



ANTIGUA SAILING WEEK 2024

28 APRIL – 3 MAY

NOTICE OF RACE

The Antigua Sailing Week Committee invites you to compete in the 55th Antigua Sailing Week. The Organizing Authority is the Antigua Sailing Week Committee. The event headquarters will be located at Antigua Yacht Club, Falmouth Harbour, Antigua.

Abbreviations: **ASW** – *Antigua Sailing Week* **CSA** – *Caribbean Sailing Association*
 RRS – *Racing Rules of Sailing* **NoR** – *Notice of Race*
 OA – *Organizing Authority* **SI's** – *Sailing Instructions*

1. RULES

- 1.1. The event will be governed by the rules as defined in the *Racing Rules of Sailing*.
- 1.2. The event will also be governed by:
 - a) for boats in CSA classes, the CSA Rating Rule
 - b) for boats in the Club Class, the CSA Simplified Rating Rule and the CSA Club Class Rules
 - c) for boats in the Bareboat classes, the CSA Rating Rule and the ASW Requirements for Bareboat Class
 - d) for multihulls, the CSA Multihull Rating Rule
 - e) for all boats except RS Elite Class and Dragon Class, the ASW Minimum Safety Rules
- 1.3. The RRS will be changed as follows:
 - a) RRS 52, Manual Power, is deleted
 - b) RRS 77, Identification on Sails, is deleted
 - c) Appendix WP will apply
- 1.4. The Sailing Instructions may also change other RRS.

2. SAILING INSTRUCTIONS

Sailing Instructions will be available online at www.yachtscoring.com prior to Registration.

3. COMMUNICATION

- 3.1. All boats shall carry a VHF radio capable of communicating on standard 'International' channels.
- 3.2. On the water, the race committee will make courtesy broadcasts to competitors on VHF radio and via WhatsApp. The VHF channel and a link to the appropriate WhatsApp group will be stated in the SI's.
- 3.3. While racing, except in an emergency or when responding to contact from the OA's radio broadcaster, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

4. ELIGIBILITY AND ENTRY

In accord with World Sailing policies and following their strong encouragement, the event is not open to Russian or Belarusian athletes. Additionally, no boat may be identified as Russian or Belarusian in any way.

- 4.1. The Event is open to the following classes, which may be subdivided:
- CSA Monohull
 - CSA Monohull Club Class
 - CSA Multihull
 - CSA Bareboat
 - RS Elite One Design
 - Dragons One Design Invitational
- 4.2. Boats may enter the event online at www.sailingweek.com. Dragons may request an invitation at: <https://sailingweek.com/requestforinvitation/>
- 4.3. Entries will be accepted up to 6 pm on Saturday, April 27, 2024.
- 4.4. The OA reserves the right to amalgamate, cancel, divide, sub-divide or rearrange classes at its sole discretion.
- 4.5. All boats shall have a minimum of two persons on board at all times while racing.
- 4.6. All entries except One Design classes must declare their sail configuration at registration but in any event, by no later than 6 pm on Saturday, April 27, 2024.
- 4.7. All entries shall complete the Crew Waiver Form prior to the start of racing. The form is available online after the yacht has entered via a link available to the owner at www.yachtscoring.com
- 4.8. To be considered an entry in the event, a boat at shall complete all registration requirements and pay all fees.

5. FEES

- 5.1. For all classes except the Club Class the entry fee will be:
- US \$13 per foot of measured overall length if paid in full prior to January 5, 2024;
 - US \$15 per foot of measured overall length if paid in full prior to April 5, 2024;
 - US \$18 per foot of measured overall length if paid after April 5, 2024.
- 5.2. For the Club Class, the entry fee will be US \$9 per foot of measured overall length.
- 5.3. For the RS Elite and/or Dragon classes the entry fee will be \$350 reduced by 20% if the entry fee is paid prior to December 31, 2023.
- 5.4. Entrants are requested to pay entry fees online during registration using the link available in Yacht-Scoring or via www.sailingweek.com/payment. Alternatively, entry fees can be paid in person by Visa, MasterCard, cash or EC dollar cheque at the Antigua Sailing Week office located at National Sailing Academy, Dockyard Drive, English Harbour, open from 9 am to 5 pm Monday to Friday year-round, or at Registration. Cheques or payments not honored will be subject to a fee of US \$100 plus any levied bank charges.
- 5.5. Paid entries withdrawing on or before April 5, 2024, will receive a refund of the entry fee. Entries withdrawing after April 5, 2024, will receive a refund of the entry fee less a 20% administration fee, except in exceptional circumstances at the sole discretion of the OA.

6. ADVERTISING

- 6.1. Boats may be required to display advertising chosen and provided by the OA.
- 6.2. Any advertising of any other event or event sponsor shall be removed prior to the first day of racing.

