



9TH SUPERYACHT CHALLENGE
ENGLISH HARBOUR, ANTIGUA
30 JANUARY to 3 FEBRUARY 2019
SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by:

- a) The rules as defined in *The Racing Rules of Sailing* (RRS).
- b) World Sailing Appendix SY, Superyacht Racing Rules
- c) The ORC Superyacht Rule (www.orc.org/superyacht).
- d) No national prescriptions will apply.
- e) In the event of conflict between the notice of race and the sailing instructions, the sailing instructions take precedence. This changes RRS 63.7
- f) If the organizing authority receives corroborative or substantiated reports of a yacht being handled in an overaggressive, unseamanlike or unsafe manner, it may excuse the yacht from the regatta and/or declare the yacht and/or its afterguard members ineligible for future Superyacht Challenge Antigua regattas, with or without a hearing.

2 ADVERTISING

The regatta has a no sponsorship policy so boats shall obtain prior approval if they want to promote and/or display their own sponsor.

3 RRS-SAFETY AFTERGUARD MEMBER & COMMUNICATIONS OFFICER

- 3.1 The RRS-Safety Afterguard Member and Communications Officer shall be members of the afterguard whose primary responsibility is collision avoidance, the safe maneuvering of the yacht and, in the case of the Communications Officer, communicating on the dedicated VHF Safety Channel 14 whilst racing. They shall have no other responsibility above and beyond these safety related matters. The Communications Officer shall have a handheld VHF radio in his possession from the time the yacht approaches the starting area until departing the finishing area following the race.
- 3.2 The RRS-Safety Afterguard Member and Communications Officer shall attend the pre-regatta briefing and the RRS-Safety Afterguard Member will be responsible for ensuring

the daily Declaration Form is returned to the Race Office as soon as practicable following racing each day, but no later than 90 minutes after finishing.

4 RACE OFFICE

The Race Office is located at the Antigua Charter Yacht Meeting Office, near to Immigration in Nelson's Dockyard.

5 REGISTRATION

Boats shall complete registration at the Race Office no later than 18:00 hours on 29 January 2019.

6 RANGEFINDER

- 6.1 At registration yachts will be issued with a Pantaenius Laser Rangefinder.
- 6.2 The rangefinder shall be used to determine distance between yachts (instructions issued with unit).
- 6.3 The rangefinder shall be returned to the Race Office after the last race of the regatta.
- 6.4 Breaches of SI 6 shall not be grounds for protest by a yacht. This changes RRS 60.1(a).

7 BRIEFINGS

- 7.1 A pre-regatta briefing will be held at 17:00 hours on 30 January, at the Admiral's Inn. Attendance is mandatory for the Captain, the RRS-Safety Afterguard Member, the Communications Officer and the Racing Tactician.
- 7.2 A daily briefing will be held each racing day at 09:00 hours outside the Race Office. Attendance is mandatory for any two from the following: the Captain, the RRS-Safety Afterguard Member, the Communications Officer and the Racing Tactician. The race committee will notify its intent for the day's racing, and start order and daily declaration forms will be distributed.
- 7.3 There may be a post-race safety meeting as a result of an incident on the race course. Attendance will be mandatory for Captains, RRS-Safety Afterguard Members, Communications Officers and Racing Tacticians of yachts involved. Yachts will be notified by VHF radio and/or mobile telephone.

8 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Race Office.

9 CHANGES TO SAILING INSTRUCTIONS

- 9.1 Changes to the sailing instructions will be posted on the official notice board no later than the daily briefing on the day the change comes into effect.
- 9.2 Other changes may be made orally on the water by VHF Channel 08.

10 SIGNALS MADE ASHORE

No signals will be made ashore.

11 SCHEDULE

11.1 Four races are scheduled over four days.

Tuesday 29 Jan	09:00-18:00	Registration
Wednesday 30 Jan	17:00 18:00	Pre-regatta Briefing Welcome Cocktail Party (at Boom Restaurant)
Thursday 31 Jan	09:00 11:00 18:00	Briefing First Race The Famous Cook Off
Friday 1 Feb	09:00 11:00 16:00	Briefing Second Race Paddle Board Competition & Beach Party
Saturday 2 Feb	09:00 11:00 18:00	Briefing Third Race Cocktails & Caribbean Night
Sunday 3 Feb	09:00 11:00 17:30-19:30	Briefing Fourth Race Prize-Giving Ceremony (at the Admiral's Inn)

11.2 The organizing authority and race committee reserve the right to modify the schedule depending on weather conditions or other unforeseen circumstances.

