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## Preamble:

### Registration

On registration, all competitors shall produce the documents listed in the Notice of Race, chapter "REGISTRATION".

By participating in the regatta, competitors agree to be bound by *The Racing Rules of Sailing (RRS)*, and by all other rules that govern the event listed in SI 1.

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

Competitors who are not members of the "Fédération Française de Voile" (FFV = French Sailing Federation) shall provide written proof of their membership of one of the organizations listed in RRS 75.1 and of current third party liability insurance cover for a minimum value of 1.6 million Euros.

### Notification to competitors

All information posted on the Official Notice Board will be, if possible, also posted on the official Web site of Les Voiles de Saint Barth <https://lesvoilesdestbarthrichardmille.com/us/race-documents/>. Missing information on the web site will not be grounds for a request for redress by a boat.

The reference (NP) in the SI means that a boat cannot protest another boat on that rule, This changes RRS 60.1(a)

The reference (DP) in an SI rule means that the penalty for an offence under this rule may, at the discretion of the jury, be less than a disqualification.

## 1 RULES

The regatta will be governed by:

- 1.1 The rules as defined in *The Racing Rules of Sailing (RRS)*,
- 1.2 The special prescriptions of the "Fédération Française de Voile" ("FFVoile") for foreign competitors that will apply are stated in full in Addendum B of these Sailing Instructions,
- 1.3 The "FFVoile" regulations,
- 1.4 If there is a conflict between languages, the *French text* shall take precedence,
- 1.5 The official sailing instructions are those delivered at registration in Saint-Barthélemy,
- 1.6 Times given in these sailing instructions and on the official notice board are local times (UT-4),
- 1.7 The following measurement rules will apply:
  - MAXI: IRC measurement rules.
  - SPINNAKER: CSA monohull measurement rules ([www.caribbean-sailing.com](http://www.caribbean-sailing.com))
  - RACING MULTIHULL: CSAmulti and ORCmh measurement ([offshoremultihull.org/ORCmh](http://offshoremultihull.org/ORCmh))
- 1.8 The LVDSBH Minimum Safety Requirements (available on <https://lesvoilesdestbarthrichardmille.com/us/race-documents/>)
- 1.9 Electrical energy: RRS 52 will not apply excepted for Melges 24 class.

## 2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located close to Gustavia Harbour "Capitainerie" and if possible, posted on line on <https://lesvoilesdestbarthrichardmille.com/us/#all/> web site.
- 2.2 The Official Notice Board is the official notification for each competitor. It is the competitor's responsibility to consult the official notice board until two hours before the scheduled warning signal of the first race of the day, and after racing.
- 2.3 Boats' rating coefficients (rating handicaps) will be posted if possible on Sunday April 17<sup>th</sup> at 17h00 after registrations completed.  
Protest time limit for protests regarding a boat's rating shall be 20h00 this same day or 1 hour after the posting time if later.

## 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions will be posted on the Official Notice Board no later than 2 hours before the warning signal of the first race of the day. Changes to the Sailing Instructions may be signalled on the water according to SI 10.4. This cancels the 2 hours interval.  
Any change to the schedule of races shall be posted by 20h00 on the day before it will take effect.
- 3.2 Changes of SI will be, if possible, posted on <https://lesvoilesdestbarthrichardmille.com/us/race-documents/> website
- 3.3 Oral changes to the SI can be made on the water, as permitted by SI 10.4, according to RRS 90.2(c).

## 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag mast, located close to the race office near the "Capitainerie".
- 4.2 "Flag AP": in the "Race signal – Postponement Signals - AP": "1 minute" is replaced with "not less than 45 minutes". This change "Race signals".

## 5 RACE SCHEDULE

5.1 Races are scheduled as follows

- Monday, April 18<sup>th</sup>: 1<sup>st</sup> Warning Signal: 12.00: 1 race
- Tuesday, April 19<sup>th</sup>: 1<sup>st</sup> Warning Signal: 10.00: 1 or 2 races
- Wednesday, April 20<sup>th</sup>: 1<sup>st</sup> Warning Signal: 10.00: 1 or 2 races
- Friday, April 22<sup>th</sup>: 1<sup>st</sup> Warning Signal: 10.00: 1 or 2 races
- Saturday, April 23<sup>th</sup>: 1<sup>st</sup> Warning Signal: 10.00: 1 or 2 races

5.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

5.3 On the last scheduled day of racing no Warning Signal will be made after 13.30.

## 6 CLASS FLAGS

Class flags will be defined by amendment before registration.

