Bahamian Junkanoo celebrations.

Queen's Staircase: During the late 18th century, slaves carved 65 steps (originally 66) into a solid limestone cliff in honor of Queen Victoria's 65-year reign. Queen's Staircase is located at the top of Elizabeth Avenue Hill, off Shirley Street.

Pirates of Nassau Museum: This museum (located in the Lofthouse building on Marlborough Street) offers a world-class, interactive and educational experience into the 18th century era when pirates dominated the Bahamian waters.

Fort Montagu: Fort Montagu is the oldest of the island's three forts. Built as a stronghold to repel Spanish invaders, it was made from local limestone in 1741. Beyond the fort stretches a public beach overlooking Montagu Bay, the location of several international yacht regattas and Bahamian workboat races.

Arawak Cay: An ideal spot for experiencing local-style Bahamian food, Arawak Cay is one of the best places on New Providence to try fresh conch, conch salad, native fish fry or a traditional drink of coconut and gin.

Ardastra Gardens and Zoo: The five acres of tropical greenery include an aviary of rare tropical birds and other exotic animals from different parts of the world. The Zoo is renowned for its marching flamingos, the national bird of The Bahamas, which perform daily at 11 a.m., 2 a.m. and 4 p.m.

Fort Charlotte: This fort, built during the late 18th century, includes a waterless moat, a drawbridge, ramparts, and even dungeons. Lord Dunmore, who built this fort, named the massive structure after George III's wife. The fort lies about one mile west of central Nassau.

Lyford Cay: The most exclusive enclave on the island is a 4,000-acre preserve where Nassau's "old money" pioneers started settling more than 30 years ago, when wealthy Canadian E.P. Taylor developed it as an exclusive colony. Today, the preserve includes a private golf course and 200 homes owned by the wealthy in search of mild, sunny climates during the winter months.

Other Information:

U.S. currency is accepted and is interchangeable with the Bahamian dollar. In September through May, the temperature on the Island averages 70 to 75 degrees Fahrenheit; the rest of the year is warmer, with temperatures between 80 and 85 degrees. Nighttime temperatures are generally cooler by 5-7 degrees. All U.S. citizens and foreign nationals traveling to/from the United States to/from The Bahamas are required to present a valid passport. All Canadian citizens traveling to/from Canada to/from The Bahamas are required to present either a valid passport, an official birth certificate or an original naturalization/citizenship certificate. For more information please visit Bahamas.com.

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FOR IMMEDIATE RELEASE



Bahamas Ferries Revolutionises Inter-island Travel

NASSAU, THE BAHAMAS, December 2nd, 2014 - With its fleet of medium-speed vessels, all designed to deliver customer comfort through spacious seating, air conditioning and food and beverage service, Bahamas Ferries has revolutionised inter-island passenger and freight transportation in The Bahamas.

The modern ferry system provides one-way and round-trip passenger and freight travel services for Nassau New Providence, Abaco, Andros, Eleuthera, Exuma, Grand Bahama and Long Island. Bahamas Ferries also offers private and corporate charter services, harbour cruises, day-away excursions to Harbour Island and provides students of all ages with an environmental, cultural and historical assessment of the Family Islands through its educational programme. For additional information, visit www.bahamasferries.com.

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Sales & Marketing Manager

Bahamas Ferries Ltd.

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Cell: 242-376-2507

Fax: 242-393-7451

Email: darnell@bahamasferries.com

Website: www.bahamasferries.com



FOR IMMEDIATE RELEASE

Bahamas Ferries invites travellers to make a getaway with its Harbour Island “day-away” package

NASSAU, THE BAHAMAS, November 25, 2014 – A day of fun and adventure is just a ferry ride away with Bahamas Ferries’ Harbour Island day-away package. Through this offer, Bahamas Ferries is providing visitors with a unique way to experience what many residents consider one of the country’s most beautiful islands.

Travellers seeking a quick escape filled with opportunities for adventure and relaxation can take advantage of Bahamas Ferries’ day-away package, which offers hotel pickup, medium-speed round-trip ferry service between Nassau and Harbour Island, a voucher for a traditional Bahamian meal and a guided tour that features a range of picturesque and historic sites.

