



SAILING INSTRUCTIONS

Les Voiles de Saint Barth 2011

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ASSOCIATION DES HÔTELIERS
DE SAINT-BARTHELEMY

CHAMPAGNE
TAITTINGER
Réserve



www.lesvoilesdesaintbarth.com

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Annexe A-Parcours

Preamble : Registration

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

Competitors participate in the regatta entirely at their own risk. The decision to race or continue racing is their own responsibility.

All the foreign competitors shall show evidence of their membership to an ISAF member national authority and of current third party liability insurance cover for a minimum value of 1.6 million Euros.

A list by class of their entered boats will be posted on the official notice board before 9.00 am on the first racing day.

1 RULES

The regatta will be governed by:

- 1.1 The rules as defined in *The Racing Rules of Sailing*,
- 1.2 National prescriptions applying to foreign competitors will be joined in a special appendix "**Prescriptions**",
- 1.3 Regulations of the FFVoile,
- 1.4 In case of translation of these SI, the French text shall take precedence.
- 1.5 The only official sailing instructions are the ones given out on 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 Reminder of admitted classes measurement rules :

-CSA and CSA simplified for SUPER/MAXI YACHTS -Rule 52 'Manual power' will not apply-

-CSA Classic for CLASSIC boats

-CSA for RACING boats, The boat must use a spinnaker rating

-CSA for RACING-CRUISING boats.

-Multi 2000 for RACING MULTIHULL

-Minimum Safety Requirements (CSA) all boats

www.caribbean-sailing.com

www.multicoques-habitable.com/jauge.htm

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located close to Gustavia harbour Capitainerie.

2.2 Their posting is an official notification for each competitor. Therefore it is the competitors responsibility to consult the official notice board before each race, at least two hours before the start.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the official notice board no later than 2h00 before the warning signal of the first race concerned by the change(s), except any change to the schedule which shall be posted by 20h00 the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed on the flag mast, located close to Gustavia harbour Capitainerie.

4.2 When AP Flag is displayed ashore, the warning signal cannot be given less than 1 hour 45 minutes after the lowering of AP Flag. This changes Race Signals.

5 RACE SCHEDULE

Races are scheduled as follows:

Tuesday April 5, 2011	1 st Warning Signal : 13 00
Wednesday April 6	1 st Warning Signal : 11.00
Friday April 8	1 st Warning Signal : 11 00
Saturday April 9	1 st Warning Signal : 11 00

6 CLASS FLAGS

Starting order is the RC's decision. Class flags for the Warning signal are as follows :

"SUPER/MAXI YACHT" : Violet pennant

"CLASSIC" : Blue pennant

"RACING" : White pennant

"RACING CRUISING" : Green pennant

"RACING MULTIHULL" : Yellow pennant

7 START, RACE AND FINISH AREAS

Start area is located leeward of a 2NM diameter circle the center of which will be 17° 54' N and 62° 53',5 W.

Race area is in the waters of island Saint-Barthélemy .

The finish area is 17° 53',2 N and 62° 51'8 W

Ferries, cargo ship or crew ship can sail in the zone of race.

8 COURSES

8.1 Course definition

Courses used each day are described in Appendix A.

Texts prevail on diagrams.

8.2 Course identification

The Race Committee will display the course to be sailed No later than the warning signal. For each CLASS the numeral pennant corresponding to the number of the course as mentioned in Appendix A will be displayed on the Committee boat.

Displaying 2 numeral pennants one over the other means, that a course of two digits will be sailed.

8.3 Offset mark :

"D" flag displayed on the Race Committee Boat means that there is an offset mark approximately 2 NM windward of the starting line.

This offset mark will be an inflatable cylindrical red buoy.

A GREEN flag displayed together with D means that the offset mark is to be left to STARBOARD.

"D" flag alone means that the offset mark is to be left to PORT. This changes Race Signals.

If there is no offset mark, the first mark of the course is to be rounded as specified for this particular course.

9 MARKS

9.1 Start, offset marks will be red inflatable cylindrical buoys

9.2 The finish mark is black and white inflatable cylindrical buoy

9.3 Course marks are defined in Appendix A.

9.4 The marks can be with sponsor name

9.5 A race committee boat signaling a change of a leg of the course is a mark.

10 SIGNALS MADE AT SEA

"D" displayed on the RC boat before the start of a race means there is an offset mark.

2nd Substitute displayed on a RC boat close to a mark means this RC boat is taking an official ranking (see § 12.3).

AP over S displayed on a RC boat means the race is abandoned : the last official ranking at a mark will be used as a finishing order the concerned class(es).

L over I displayed on a RC boat with a sound signal, a VHF radio communication and an eventual an information on a board on the RC boat means : "According to RRS 90.2.c, modifications to the sailing instructions are orally given on the water".

This changes RRS "Race signals".

11 THE START

11.1 Starting line

Unless otherwise described in the appendices, the starting line will be between an orange flag displayed on the Race Committee boat on the

starboard end and an orange cylindrical mark on the port end of the line.
A RC boat may be on station on line with the starting line on the port end ; in such a case, the starting mark is constituted by the mark, this RC boat, and the gap between them.

During the last minute before the start, any competitor sailing between the starting mark and this RC boat will be penalized by 5% in points of the finishing boats in this race.

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 RRS Chapter 2 preamble and 23.1.

11.3 Starting time limit

A boat starting later than 6 minutes after her starting signal will be scored DNS.

11.4 Start signals

Starting order is at the RC's discretion.