## 7 STARTING, RACING AND FINISHING AREAS

Two starting zones are stated underneath and will be indicated every day by an amendment to the SI

Starting area "Gustavia" is located in the vicinity of Pain de Sucre, bay of Gustavia.

Starting area "St Jean" is located in the vicinity of St Jean's buoy (inflatable red buoy).

The racing areas are in the waters of the island of Saint-Barthélemy and East of St Martin

Two finishing zones are fixed and indicated in each course description (cf Appendix A-Races)

Finishing area "Gustavia" is located around 17° 53',34 N and 62° 51',26 W.

Finishing area "Saint-Jean" is located in the vicinity of St-Jean's buoy

Ferries, cargo ships or cruise ships may navigate in the racing areas. IRCPAS apply towards these vessels.

## 8 COURSES

### 8.1 Courses definition

The diagrams in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. Texts prevail on diagrams.

The choice of races for the day will be communicated every morning by an amendment to the SI

8.2 No later than the warning signal, the Race Committee signal vessel will display if possible the approximate length and the compass bearing of the first leg.

### 8.3 Course designation

When the Race Committee has to design a course among the courses described in the Addendum A, the numeral pennant indicating the course to be sailed will be displayed on the Race Committee signals vessel no later than the warning signal of the concerned class to start. When 2 numeral pennants are displayed, one over the other, this means: "a course number 10 or more will be sailed. The higher numeral pennant on the hoist indicates the "tens", the lower pennant the "units"

### 8.4 Offset mark

An offset mark may be laid windward of the starting line. In that case, the Race Committee signal vessel will display code flag "D" before the warning signal.

The offset mark is to be rounded by being left:

- On the port side if code flag "D" is displayed alone.
- On the starboard side if the Race Committee signals vessel displays a **GREEN** flag below code flag "D".

## 9 MARKS

9.1 Starting and offset marks will be red inflatable cylindrical buoys.

9.2 The finishing mark will be a black and white inflatable cylindrical buoy for "Gustavia" area and St Jean's buoy for "St Jean Area (cf Appendix A- Races)

9.3 Course marks are defined in Addendum A.

9.4 Sponsors' stickers can be affixed on marks.

9.5 A Race Committee vessel signaling a change of a leg of the course is a mark.

## 10 SIGNALS MADE AT SEA

10.1 "D" displayed on the RC vessel before the start of a race means: "there is an offset mark as described by SI 8.4".

10.2 "2<sup>nd</sup> Substitute" displayed on a RC boat close to a mark means: "this RC boat is doing an official ranking" (see § 12.3).

10.3 "S over H" displayed on a RC vessel means: "the race is stopped. The last official ranking registered at a mark, and established according to SI 12.3 will be used as finishing order for the concerned class(es)". This changes "Race Signals".

10.4 "L over I" displayed on a RC vessel with a sound signal, reinforced with a VHF radio communication and eventual written information on a board on the RC vessel means: "According to RRS 90.2(c), changes to the Sailing Instructions are orally given on the water". This changes RRS "Race Signals" and SI 2.2 and 3.1.

10.5 "O" displayed on a Race Committee vessel close to a mark means: "Go straight to the finishing line".

## 11 THE START

### 11.1 Starting line

Unless otherwise described in the addendum A, the starting line will be between the mast displaying an orange flag with letters START displayed on the Race Committee vessel on the starboard end, to be left on starboard, and the course side of the starting mark on the port end of the line, to be left on port.

A RC vessel displaying a “SBYC” flag may stand on the extension of the starting line, beyond the port end. This boat is to be considered as an *obstruction*. This vessel is responsible of a zone clear of any non-starting boat, on the outside of the starting line.

### 11.2 Boats waiting for their start:

Boats whose warning signal has not been made shall avoid the starting area and keep clear of all the boats whose preparatory signal has been made. (application of the preamble to Part 2 of the RRS. and modification of RRS 24.1). [DP]

### 11.3 Starting time limit

A boat starting later than 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4& A5.

### 11.4 Starting race signals

Starting order is at the RC's discretion.

Starts will be given in accordance with RRS 26.