7. SCHEDULE

- 7.1. Onsite registration is mandatory for all entrants including bareboats. Unless otherwise announced, registration will take place at the Committee Desk at Antigua Yacht Club, Falmouth Harbour, as follows:
- Wednesday, April 26, 2024, from 10 am to 5 pm for pre-registration help and information
 - Thursday, April 25, 2024, from 9 am to 5 pm
 - Friday, April 26, 2024, from 9 am to 5 pm
 - Saturday, April 27, 2024, from 9 am to 6 pm

- 7.2. There will be a Competitors' Briefing for the Bareboat and Club Classes to be held at a location and time to be determined on the afternoon of Saturday, April 27, 2024.
- 7.3. Racing will be scheduled on each of the following days:
- Sunday, April 28, 2024
 - Monday, April 29, 2024
 - Tuesday, April 30, 2024
 - Thursday, May 2, 2024
 - Friday, May 3, 2024
- 7.4. For all classes there will be a lay day on Wednesday, May 1, 2024.
- 7.5. The scheduled time of the warning signal for the first race each day will be 10 am.
- 7.6. Number of Races:

Class	Max #	Max # / Day
All Classes except those listed below	13	3
CSA Club Class	5	1
RS Elite and Dragon Class	15	4

8. IDENTIFICATION

- 8.1. National letters and sail numbers shall be in capital letters and Arabic numerals of a contrasting color to the body of the sail. In addition, the letters and numbers identifying the boats shall be clearly legible when the sail is set.
- 8.2. All boats shall demonstrate the legibility of their sail numbers to the OA before the close of registration. Legibility may be demonstrated by digital image or any other convenient form.
- 8.3. Any boat without sail numbers or that cannot comply with 8.2 will be provided with identification bow and stern numbers. They shall be applied to the forward and aft sections of the hull on each side of the boat following the application instructions included with the numbers. Aft numbers are not required if the boat's name is clearly visible across the transom. It is the sole responsibility of the boat to ensure that these numbers are clearly visible during racing.
- 8.4. Any boat whose identification is missing, unreadable or obscured may not be protested by a boat. This changes RRS 60.1(a).

9. MEASUREMENT AND RATINGS

- 9.1. All entries shall have:
- In the CSA Monohull classes: a valid 2024 digitally certified CSA rating certificate
 - in the Bareboat classes: a valid 2024 digitally certified CSA Bareboat rating certificate
 - in the Multihull classes: a valid 2024 digitally certified CSA Multihull rating certificate
 - in the CSA Club Class: a valid 2024 digitally certified CSA Simplified rating certificate
- 9.2. Boats requiring CSA measurement prior to racing at ASW should follow this link: [//caribbean-sailing.com/apply-for-measurement/](https://caribbean-sailing.com/apply-for-measurement/)

10. EQUIPMENT INSPECTION

- 10.1. Boats may be inspected at any time during the regatta.
- 10.2. A boat that is found to be in contravention of the ASW Minimum Safety Rules or fails to comply with any reasonable request of the OA, will be protested by the Race Committee or the Technical Committee.

11. COURSES

- 11.1. Racing for CSA, Bareboat and Club Classes will be in the waters surrounding the coast of Antigua.
- 11.2. Racing for the RS Elite and Dragon Classes will be in Falmouth Harbour and vicinity
- 11.3. Courses will be published in the Sailing Instructions.

12. PENALTY SYSTEM

- 12.1. Decisions of the International Jury will be final as provided in RRS 70.5.
- 12.2. The penalty, if any, for breaches of the RRS other than Parts 1 and 2 will be at the sole discretion of the International Jury.

13. SCORING

- 13.1. One race must be completed to constitute a series.
- 13.2. A boat's series score will be:
 - when fewer than 6 races have been completed: the total of her race scores.
 - when 6 and up to 10 races have been completed: the total of her race scores excluding her worst score.
 - when 11 or more races have been completed: the total of her race scores excluding her two worst scores.

14. MEDIA RIGHTS

By participating in this event, competitors grant to the OA and the event sponsors the right, in perpetuity, to make, use and show, at their discretion, any photography, audio, and video recordings, and other production of them and/or their boat made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation.

15. RISK STATEMENT

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The OA will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the event.

16. INSURANCE

Each participating boat shall be insured with adequate valid third-party liability insurance for the duration of the event.

17. PRIZES

- 17.1. Winners' pennants will be awarded to 1st, 2nd and 3rd place finishers daily based on combined results of all races in each class that day. Other prizes may also be awarded to those finishers.
- 17.2. Trophies will be awarded at the end of the event to 1st, 2nd and 3rd place overall in each class.
- 17.3. All other trophies and prizes to be awarded will be listed on www.sailingweek.com.