Each Harbour Island day excursion begins at 8:00 a.m. with a scenic voyage from Nassau aboard Bahamas Ferries’ medium-speed Bo Hengy II vessel. After a few, short hours, guests find themselves exploring the quaint, little island through a golf cart tour that comprises 30 sites. Once the tour is completed, the visitors are hosted to a delicious lunch, and the adventure ends on Harbour Island’s public beach.

The Pink Sands Beach consists of three plus miles of powder-soft pink sand and crystal blue waters that provide guests with the perfect opportunity for sunbathing and swimming. The day-trip concludes at 3:40 p.m. when the Bo Hengy II departs for the return trip to Nassau.

Bahamas Ferries Sales and Marketing Manager Darnell Frazer said the Harbour Island day-away package is an ideal option for travellers seeking an authentic Bahamian experience. She stated that Harbour Island is one of the most charming islands in The Bahamas thanks to its 300-year history, relaxed, out-island feel, friendly natives and attractive beaches.

“The Harbour Island Day-Away Excursion provides an unforgettable Bahamian experience that appeals to one’s love for history, old beautiful colonial homes and alluring pink sand beaches. It offers an enchanting and relaxing experience, where visitors can lose themselves in the wonders of Harbour Island,” Mrs Frazer said.



MEDIA RELEASE

Visitors can also opt-out of Bahamas Ferries' Harbour Island day-away package for standard same-day, round-trip service between Nassau and Harbour Island, and enjoy the beauty of Harbour Island on their own.

"No matter which travel option our guests choose, we have designed the Bahamas Ferries experience to be intimate and inviting," Mrs Frazer said. "The journey begins the moment you step onto our state-of-the-art vessel and are greeted by our friendly and knowledgeable crew. Bo Hengy II provides smooth sailing with its comfortable seating, satellite television, food and beverage selection, and concierge for Voyager Class passengers. The experience is like no other."

For additional information and booking, call (242) 323-2166 or visit <http://www.bahamasferries.com>.

About Bahamas Ferries Ltd.

With its fleet of medium-speed vessels, all designed to deliver customer comfort through spacious seating, air conditioning and food and beverage service, Bahamas Ferries has revolutionised inter-island transportation in The Bahamas. The modern ferry system provides one-way and round-trip travel services to Abaco, Andros, Eleuthera, Exuma, Grand Bahama and Long Island. Bahamas Ferries also offers freight and charter services, harbor cruises, day-away excursions to Harbour Island and provides students of all ages with an environmental, cultural and historical assessment of the Family Islands through its educational program. For additional information, visit www.bahamasferries.com.

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NOTICE OF RACE

Star Sailors League Final

Nassau Bahamas

December 2nd to 7th 2014

1. Rules

The Regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS) and the rules of the International Star Class Yacht Racing Association (STCR). The Organizing Authority is The Nassau Yacht Club.

- 1.1 No national prescriptions shall apply.
- 1.2 Decisions of the International Jury will be final in accordance with RRS 70.5.
- 1.3 As recommended by the Star Sailors League (SSL), pumping, rocking and ooching will be permitted when the wind speed exceeds 6 knots measured at deck level on a race committee boat. This changes STCR rule 35.
- 1.4 RRS Addendum Q, Umpired Fleet Racing will apply.
- 1.5 RRS A4.1 will be changed to provide that a boat failing to check in prior to the warning signal will be scored the same as a boat not starting in that race without a hearing.

2. Advertising

- 2.1 Boats may be required to display Event Advertising on the forward part of the hull.
- 2.2 Boats will be required to display flags and name of the crew on the hull or on the sails

3. Eligibility and Entry

- 3.1 Entries eligible in accordance with the rules of the Star Sailors League (SSL) may compete.

4. Fees

- 4.1 There is no entry fee.



5. Schedule

5.1 Boats will be available in Nassau from Saturday November 29, 2014

5.2 *Tuesday December 2nd*

5.2.1 Weighing, Registration & Measurement

5.2.2 Press Conference (the presence of all competitors is required)

5.2.3 Opening ceremony

5.3 *Wednesday December 3rd*

5.3.1 Qualifying round. First warning signal at 1100. Maximum of 4 races back-to-back

5.4 *Thursday December 4th*

5.4.1 Qualifying round. First warning signal at 1100. Maximum of 4 races back-to-back

5.5 *Friday December 5th*

5.5.1 Qualifying round. First warning signal at 1100. Maximum of 4 races back-to-back

5.5.2 Cocktail reception

5.6 *Saturday December 6th*

5.6.1 Final races. First warning signal at 1100.

5.6.2 Medals ceremony following the return of all boats and competitors to the Yacht Club.

5.6.3 Prize giving ceremony and regatta dinner 1900

5.7 *Sunday December 7th*

5.7.1 Reserve day

6. Measurement

6.1 Each participating boat shall have a valid Measurement Certificate in the current owner's name, and Weight Certificate.