Signal	Flag and Sound	Minutes before starting signal
Warning	Class flag 1 sound	5
Preparatory	P, or I, or Z, or Z with I, or U or black flag; 1 sound	4
One-minute	Preparatory flag removed 1 long sound	1
Starting	Class flag removed 1 sound	0

Starting procedures shall be given, if possible, on the VHF race channel (channel 72).

### 11.5 Start:

a) In accordance with World Sailing rule test RE21-01, a boat that does not take its start according to the definition “Start” shall not come back on the pre-start side of the starting line and a 3% time penalty shall be applied.

b) In rule 28.2, delete the first sentence and replace with:

'A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to cross it until she finishes shall, when drawn taut...'

c) For safety reasons, a boat breaking RRS 29.1 or 30.1 or 30.2 shall not sail back to the pre-start side of the *starting line to start*. This changes RRS 29.1, 30.1 and 30.2.

d) The penalty for not having crossed the starting line as required by SI 11.5 will be a penalty in time of 3% of her elapsed real time without a hearing (This modifies RRS A.4, A.5 & A11).

e) In addition, such boats may be protested by the race Committee [DP] or be subject to a hearing opened by the Jury based on the RRS 69 “Misconduct”.

### 11.6 VHF announcement for OCS: *The RC will announce by VHF on the race channel, the sail or the dodger numbers of boats having broken SI 11.5(a), but not earlier than 1 minute after the starting signal of the race.*

*A missing or late radio call shall not be grounds for redress. This changes RRS 62.1(a).*

## 12 CHANGING THE NEXT LEG OF THE COURSE, SHORTENING THE COURSE, OFFICIAL RANKING

After the start, the RC may, according to RRS 32 or mandatory items of the organization, change the next leg or shorten the course, or register an official ranking at any mark of the course defined in Addendum A. This changes RRS 32 & 33.

Thus, competitors are requested to sail nearby and have a close watch at those marks in order to be able to check if a Race Committee vessel is standing in the vicinity of the mark, signaling a modification of the course or an official ranking

### 12.1 Changing the next leg of the course:

A change of the next leg is signaled near the mark which begins the changed leg by a Race Committee vessel who:  
\* display flag “C” and the Class(es) flag(s) of the concerned class(es) with repeated sound signals. If no Class flag is displayed the course is shortened for all classes.

\* display a board with the name of the next mark to be rounded.

The boats shall pass between the Race Committee vessel signaling the change of the next leg and the nearby mark, leaving the mark on the required side. This change RRS 33.

In case of a change in a costal course, the mark(s) between the Race Committee vessel signaling the course change

and the mark posted as the « following mark », will be neutralized and will not need to be respected.  
To follow, the boats shall continue to sail the course as described in Addendum A of the Sailing Instructions.

#### **12.2 Shortening the course**

The Race Committee vessel display, in addition to flag “S”, the CLASS flag of the concerned class(es). If no Class flag is displayed the course is shortened for all classes.

The finishing line is then defined according to RRS 32.2.a.

#### **12.3 Shortening and modifying the course**

Flag “O” displayed on a Race Committee vessel near a rounding mark means: “After rounding this mark, sail directly to the finish” (SI 13).

The Race Committee vessel display the CLASS flag of the concerned class(es). If no Class flag is displayed the course is shortened for all classes.

Short sound signals shall be made by the Committee vessel to draw attention to the boats.

The boats shall pass between the Race Committee vessel signaling the course change of the next leg and the nearby mark, leaving the mark on the required side. This change RRS 33.

#### **12.3 Official ranking at a mark**

A Race Committee vessel displaying the “second substitute” and the “class flag” of the concerned classes (change of race signal) positioned close to a rounding mark register an official ranking.

If no class flag is displayed, the official ranking concerns all the classes.

Race Committee vessel may make repetitive sounds signals when boats approach.

The boats shall cross the line between the Race Committee vessel signaling the official ranking and the nearby mark, leaving the mark on the required side (This change RRS 33) and continue to race.

The Race Committee may, subsequently decide to shorten the race. The Race Committee vessel will display flags “S over H” with 2 sound signals (This changes RRS “Course signals”) and the flags of the concerned classes. If no class flag is displayed, the shortening of the race concern all the classes.

This means, “The race has been shortened at the last mark at which an official ranking was established”.

If possible, the announcement will be also made by a Race Committee VHF announcement.

In this case, boats shall be considered as *having been racing* after having cleared the line were the official ranking was made and the incidents that could have happened later submitted to preamble of chapter 2.