18. FURTHER INFORMATION

The governing documents referred to in Section 1, Rules, can be found as follows:

- Racing Rules of Sailing (2021 - 2024) - www.sailing.org
- Information about the Caribbean Sailing Association, the CSA Rating Rules, and CSA Measurers - www.caribbean-sailing.com.
- Information about Antigua Sailing Week's sustainability initiatives - www.sailingweek.com/sustainability
- The most up to date racing related documents: <https://yachtscoring.com>
- For further information see: www.sailingweek.com or email info@sailingweek.com
- To enter Antigua Sailing Week 2024, go to www.sailingweek.com and click on 'Enter'
- Contact the race manager for racing related issues: Jaime Torres at jaime@sailingweek.com

Appendix A – ASW 2024 Club Class Rules

This Class is open to sailors who want to participate in the on-the-water action but who may not take their racing as seriously as others and don't want to incur all the usual expenses. If you are racing to win, this is not the class for you!

- Acceptance of entries into the Club Class is **solely** at the discretion of the OA. High-performance boats, boats using high-tech sails or spars, boats that have previously done well, raced extensively under CSA racing, or boats with highly trained crews will typically not be accepted into the Club Class.
- The class will be scored using Variable Simplified CSA Handicap. Boats that already have full, current CSA Ratings may enter the class but will be issued a CSA Simplified Rating, at no cost. CSA Simplified Ratings are higher than CSA Full Ratings. Boats without a CSA Rating must request a CSA Simplified Rating at a cost of US \$2.00/foot by accessing this link: [//caribbean-sailing.com/apply-for-measurement/](http://caribbean-sailing.com/apply-for-measurement/) All boats should endeavor to have their CSA Simplified Rating a few days BEFORE the close of registration.

Please note: If you wish to race with a lower CSA Full Rating then you need to get a full CSA measurement or annual update AND register for one of the CSA Racing Classes.

- Boats may enter as jib and main only (no pole), jib and main only (with pole) or with spinnakers.
- After each day's racing, individual ratings will be adjusted up or down according to the following formula:

New Rating = Old Rating X Equalizing Factor X Reward Factor. Boats that do well (better than 4th place) will have their rating adjusted up while boats that do not do as well (worse than 4th place) will have their rating adjusted down. Boats that finish in 4th place will not have their rating change for the next race. The newly adjusted rating becomes your rating for next day's race. This will result in tighter racing as the week progresses with more opportunities for all teams to experience the thrill of a podium position.

Equalizing Factor:

Calculated as the ratio of each finisher's corrected time to the 4th place boat corrected time to a minimum and maximum amount of 0.900 to 1.050, inclusive.

Performance Reward Factor:

This does not vary for the duration of the regatta.

1st = .990, 2nd = .994, 3rd = .997, 4th = 1.000, 5th = 1.003, 6th = 1.006, 7th = 1.010, 8th = 1.011, 9th = 1.012, 10th = 1.013, 11th = 1.014, 12th and below = 1.015

If the boat has no finish time (DNC, DNS, DNF, etc.), then **New Rating = Old Rating.**

For the top three finishers, the New Rating will not be less than the Old Rating.

For the 4th place finisher, the rating will remain the same for the next race

For finishers below 4th place, the New Rating will not be more than the Old Rating.

Note: Yacht Scoring will only display the last rating used regardless of the actual rating used to calculate earlier races.

- By participating in the Club Class, all participants accept the Variable Simplified CSA Handicap procedures. (AL1)
- The CSA Simplified Rating or the Variable Simplified CSA Handicap procedures are not subject to protest by a boat. This changes RRS 60.1(a).
- There will be one race per day for the class with no scores excluded.
- Courses will be 1-3 hours long with less emphasis on windward/leeward performance in as much as that is possible within our geographic and mark placement limitations

Appendix B – ASW Requirements for Bareboat Class

The Race Committee is committed to ensuring an equal and fair opportunity for all competitors in the Bareboat Class. The following rules will therefore apply to all entrants and boats in the Bareboat Class.