6.2 Crews shall demonstrate compliance with crew weight limits in accordance with STCR 31.1.3 prior to Wednesday December 3rd at 0900. Crews may be re-weighed during the event at the discretion of the Organizing Authority.

6.3 Bow numbers corresponding to the skipper's SSL ranking will be given to each participating boat. They shall be affixed to the hull according to the Sailing Instructions.

7. Sailing Instructions

7.1 The Sailing Instructions will be available at registration.

8. Venue

8.1 Racing will be conducted east of New Providence. A map of the racing area will be available at registration.



9. Courses

- 9.1 Courses will be according to STCR 34 and to the modifications mentioned in the Sailing Instructions

10. Regatta Format

- 10.1 The regatta will consist of a qualifying round and a final round.
- 10.2 Qualifying round: maximum nine (9) races ending on Friday December 5th. The winner of the qualifying round qualifies directly for the semi-final. The crews finishing the qualifying round from 2nd to 11th place qualify for the quarter-final.
- 10.3 Quarter-final: One (1) race. The crews ranked 2nd to 11th in the qualifying round compete in the quarter-final. The top six (6) crews qualify for the semi-final.
- 10.4 Semi-final: One (1) race. The winner of the qualifying round and the top 6 crews of the quarter-final compete in the semi-final. The top four (4) crews qualify for the final.
- 10.5 Final: One (1) race. First crew to finish will be the winner of the event.

11. Scoring

- 11.1 For the qualifying round, the Low Point Scoring System, RRS A, will apply, modified so that each series score will be the total of her races scores with her worst score excluded if more than two (2) races are completed.

12. Berthing

- 12.1 Boats shall be at The Nassau Yacht Club commencing at 0900 hours on December 2nd, 2013 until the conclusion of racing.

13. Haul-out Restrictions

- 13.1 Boats will be hauled each day at the Nassau Yacht Club and kept on their trailers.

14. Team and Private Support Boats

- 14.1 A yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organizer and available to all participants.



15. Prizes

- 15.1 The "Sir Roland Symonette Trophy" will be awarded to the winner of the final round.
- 15.2 Prize money will be given to all crews in accordance with SSL rules.

16. Disclaimer

- 16.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority shall require each competitor to sign a waiver for loss, damage or injury to persons or property occurring in conjunction with the regatta or on the property The Nassau Yacht Club. The Organizing Authority, their members, employees, officers and/or agents shall not be responsible for any loss, damage or injury that may occur to person or property whether ashore or at sea as a consequence of the participation of any boat.

17. Insurance

- 17.1 Boats sailing in this regatta must be adequately insured against third party liability for racing risks. Proof of same may be requested.

Information for Competitors (Not part of Notice of Race)

1. General Information

For more information please contact:

The Nassau Yacht Club | Tel: +1 242 393 5132; Fax: +1 242 383 8184

Email: info@nassauyachtclub.org

The Star Sailors League

Email : info@starsailors.com

2. Accommodation for Competitors

Competitors will be provided with hotel accommodation in Nassau from December 1st through 8th at the expense of the SSL.



SAILING INSTRUCTIONS

Star Sailors League Final

Nassau Bahamas

December 2nd to 7th 2014

1. Rules

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) and the rules of the Star Class (STCR) except as any of these are modified by the Notice of Race and/or Sailing Instructions and any amendments thereto.
- 1.2 RSS Appendix P will apply.
- 1.2.1 RRS Appendix P1 is changed to permit the hail to protested boat to be either sail number or bow number.
- 1.2.2 If signalled by the race committee in accordance with RRS Appendix P5, pumping, rocking and coaching will be permitted when the wind speed exceeds 6 knots as measured at deck level on a race committee boat. This changes STCR rule 35.
- 1.3 The prescriptions of the national authority, Bahamas Sailing Association, will not apply.
- 1.4 Racing rules 35, 62.2 and 66 are changed as follows: RRS 35 will be changed to provide that boats not finishing within 60 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing. RRS 62.2 and 66 will be changed to shorten the time for requesting redress and the time for requesting that a hearing be reopened on the last day of the qualifying round.
- 1.5 The attached RRS Addendum Q, umpired fleet racing, will apply for the Final races: quarter-final, semi-final and final.