### **13 THE FINISH**

For “Gustavia” area, the finishing line will be between the course side of the finishing mark defined in SI 9.2 on the port end, and a staff displaying on the race committee vessel flying a Blue flag on the starboard end.

For “St Jean” area, the finishing line will be between the course side of St Jean’s red inflatable buoy on the port end, and on the race committee vessel flying a Blue flag on the starboard end.

### **14 PENALTY SYSTEM**

The penalty for breaking a rule other than 28 and 31 and the RRS Part 2 , and 11.5 of the sailing instructions, may be less than DSQ at the discretion of the Jury, after hearing (DPI).

RRS 44.1 is changed so that the two turns penalty is replaced by one-turn penalty.

### **15 TIME LIMITS**

Boats finishing after 18h00 (17h00 on the last scheduled day of the regatta), local time, will be scored DNF without a hearing. This changes RRS A4 and A5.

### **16 PROTESTS AND REQUESTS FOR REDRESS**

#### **16.1 Informing the Finishing Race Committee vessel:**

Boats who intend to protest shall orally inform the Finishing Race Committee vessel immediately after having crossed the finishing line and wait for a confirmation of the registration of their call by the Committee before leaving the finishing area. This changes RRS 61.1.

#### **16.2 Protest time limit**

Protest forms and request for redress forms are available at the Race Office. Protests and requests for redress or reopening shall be lodged there within one hour after the finishing time of the last boat of the class of the protesting boat.

#### **16.3 Protests by Race Committee, Technical Committee or Jury**

Notices of protests by the Race Committee, Technical Committee or Jury will be posted to inform boats under RRS 61.1(b).

#### **16.4 Notice of protests a) The time for the hearings by the Jury will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses,**

b) It is the boat's representative sole responsibility to check if she is cited in a protest.

If a or both party(ies) is (are) absent, the Protest Committee may consider a hearing according to RRS 63.3(b).

#### **16.5 Request for reopening on the last day**

On the last day of the regatta, a request for reopening a hearing shall be lodged :

(a) Within the protest time limit if the party requesting the reopening was informed of the decision on the previous

day.

(b) No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This modifies RRS 66.

#### **16.6 Request for redress on the last day**

On the last day of the regatta, a request for redress based on a jury decision shall be lodged no later than 30 minutes after the decision has been posted. This modifies RRS 62.2.

- 16.7** The following instructions will not be grounds for a protest by a boat: 11.2, 18, 19, 20, 22, 23, 25 and 26. This changes RRS 60.1(a).

### **17 SCORING**

- 17.1** A boat's corrected time (for boats submitted to it), calculated according to her handicap rating shall determine her finishing place. The corrected time will be calculated in hours, minutes, seconds, and 1/100 of second. For one design classes, the scoring will be in real time.

- 17.2** Boats scoring, DNC DNS, UFD, BFD, DSQ, DNE, RET will be scored points corresponding to the number of boats entered in the series + 1.

Boats scoring DNF shall be scored points for the last boat to sail the course and finish +3, but no more than the number of boats entered in the series +1. This changes RRS A4.2.

The Scoring abbreviation for boats not finishing within the time limit shall be "HTP" ("Hors temps" = out of time).

- 17.3** Two races are required to be completed to constitute a series.

- 17.4** A boat's series score shall be the total of her validated races scores. (This changes RRS A 2).

### **18 SAFETY REGULATIONS**

#### **18.1 Retirement**

A boat retiring from a race shall remove her class pennant and notify the Race Committee as soon as possible by using VHF channel 72. She shall then complete a retirement declaration form and deliver it to the Race Office as soon as possible |DP|

Failing to comply with this sailing instruction may lead to a RRS 69-Misconduct action by the Jury.

#### **18.2 Safety equipment**

Each boat shall have on board the safety equipment required by its navigation category for boats flying a French flag, or by the "LVDSBH Minimum Safety Requirements"- (see "<https://lesvoilesdestbarthrichardmille.com/us/race-documents/>" web site).

Furthermore, French flag boats must comply with regulation of the sailing category in the sailing zone.

### **19 REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1** The skipper or his representative will have to deliver to the race office, before 5 pm on April 17<sup>th</sup>, the list of crews mentioning the people embarked during the event |DP|.

In case of a modification of the crew, the new crew list will have to be delivered to the race office 2 hours before the first warning signal of the race in which the crew is modified |DP|.

