



**10<sup>TH</sup> SUPERYACHT CHALLENGE**  
**ENGLISH HARBOUR, ANTIGUA**  
**11 to 15 MARCH 2020**  
**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, to the RRS (Exhibit 1).
- c) The ORC Superyacht Rule ([www.orc.org/superyacht](http://www.orc.org/superyacht)).
- d) The safety requirements designated by the yacht's flag state, classification society and/or code of compliance.
- e) No national prescriptions will apply.
- f) In the event of conflict between the notice of race and the sailing instructions, the sailing instructions take precedence. This changes RRS 63.7
- g) 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. This changes RRS 63.1.

**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 National Parks Antigua Events Center, Nelson's Dockyard.

#### **5 REGISTRATION**

Boats shall complete registration at the Race Office no later than 18:00 hours on 10 March 2020.

#### **6 RANGEFINDERS**

- 6.1 At registration yachts will be issued with two Pantenius Laser Rangefinders.
- 6.2 They shall be used to determine distance between yachts (instructions issued with unit).
- 6.3 They 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 11 March outside the Race Office on the eastern balcony. 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 at the Capstans, Nelson's Dockyard. 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.
- 7.3 Daily start orders and declaration forms will be issued by email.
- 7.4 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 10 March	09:00-18:00	Registration
Wednesday 11 March	17:00 18:00	Pre-regatta Briefing Welcome Cocktail Party (at Boom Restaurant)
Thursday 12 March	09:00 11:00 18:00	Briefing First Race The Famous Cook Off
Friday 13 March	09:00 11:00 16:00	Briefing Second Race Paddle Board Competition & Beach Party
Saturday 14 March	09:00 11:00 18:00	Briefing Third Race Cocktails & Caribbean Night
Sunday 15 March	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 schedule will be emailed to yachts prior to the event.

## 12 CLASSES

There are three classes, Buccaneers, Privateers and Corsairs.

## 13 RACING AREA

The racing area is off the south coast of the island of Antigua.

## 14 THE COURSES & MARKS

14.1 The courses and the approximate position of the marks are detailed in Appendix 1 to these sailing instructions.

14.2 The starting line and finishing line mark will be a yellow inflatable cylinder. Laid 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.

- 16.2 A yacht's preparatory signal is 4 minutes before her starting signal.
- 16.3 A time check will be announced and the course confirmed 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 for all yachts named in the protest or request.
- 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 Man-Overboard (MOB)**

23.1.1 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.

23.1.2 A yacht that has a 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.

23.1.3 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.

23.1.4 A yacht that has a 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.

23.1.5 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.

23.2 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 at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race for a yacht to avoid a collision. Breaches of SI 24 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

24.2 A yacht that puts her engine in gear or uses her thruster while racing shall submit a written declaration of "engine use" to the Race Office as soon as practicable after racing, stating the time the engine was in gear or thruster was used, the reason for use,

the duration of use and any potential competitive advantage gained.

## **25 DAILY DECLARATION FORM**

Each yacht's RRS-Safety Afterguard Member shall complete a daily Declaration Form. The completed form shall be emailed to the Race Office at [info@superyachtchallengeantigua.com](mailto:info@superyachtchallengeantigua.com) 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 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 in a timely fashion. This channel shall be used in close quarters to assist with collision avoidance, determining the other yacht's intentions, and resolving any confusion. If VHF 14 is congested, yachts may use race committee VHF channel 08 for safety related communication.
- 26.3 The alternative to VHF radio will be mobile phone communication. Yachts will be provided with a list of mobile phone numbers for each RRS-Safety Afterguard Member and Communications 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 agree to be bound by the World Sailing Racing Rules of Sailing, by the Notice of Race and the Sailing Instructions. Competitors agree to take any and all responsibility for the nautical qualities of their yacht, the rigging, the crew's ability, and the safety equipment. Competitors also agree to take any and all responsibility for damages caused to third persons or their belongings, to themselves or to their belongings, ashore and at sea as a consequence of their participation in the regatta, relieving of any responsibility the Organizing Authority and all persons involved in the organization under whatever qualification and to accept full responsibility for the behaviour and dress of the yacht's crew, representatives and guests.

Competitors are to be acquainted with RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone."

Competitors agree that the organizers and their agents have no responsibility for loss of life or injury to crew members or others, or for the loss or damage to any vessel or property.

## **29 INSURANCE**

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