2. Notices to Competitors

- 2.1 Notices to competitors will be posted on the official notice board located at the main hall of the Nassau Yacht Club (NYC).

3. Crew weight

- 3.1 Crews must comply with class rule 31.1.3 before 0900 on Wednesday December 3rd, the first day of racing. The first opportunity to comply will be at the weighing ceremony on December 2nd. Crews may be reweighed during the event at the discretion of the Organising Authority.

4. Changes in the Sailing Instructions

- 4.1 Changes in the Sailing Instructions will be approved by the Jury and the Organizing Authority and will be posted before 0900 hours of the day they will take effect, except that any change in the schedule of races will be posted by 2000 hours on the day before it will take effect.

5. Signals Ashore

- 5.1 Signals made ashore will be displayed on the flagpole in the parking lot of the NYC and the notice board in the NYC.
- 5.2 Code flag "AP" when displayed ashore means that the start has been postponed. The warning signal will be made not less than 90 minutes after the lowering of the signal.



6. Schedule

Tuesday December 2nd

- 10:00 to 1600 Weighing, Registration and measurement

Wednesday December 3rd

- Qualifying round
- 11:00 First warning signal. Maximum of 4 races back-to-back.

Thursday December 4th

- Qualifying round
- 11:00 First warning signal. Maximum of 4 races back-to-back.

Friday December 5th

- Qualifying round
- 11:00 First warning signal. Maximum of 4 races back-to-back.

Saturday December 6th

- Final races
- 11:00 First warning signal. Quarter-final, Semi-final and Final, back-to-back.

Sunday December 7th

- Reserve day

6.1 No more than 4 races per day may be sailed. This changes STCR 34.3.7 Format C.

6.2 A maximum of nine (9) races will be sailed in the qualifying round. The qualifying round will end on December 5th.

6.3 The final races will be sailed on one day only.

7. Class Flag

7.1 The Class Flag shall be a white field with a red star.

8. Racing Area :

8.1 The starting area will be approximately 5 miles East of the NYC.

9. Courses :

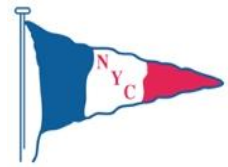
9.1 Courses "2", "3" or "4" of STCR 34.3 will be used, with Format C of STCR 34.3.7. The Race Committee signal boat will display the appropriate numeral pennant (or course number by placard) to indicate the course.

9.2 Course "2" is modified to be two isosceles right-angled triangles, finishing on a final upwind leg: Start-1-2-3-1-2-3-Finish (upwind). This changes STCR 34.3.4. Modified course "2" will only be used at the discretion of the race officer if the wind speed exceeds 22 knots as measured at deck level on a race committee boat.

9.3 New Course "5" to be added. Three complete right-angled triangles, with the hypotenuse the third leg (9 legs), finishing downwind (Start-1-2-3-1-2-3-1-2-Finish). The triangle is intended to be basically a windward-leeward circuit with the second leg consisting of a reach of approximately 100 meters at right angles to the direction of the first leg. The format for this course is minimum of 0.7 nm and maximum of 1.1 nm weather leg. 30 minute maximum time limit for the first beat. Target time per race is 1 hour, with a 2 hour maximum time limit for completed course.

9.4 The approximate compass bearing from Mark 3 (or Mark 3S and 3P) to Mark 1 will be displayed on the Race Committee signal boat prior to or with the warning signal.

The courses will not be shortened.



10. Marks

- 10.1** Except as provided for in SI 10.2, 12.1 and 14.1 marks will be yellow tetrahedrons.
- 10.2** A new mark will be an orange tetrahedron. If a new mark is subsequently changed, it will be replaced with a yellow tetrahedron.
- 10.3** If employed a "leeward gate" will consist of a pair of yellow tetrahedrons.
- 10.4** For courses 3, 4 and 5, Mark 2 will be a yellow tetrahedron.

11. Check in

- 11.1** Prior to the first warning signal of the first race a boat sails each day, boats shall sail past the stern of the Race Committee signal boat to be recorded. RRS A4.1 is changed to provide that boats not complying with this instruction will receive the same score as a boat not starting without a hearing. This changes RRS 63.1 and A5.

