



**12<sup>TH</sup> SUPERYACHT CHALLENGE**  
**ENGLISH HARBOUR, ANTIGUA**  
**6 to 12 MARCH 2023**  
**SAILING INSTRUCTIONS**

**1 CLASSES & CLASS FLAGS**

- 1.1 There will be up to three classes: Buccaneers, Privateers and Corsairs. A list of yachts by class will be posted on the official notice board.
- 1.2 Class flags for the purpose of sailing instruction (SI) 5.2 are as follows: Buccaneers, Black; Privateers, Green; Corsairs, Cyan. Class flags are not required to be displayed by yachts.

**2 THE COURSES & MARKS**

- 2.1 The courses and the colours and approximate positions of the marks are detailed in the Appendix to these sailing instructions.
- 2.2 Marks will be inflatable cylinders.
- 2.3 RRS 34, Mark Missing, is changed to add: "or (c) substitute a waypoint which will be announced on the race committee channel. When Racing Rule of Sailing (RRS) 34(c) applies, a yacht shall record her time and position when she passes the waypoint on the Daily Declaration Form."

**3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Changes to the SIs will be posted on the online official notice board located on the regatta website no later than the daily briefing on the day the change comes into effect for the four-race Series, and no later than the pre-regatta briefing for the Round Antigua Race.
- 3.2 Other changes may be made orally by VHF radio. This changes RRS 90.2(c).

**4 SIGNALS MADE ASHORE**

No signals will be made ashore.

**5 SIGNALS MADE AFLOAT**

- 5.1 Races will be started, postponed, shortened or abandoned by VHF radio announcement by the race committee ashore. There will be no other sound or visual signals. This changes RRS 26, 27 and 32. (A leg of the course will not be changed.)
- 5.2 In exception to SI 5.1 a race committee boat may signal a shortened course.

## **6 THE START**

- 6.1 Yachts will be assigned their own starting times for each race, with slower rated yachts starting before faster rated yachts, unless a different starting order is applied, and increments between starts of not less than 2 minutes. The daily starting sequence will be posted on the official notice board.
- 6.2 The starting sequence for the first yacht to start will be in accordance with RRS 26 (as changed by SI 5.1).
- 6.3 A yacht's preparatory signal is 4 minutes before her starting signal.
- 6.4 The starting line will be between the signal mast at Fort Charlotte and the course side of the Start/Finish ODM to the south. Fort Charlotte is at the eastern entrance of English Harbour and the co-ordinates of the signal mast are 017°00.038 N - 061°45.641W.
- 6.5 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.
- 6.6 The RRS definition Start is changed in notice of race 2g.

## **7 THE FINISH**

- 7.1 The finishing line will be between the signal mast at Fort Charlotte and the course side of the Start/Finish ODM.
- 7.2 If the course is shortened and the race committee announces SI 7.2 applies, the finishing line is a line through the mark at a 90° angle to the last leg of the course and of the shortest practicable length. At the first reasonable opportunity a yacht shall report to the race committee her finishing time and her position in relation to nearby yachts.

## **8 PENALTY SYSTEM**

- 8.1 The One-Turn and Two-Turns Penalties will not apply; instead the Scoring Penalty, RRS 44.3, will apply.
- 8.2 A yacht shall declare any penalties she has taken on her Daily Declaration Form.
- 8.3 Post-Race Penalty
  - 8.3.1 Provided that RRS 44.1(b) does not apply, a yacht that may have broken one or more rules of Part 2 or RRS 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
  - 8.3.2 A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in RRS 44.3(c). However, RRS 44.1(a) applies.
  - 8.3.2 A yacht takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.
- 8.4 Penalties for breaches of the rules, other than a rule of Parts 1 and 2 of the RRS, may be less than disqualification if the protest committee so decides.

## **9 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 and A5.

## **10 PROTESTS & REQUESTS FOR REDRESS**

- 10.1 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 Superyacht Challenge Antigua is a congenial racing event.
- 10.2 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.
- 10.3 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
- a) for the Round Antigua Race, 60 minutes after the yacht has finished,
  - b) for the Series, 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.
- 10.4 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.
- 10.5 If there is an incident on the water that raises questions regarding the rules and no protest is filed or penalty declared, competitors are encouraged to request a 'Rules Clarification Meeting' with the protest committee on their Daily Declaration Form. A Rules Clarification Meeting will not result in penalization of a yacht; rather its objective is to eliminate confusion and resolve any disagreements on interpretation of the rules.

## **11 SCORING**

The decision on the scoring method and scoring parameters used will be at the sole discretion of the race committee and together with length of course, directions of leg and the wind direction and speed will not be grounds for a request for redress by a yacht. This changes RRS 60.1(b).

## **12 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 there is an emergency).

## **13 SAFETY REGULATIONS**

### **13.1 Man-Overboard (MOB)**

- 13.1.1 Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race.
- 13.1.2 A yacht that has a MOB incident such that the person is no longer connected to the yacht shall retire from the race.
- 13.1.3 A yacht that retires in accordance with SI 13.1.2 will be scored the number of yachts entered in the series and the scoring abbreviation will be MOB. This changes RRS A5.2 and A10.
- 13.2 A yacht that retires from a race shall notify the race committee on VHF channel 08 as soon as practicable. If the reason is due to a MOB that shall also be notified to the race committee and reported on the Daily Declaration Form.

13.3 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 Afterguard Members, Communications Officers and Racing Tacticians of yachts involved. Yachts will be notified by VHF radio and/or mobile telephone or email.

#### **14 USE OF ENGINES & THRUSTERS**

14.1 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 14 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

14.2 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.

#### **15 DAILY DECLARATION FORM**

Each yacht's RRS Afterguard Member shall complete a Daily Declaration Form, which is available on the official notice board. The completed form shall be delivered to the race office or emailed to [info@superyachtchallengeantigua.com](mailto:info@superyachtchallengeantigua.com) as soon as practicable following racing each day, but no later than 90 minutes after finishing.

#### **16 COMMUNICATION**

16.1 The race committee will use VHF channel 08 primarily for communication (apart from SI 16.6), but may also use email and/or WhatsApp. Yachts shall monitor this channel on race days from 0930 (0730 on Round Antigua Race day) until their protest time limit.

16.2 Delay in the broadcast of VHF calls or the order in which they are made, or any omission or failure in the transmission or reception of them, will not be grounds for a request for redress by a yacht. This changes RRS 60.1(b).

16.3 The Safety Channel is VHF 14. 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.

16.4 The alternative to VHF for safety related communication 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.

16.5 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.

16.6 Yachts shall perform a radio check and receive an acknowledgement from the race committee on VHF Safety Channel 14 within 90 minutes prior to their scheduled start time.