11.3 The detailed social programme will be emailed to yachts.

12 CLASSES

There are two classes, Buccaneers and Corsairs.

13 RACING AREA

The racing area is off the south coast of Antigua.

14 THE COURSES & MARKS

14.1 The courses and the approximate position of the marks are detailed in the appendix to these sailing instructions.

14.2 The starting line and finishing line mark will be a yellow inflatable cylinder. Course marks will be orange inflatable cylinders.

15 SIGNALS MADE AFLOAT

Races will be started, postponed, shortened or abandoned by VHF radio announcements by the race committee from Fort Charlotte on VHF Channel 08. There will be no other sound or visual signals. This changes RRS 26, 27, 29 and 32 (a leg of the course will not be changed).

16 THE START

16.1 The start will be a staggered start with slower rated yachts starting before faster rated yachts in their class. Increments between starts will be advised at the daily briefing.

- 16.2 A yacht's preparatory signal is 4 minutes before her starting signal.
- 16.3 A time check and the course will be announced before the first warning signal of each race.
- 16.4 The starting line will be between the signal mast at Fort Charlotte and the course side of a yellow buoy to the south. Fort Charlotte is at the eastern entrance of English Harbour and the co-ordinates of the signal mast are 17°00.038 N - 61°45.641W.
- 16.5 Regardless of class, after the preparatory signal for the first boat to start and prior to a yacht's preparatory signal, a yacht shall stay clear of the starting area and of yachts scheduled to start ahead of her.
- 16.6 There will be no individual recalls. A yacht that is on the course side of the starting line at her starting signal shall not return and will be given a penalty of 5 minutes in addition to the time she was over early. This changes RRS 28.1, 29.1 and A4.2.
- 16.7 When the scoring method is ToD, ratings will be used to provide yachts before the start with Estimated Finish Times (EFTs). Yachts will therefore be able to estimate their position in the race (thus maintaining the ethos of pursuit racing whilst reducing the possibility of many yachts finishing at the same time). As the starting and finishing marks may be adjusted, the course length and therefore the EFTs may change.

17 THE FINISH

The finishing line will be between the signal mast at Fort Charlotte and the course side of a yellow buoy to the south.

18 PENALTY SYSTEM

- 18.1 The One-Turn and Two-Turns Penalties shall not apply. Instead the Scoring Penalty, RRS 44.3, will apply (a yellow flag will be required).
- 18.2 A yacht shall declare any penalties she has taken on her daily Declaration Form.

19 TIME LIMIT

The time limit is 17:00 hours. Yachts failing to finish within the time limit will be scored Did Not Finish without a hearing. This changes RRS 35, A4.2 and A5.

20 PROTESTS & REQUESTS FOR REDRESS

- 20.1 The Notice of Race and these Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. They reinforce the fact that the SYCA is a congenial racing event.
- 20.2 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the regatta. The race committee fully expects a level of mutual respect between competitors.
- 20.3 Protest forms are available at the Race Office. Protests and requests for redress shall be delivered there within the protest time limit. The protest time limit is 60 minutes after the last yacht in the class has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 20.4 A schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.
- 20.5 If there is an incident on the water and no protest is filed or penalty declared the yachts' Captains, RRS-Safety Afterguard Members, Communications Officers and Racing

Tacticians shall meet immediately following the racing to discuss and resolve any minor safety, sportsmanship or competitive advantage issues. If unable to resolve the issues, or to clarify rules, competitors are encouraged to request a 'Safe Racing Hearing' with the jury on their daily Declaration Form.

20.6 On the last scheduled day of racing 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.

20.7 Penalties for breaches of the rules other than a rule of RRS Parts 1 and 2 may be less than disqualification if the jury so decides.

21 SCORING

One race is required to be completed to constitute a series. No score will be excluded.

22 SUPPORT BOATS

Support boats shall keep well clear of the starting area and after the preparatory signal of the yacht they are supporting shall not come within 20 metres of a yacht, unless SI 23.2 applies.

23 SAFETY REGULATIONS

23.1 Yachts shall comply with all safety requirements and carry requisite safety equipment designated by their flag state and/or classification society and/or code.

23.2 Man-Overboard (MOB)

23.2.1 Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.