- 19.2** Substitution of damaged or lost equipment will not be allowed unless approved by the Technical Committee.

Requests for substitution shall be in writing, signed by the boat's representative, and delivered to the Technical Committee at the first reasonable opportunity.

### **20 EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1** A boat and equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions.

While afloat, a boat can be instructed by a member of the Race Committee or the Technical Committee to proceed immediately to a designated area for inspection.

### **21 IDENTIFICATION AND EVENT ADVERTISING**

- 21.1** Each boat shall have, except with a Race Committee authorization, a sail number on the mainsail. This number shall correspond to the one given on registration. This changes RRS 77. [DP].

- 21.2** Boats shall conspicuously display on the backstay or starboard shroud, the flag of the event and the class flag provided by the organizing authority. [DP].

- 21.3** Competitors who retire during the race shall remove their class flags. [DP].

- 21.4** Official boats will display the SBYC flag.

- 21.5** Boats shall display event advertising supplied by the organizing Authority. This equipment is described in the "Addendum C" "Voiles de Saint Barth-Advertising code", and will be distributed to competitors at registration. If this rule is broken, WS regulation 20.9.2 applies |DP|.

### **22 TRASH DISPOSAL**

Boats shall not put trash in the water. Trash shall be kept on board until back ashore |DP|. Bio-degradable waste will not be considered as trash. This changes RRS 55.

## 23 RADIO COMMUNICATION

The Race Committee VHF channel is 72.

In an emergency, a boat shall apply normal procedures (To call on channel 16). If the VHF is out of order, competitors can call the organization of “Les voiles de Saint Barth” or the “CROSS AG” (French MRCC) on the following numbers:

- Race Committee Chairman: Jean COADOU 06 30 64 32 35
- Protest Committee Chairman-Alexis DUVERNOY 06 90 75 62 39
- Race Committee ashore: VHF 72
- Race management: Luc POUPON 06 90 57 44 66
- Event coordinator: François TOLEDE 06 90 44 14 41
- CROSS AG: 05 96 70 92 92 - VHF 16 – Cell 196
- SNSM (Safety at sea): 06 90 64 08 07 or VHF 16
- Event doctor: VHF 16
- Gustavia Harbor Master: 05 90 27 66 97 or VHF 12 and 16

## 24 PRIZES

Prizes will be awarded to the first, second and third of each class.

## 25 LIABILITY

- 25.1 Competitors participate in the regatta entirely at their own risk. The decision to participate in a race or to continue racing is theirs alone. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.
- 25.2 Each owner or skipper should make sure of the good behaviour of the crew ashore, of the adequate mooring of the boat, of the environmental respect at sea, in the harbour, on the quays and ashore.
- 25.2 A crew with an appropriate permit, license or certificate shall only use motor tenders. Speed in Gustavia’s Harbor and the marked channel is limited to **5 knots**.

## 26 ACCESSES AND MOORING IN THE HARBOUR

Boats arriving shall contact the Harbor Master for a specific authorization of access and mooring. If no space is available inside the harbour, or for draft reasons, boats may have to anchor outside the harbour, close to it, under their own responsibility.

In such a case, they shall inform the Harbor Master.

## 27 RACE OFFICIALS:

Race Committee Chairman	Jean COADOU
Protest Committee Chairman	Alexis DUVERNOY
	Jerome CHEDEVILLE
	Pascal GREMION
Measuring Committee Chairman	Bastien POUTHIER

## ADDENDUM B

### Prescriptions of the Fédération Française de Voile Racing Rules of Sailing 2017-2020

**(\*) FFVoile Prescription to RRS 64.3 (*Decisions on protests concerning class rules*):**

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

**(\*) FFVoile Prescription to RRS 67 (*Damages*):**

Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.

**(\*) FFVoile Prescription to RRS 70. 5 (*Appeals and requests to a national authority*):**

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

**(\*) FFVoile Prescription to RRS 78.1 (*Compliance with class rules; certificates*):**

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

**(\*) FFVoile Prescription to RRS 86.3 (*Changes to the racing rules*):**

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

**(\*) FFVoile Prescription to RRS 88 (*National prescriptions*):**

Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (\*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website [www.ffvoile.fr](http://www.ffvoile.fr), shall be the only translation used to comply with RRS 90.2(b)).

**(\*) FFVoile Prescription to RRS 91(b) (*Protest committee*):**

The appointment of an international jury meeting the requirements of Addendum N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.