12. The Start

- 12.1** The starting line will be between the staff from which an orange flag is displaying on the Race Committee signal boat and a nearby mark or the staff of an orange flag on a committee boat marking the other end of the start line.
- 12.2** RRS A4 is changed so that a boat not starting within 10 minutes after the starting signal will be scored DNS without a hearing.
- 12.3** The recall number for a boat shall be her bow number.
- 12.4** A Race Committee boat displaying Code flag "G" may pass to windward of the fleet in the event of an abandonment, postponement or general recall which means: "The Race Committee has signalled an abandonment, postponement or general recall. Boats are to return to the starting area immediately".
- 12.5** A Race Committee boat displaying Code flag "X" positioned near Mark 1 will attempt to notify premature starters and will display their bow number.
- 12.6** A Race Committee boat displaying a black flag positioned near Mark 1 will attempt to notify boats that have been disqualified in accordance with RRS 30.3 and will display their bow numbers. Any boat notified that she has been disqualified shall leave the racecourse immediately. However, if there are several races scheduled for that day, boats having been disqualified in a race may stand by in an area outside the racecourse for a subsequent race.
- 12.7** The Race Committee will sound a series of short horn blasts to alert competitors that the warning will be displayed within one minute.

13. Change of Position of the Next Mark

- 13.1** To change the position of the mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the mark may not yet be in position.

14. The Finish

- 14.1** The finishing line will be between the staff from which an orange flag is displayed on a Race Committee signal boat and a nearby mark or the staff of an orange flag on the race committee line boat.



15. Time limit

15.1 The time limit will be as described in STRC 34.3.7 Format "C".

15.2 RRS 35, A4 and A5 are changed to provide that boats finishing more than 60 minutes after the first boat to finish will be scored "Did Not Finish" without a hearing.

16. Protests

16.1 Protest forms are available at the regatta desk in the main hall of the NYC. A protest shall be delivered there within the protest time limit.

16.2 Protests shall be delivered within one hour of the Race Committee signal boat docking time. Protest time will be posted on the Notice Board.

16.3 Notices will be posted on the official board within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the committee room of the NYC at the time posted.

16.4 Notices and protests by the Race Committee or International Jury will be posted to inform boats under Rule 61.1(b).

16.5 A list of boats that have been penalized for breaking RRS 42 will be posted as soon as possible after the protest time limit.

16.6 Boats recorded on the finishing list as having not started or not finished will be posted on the notice board ½ hour before the end of protest time.

16.7 On the last day of the qualifying round a request for reopening a hearing shall be delivered:

16.7.1 Within the protest time limit if the requesting party was informed of the decision on the previous day ;

16.7.2 No later than 30 minutes after the requesting party was informed.

16.8 On the last day of the qualifying round a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17. Scoring

17.1 For the qualifying round the low point scoring system, RRS Appendix A, will apply, modified so that each boat's qualifying round score will be the total of her race scores with the worst score discarded if more than two races are completed. The winner of the qualifying round qualifies directly for the semi-final. The crews finishing the qualifying round from 2nd to 11th place qualify for the quarter-final. Ranks 12 to 20 are determined by the qualifying round.

17.2 Final Races:

17.2.1 Quarter-final; one race. The crews ranked 2nd to 11th in the qualifying round compete in the quarter-final. The top six boats will qualify for the semi-final, with ranks 8 to 11 determined by the quarter final.

17.2.2 Semi-final; one race. The winner of the qualifying round and the top six boats of the quarter-final compete in the semi-final. The top four boats will qualify for the final, with ranks 5 to 7 determined by the semi-final.

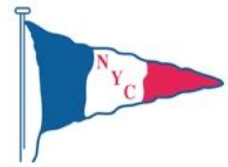
17.2.3 Final; one race. The top four boats of the semi-final compete in the final. Ranks 1 to 4 will be determined, with the first boat to finish being the winner of the event.

17.3 In the event that the racing program cannot be completed, the final ranking will be determined as follows:

17.3.1 The ranking after the qualifying round if no final races are sailed.

17.3.2 The ranking after the quarter final if the semi-final and final are not sailed. The winner of the qualifying round keeps his first place.