23.2.2 A yacht that has an MOB incident shall immediately stop racing. She shall either (a) recover the person, or (b) coordinate the recovery of the person with another boat. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.

23.2.3 The yacht Captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume racing when the person is safely on board the recovery boat. This changes RRS 47.2.

23.2.4 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.

23.2.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee which may add to the yacht's elapsed time without a hearing when another boat recovers the MOB. This changes RRS A5.

23.3 A yacht that retires from a race shall notify the race committee on VHF channel 08 as soon as practicable.

24 USE OF ENGINES & THRUSTERS

24.1 For safety reasons, yachts are encouraged to run their engines in neutral during the race. Engines may be put into gear and thrusters used at any time during the race for a yacht to take action in order to avoid a collision.

24.2 A yacht that puts her engine in gear or uses her thruster after her preparatory signal

shall submit a written declaration of “propulsion use” to the Race Office within the protest time limit stating the time the engine was in gear or thruster used, the reason for using it, the duration of use and any potential competitive advantage realized. The race committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was significant advantage in the race (RRS 42.3(i)).

25 DAILY DECLARATION FORM

Each yacht's RRS-Safety Afterguard Member shall complete a daily Declaration Form. The completed form shall be delivered to the Race Office within 90 minutes of the yacht's finish.

26 COMMUNICATION

- 26.1 The race committee will use VHF channel 08 for communication. All yachts shall monitor this channel from the time they approach the starting area until departing the finishing area following the race.
- 26.2 The Bridge-to-Bridge Safety Channel is VHF 14. All yachts shall maintain an active radio watch on VHF channel 14 from their approach to the starting area until departing the finishing area following the race. Yachts hailed by another yacht shall respond. This channel should be used to assist with collision avoidance, determine the other yacht's intentions, and resolve confusion. If VHF channel 14 is congested, yachts may use race committee VHF channel 08 for safety related communication.
- 26.3 The alternative to VHF is mobile phone communication. All yachts will be provided with a list of mobile phone numbers for each yacht's Captain, RRS-Safety Afterguard Member and Safety Officer. Telephone communication is strongly encouraged when the VHF Safety Channel and the race committee channel are in use.
- 26.4 Yachts equipped with an Automatic Identification System (AIS) shall operate their AIS system from the time they approach the starting area until departing the finishing area following the race. This assists in maintaining safe separation between yachts and collision avoidance.
- 26.5 Yachts shall perform a radio check and receive an acknowledgement from the race committee on VHF Safety Channel 14 within one hour prior to their published start time.

27 PRIZES

A selection of Rum Barrels suitably filled.

28 DISCLAIMER OF LIABILITY

Competitors participate in the regatta at their own risk and are required to have requisite insurance coverage. Superyacht Challenge Antigua Ltd, its employees, agents and affiliates, including the race committee and jury (collectively termed “the Organisers”) shall not be responsible or liable for any damage or for loss of life or personal injury caused by or to a competing yacht either in collision or otherwise occurring in connection with the operation of the yacht or any other damage whatsoever by reason of the yacht's participation in the regatta. Yacht Owners shall indemnify and hold harmless the Organisers from any such claim that may arise including attorney's fees, costs and any commissions incurred by the Organisers in defending any such claims.

29 INSURANCE

Each yacht shall be adequately insured. It is the responsibility of each Yacht Captain and Owner to certify that all crew and guests aboard are properly insured against all liabilities and injuries incurred for the duration of the regatta.

APPENDIX – COURSES & MARKS

COURSES

COURSE 1 Start Nelsons S Timoneer S Rendezvous P Rupert S Curtains S Finish ODM P Nelsons P Finish 21.8NM	COURSE 2 Start Nelsons S Rupert S Curtains S Rendezvous S Curtains S Finish ODM P Nelsons P Finish 23.0NM	COURSE 3 Start Nelsons S Rupert S Curtains S Finish ODM P Nelsons P Finish 17.7NM
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Finish ODM is a passing mark (not a rounding mark).
 Distances are approximate and may change after marks are laid.
 Other courses may be advised at the daily briefing.

APPROXIMATE POSITION OF MARKS

Start/Finish (pin)	17N00.000'	61W46.800'
Curtains	16N59.866'	61W50.800'
Nelsons	16N58.566'	61W44.750'
Rendezvous	17N00.000'	61W48.000'
Rupert	16N56.500'	61W49.700'
Timoneer	16N57.540'	61W46.380'