1. The Bareboat Class will be restricted to boats that have a 2024 digitally-certified CSA Bareboat Rating Certificate, are active in a recognized bareboat charter fleet and are acceptable to the OA.
2. The Bareboat Class is open only to entrants and crews who have no previous affiliation, familiarity or financial interest in the vessel being sailed, the sails and/or the standard equipment. The charterer may not arrange with the bareboat charter company to have equipment installed that is not standard and/or may give any real or perceived advantage, nor may it arrange for any equipment to be removed.
3. Bareboat charter companies shall allocate boats to entrants purely on a random basis. Entrants shall not be allocated the same boat for Antigua Sailing Week two years in a row unless the bareboat charter company provides a written explanation acceptable to the OA which may approve such allocation in its sole discretion.
4. Only equipment provided as standard by the bareboat charter company will be allowed during racing and solely for the purpose for which it was intended. Restrictions on equipment and usage while racing are as follows:

Permitted Actions:

- i. Bimini and/or dodger fabric may be moved, folded, or removed from its frame but must be stowed onboard.
- ii. Stack pack may be folded along the boom but must not be removed.
- iii. Bimini and/or dodger frames may be folded and secured in place.
- iv. Anchors must be removed from the bow of the boat and stowed in a readily accessible on-board location.
- v. Anchor chain and rode may be moved but must be stowed in a locker designed for that purpose where readily available on deck.
- vi. Lazy jacks may be led forward to the mast.

Prohibited Actions:

- i. No supplied equipment may be moved or removed from its fixed position except as described in 'Permitted Actions' above.
- ii. The anchor shall not overhang any part of the boat while racing.
- iii. Equipment may not be used for any purpose other than that for which it is supplied (for example, jib sheets may not be used as barber haulers).

Prohibited Equipment:

- i. Spinnaker poles, whisker poles, or any other poles
 - ii. Readily adjustable backstays
 - iii. Sails other than the ones measured as standard equipment and listed on the boat's 2024 CSA Bareboat Rating Certificate
 - iv. Equipment other than standard equipment supplied by the bareboat charter company
5. Folding propellers are only permitted on boats in Bareboat Classes with like equipment and solely at the discretion of the OA if approved in advance of racing.

It is solely the OA's decision whether to accept an entrant in the Bareboat Class. The decision by the OA will not be grounds for a request for redress. This changes RRS 62.1(a)

Appendix C – ASW Minimum Safety Rules

The following is a list of Antigua Sailing Week's MINIMUM Safety Rules. These rules are intended as minimum standards and shall not supersede or modify any of the World Sailing Racing Rules of Sailing, class rules or other requirements as set forth in the Notice of Race or Sailing Instructions. It is further recommended that participants utilize either World Sailing Offshore Special Regulations or US Sailing Safety Equipment Requirements.

Boats must meet the ASW Minimum Safety Rules at all times during racing in Antigua Sailing Week and the Peters & May Round Antigua Race. All equipment specified in these rules must be in date, in workable condition and suitable for the purpose for which it is to be used. Boats may not protest under this rule. This changes RRS 60.1(a).

Required equipment includes:

1. Softwood plugs or other suitable materials, tapered and in sufficient quantity to fit all thru hull fittings and apertures.
2. Lifelines and bow and stern pulpits, or lifelines secured in such a way as to form a stern pulpit of not less than 18" in height, except lifelines may be split at the bow to facilitate sheeting. Lifelines shall be taut with not more than seven feet between supports, taut being defined as no apparent sag between supports. Lifelines shall be attached securely and in such a way that no part of the system is elastic in nature.
3. With regard to hiking and positioning of crew on the rail: your attention is drawn to the requirements of RRS 49.2.
4. The following boats are not required to comply with Rule #2,
 - a. boats under 8 meters in length designed without lifelines.
 - b. boats designed without lifelines but having sufficient bulwarks or other structures to help prevent a man overboard.
 - c. boats applying for and receiving in writing an exemption from the requirements of Rule #2 from the Race Committee prior to racing.
5. For boats with onboard electrics or flammable fuels, a fire extinguisher charged and in date and readily accessible.
6. Two buckets of not less than two gallons' capacity each, fitted with lanyards of suitable strength and length.
7. One anchor with chain of suitable size for the boat's length and displacement with suitable anchor and rode. No part of an anchor shall overhang any part of the boat while racing unless an exemption is requested in writing from the OA and granted.
8. A first aid kit suitable for rendering first aid treatment in minor emergencies.
9. Paper or electronic charts covering the area to be raced
10. Lifejackets meeting the requirements of a recognized maritime authority for each person on board, with a whistle attached. Lifejackets shall be of suitable size for the intended wearer and be readily accessible.
11. One life ring or Lifesling capable of supporting the largest member of the crew in the water and positioned above deck such that it is immediately available for use in an emergency.
12. VHF radio capable of transmitting and receiving on the emergency and Race Committee channels.
13. A compass suitable for navigation.
14. A shut off valve in working order shall be fitted to each fuel tank.
15. Hatches, companionways, and ports shall be capable of being substantially watertight while racing.
16. Cockpits must be self-bailing and fitted with adequate drains.
17. Sufficient drinking water shall be carried on board so that at the finish of the race there remains at least one pint per person.