17.3.3 The ranking after the semi-final if no final is sailed.



18. Liability and safety

- 18.1** The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner and/or entrant.
- 18.2** Competitors leaving the race course before the end of a race shall inform the Race Committee or the NYC as soon as possible. Competitors not leaving the dock on a race day shall inform the NYC; telephone +1 242 393 5132.

19. Crew changes

- 19.1** Any request for a change of crew must be submitted to the International Jury in writing prior to 0900 hours on the day of the race for which the change is to be made. If the international Jury grants permission, it will do so in writing and post such notice on the Notice Board.
- 19.2** A change of helmsman will not be permitted.

20. Team and private support boats

- 20.1** Coach boats will be required to register with the Organizing Authority.
- 20.2** Coach boats and private spectator boats are expected to render assistance to a boat in danger when requested by the boat, or at the request of the Race Committee or Jury.
- 20.3** Team leaders, coaches and other support personnel shall stay 100 meters outside areas where boats are racing from the time of the warning signal until all boats have finished racing.
- 20.4** A yacht shall receive no outside assistance from support boats or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of emergency and/or towing supplied by the organiser and available to all participants.
- 20.5** The penalty for breaking 20.1, 20.2, 20.3 or 20.4 will be at the discretion of the jury up to including disqualification of all boats associated with the team or private support boat.

21. Media

- 21.1** After each race a yacht may be approached by a media boat so that reporters can interview the crew.
- 21.2** Competitors will be required to make themselves available to the media according to a schedule to be presented at registration.

22. Haul out restrictions

- 22.1** All boats must be kept at NYC commencing on December 2nd at 0800 hours until the end of the event.

23. Radio communication

- 23.1** A boat shall neither make nor receive radio transmissions (including cellular telephone).

24. Tracking

- 24.1** Each boat is required to be equipped with a tracking device that will be provided by the Organising Authority.
- 24.2** Every morning, before leaving the dock, trackers will be mounted in a designated location on the boat. After the last race of each day, as soon as possible after return to the dock, competitors must make their tracker available to the person responsible for recharging.

25. Prizes

- 25.1** The Sir Roland Symonette Perpetual Trophy will be awarded to the winner.
- 25.2** Prize money will be awarded in accordance with the list provided by the Star Sailors League.



26. Disclaimer of liability

- 26.1** Participants agree that no person or organisation involved in the conduct of this regatta will be liable for any accident, injury, fatality, or damage or loss of boat or personal property arising out of a participant's preparation for or participation in any on-the-water or on-shore activities (whether social, recreational, launching, hauling, boat storage or otherwise) associated with the event. Nothing in these Sailing Instructions or oral statements by the Organising Authority, their officers, directors or agents, shall modify or otherwise impair the effect of the Waiver of Liability Form, the execution of which is a condition of entry.



ADDENDUM Q

UMPIRED FLEET RACING

This addendum has been approved by ISAF in accordance with rule 86.2 and ISAF Regulation 28.1.3.

Version: January 21, 2013

Marginal marks indicate important changes from the previous version.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Instruction Q1.1(b) does not apply to boards.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while racing.'
- (b) For boards, the One-Turn Penalty is one 360° turn with no requirement for a tack or a gybe.
- (c) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.'
- (d) The third sentence of rule 61.1 (a) and all of rule 61.1 (a)(2) are deleted. Rule B5 is deleted.
- (e) Rules 62.1 (a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.
- (f) Rule 64.1 (a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.
- (g) Rules P1 to P4 shall not apply.



Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

- Q2.1** While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. However, a board need not display a red flag.
- Q2.2** A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.
- Q2.3** At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.
- Q2.4** A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.
- Q2.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

- Q3.1** An umpire will signal a decision as follows:
- (a) A green and white flag with one long sound means 'No penalty.'
 - (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
 - (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.
- Q3.2**
- (a) A boat penalized under instruction Q3.1 (b) shall take a One-Turn Penalty as described in rule 44.2.
 - (b) A boat disqualified under instruction Q3.1 (c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

- Q4.1** When a boat
- (a) breaks rule 31 and does not take a penalty,



- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signalled in accordance with instruction Q3.1 (b), or disqualify her under instruction Q3.1 (c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1 (f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2 (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.

- (c) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1 (c).

Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to "A *party* to the hearing may not ask for a reopening".

- Q5.3**
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

Q5.4 The race committee will not protest a boat, except following a report under rule 43.1 (c) or 78.3.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.