Starts will be given in accordance with RRS 26 changed as follows :

Signal	Flag and sound signal	Minutes before start
Warning	Class flag - one sound signal	8
Preparatory	Flag(s) P or I or Z or Z and I or Black - one sound signal	4
Last minute	Preparatory down - one long sound signal	1
Start	Warning down - one sound signal	0

Absence of a sound signal is irrelevant.

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

11.5 VHF announcement of prematured starters

The RC shall announce by VHF radio the sail or race numbers of the premature starters on the race channel ; however, this will not be made

before one minute after the start. Absence of a radio call shall not be grounds for redress.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 Course change

Application of RRS 32 & 33 : the RC may change the course after the start for weather or organisation conditions at marks noted *** in Appendix A.

Thus, competitors are requested to have a close watch at those marks.

A change of course is signalled at the mark beginning the changed leg of the course by a RC boat which :

- displays a C flag and the Class(es) flag(s) ;
- sounds short signals ;
- displays the name or the number of the next mark to round.

The change will be indicated before the first boat begins the changed leg of the course. If the RC boat is anchored, competitors shall, when coming from the previous mark, sail between the mark beginning the changed leg of the course and the above mentioned RC boat ranking as a mark, then round one or the other of these marks.

12.2 Shortening the course

The RC may shorten the course after the start for weather or organisation conditions and judge a ranking at marks noted *** in Appendix A (this changes RRS 32). Competitors shall sail close to these marks and have a close watch.

The RC boat will then display, in addition to Blue and S, the CLASS flag of the concerned class(es). The finishing line is then defined according to RRS 32.2.a.

12.3 Official ranking at a mark

The Race Committee may interrupt a race for weather or organisation conditions, and consider it as completed, taking as finishing order the last rounding order at a mark defined *** in Appendix A.

Competitors' attention is drawn on the necessity to make sure, by sailing close to the marks marked *** in Appendix A, which might be used to change or

shorten the course, or where an official ranking can be made, that these procedures are effective or not.

If a race committee boat displaying a 2nd substitute and the Class flag(s) of classes concerned (this changes Race Signals) is located near one of the marks listed below, the mark and the committee boat constitutes a gate, where an official rounding order of competitors is made.

Consequently :

1 : Competitors shall pass through the gate

2 : continue their race.

If the Race Committee decides to interrupt the race afterward, he will display flags « AP over S», with 2 sound signals, and the class flag(s) (this change Race Signals), meaning "The race is interrupted, and the last official rounding order will constitute the finishing order. Anything that may be ground for protest or request for redress happening after the last official rounding order will not be taken in consideration, and no boat can be penalized, except for an action taken under a fundamental rule or rule 69."

The race committee may confirm this information by VHF.

13 THE FINISH

Unless otherwise defined in Appendix A, the finishing line will be between a staff displaying an orange flag together with the Blue flag, and the course side of the inflatable cylindrical BLACK and WHITE (checker board) finishing mark.

The finish area is 17° 53',2 N and 62° 51'8 W

14 PENALTY SYSTEM

When the rules of part 2 of the RRS are replaced by the right of way rules of the IRPAS (International Regulations for Preventing Collisions at Sea) rule 44.1 does not apply.

After hearing, a breach to rules other than 28 and 31 and to rules of part 2 may be sanctioned by a penalty ranging from 10% of the number of boats registered to disqualification.

15 TIME LIMITS AND TARGET TIME

For all the races, boats finishing after legal sunset time (18.25 local time) will be scored DNF.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest time limit

Protest forms are available at the Race Center. Protests, requests for redress or reopening shall be lodged there within 1.30 hr after the protesting boat finishes.

16.2 Protests by Race Committee or Jury

Protest time limit stated in 16.1 may be extended by the Jury according to circumstances. Notices of protests by the race committee or jury will be posted to inform boats under rule 61.1(b).

16.3 Posting of protests

Notices shall be posted as they are registered :

- a) the numbers of boats who protest and those who are involved in a protest.
- b) the numbers of boats noticed by the RC or Jury as having infringed a rule.
- c) times of hearing by the Jury will be posted within 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

16.4 Request for reopening on the last day

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

- (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 changes rule 66.

16.5 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 delivered no later than 30 minutes after the decision has been posted. This changes rule 62.2.

16.6 Breaches of the following instructions will not be grounds for a protest by a boat : 11.2, 18, 19, 20, 22: This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides. The scoring abbreviation will be DPI.

17 SCORING

The real time for each boat is taken on the finishing line, and the scoring for each race is calculated in corrected time through the handicap of each boat. The corrected time will be calculated in hours, minutes, seconds and 1/100 second.

Points for each race will be given according to RRS A4 Low point System.

Boats scoring DNC, DNS, OCS, BFD, RAF, DSQ, DNE will be scored points corresponding to the number of registered boats + 1.

Change to RRS A4.2 : boats scoring DNF on one race will be scored points of the last scored boat + 3, and cannot be scored more than the points of the registered boats + 1.

The results will show the mention " HTP " (hors temps) for the concerned competitors.

All races shall count for the general scoring.

Ties will be broken according to RRS A8.

18 SAFETY REGULATIONS

18.1 Retirement

A boat retiring from a race shall remove his flag and notify the race committee as soon as possible by using VHF channel 72. He then shall lodge a retirement form at the Race Center as soon as possible.

Failing to comply with this sailing instruction may lead to the exclusion of the event.

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 CSA regulation for foreign boats except that Multihulls are exempt from the lifeline requirement. The complete list can be found on www.caribbean-sailing.com.-Minimum Safety Requirements- (CSA)

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Competitors replacement will not be authorized without prior written authorization from the jury. Requests for replacement shall be made to the jury at the first reasonable opportunity.

19.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. While afloat, a measurer or equipment inspector from the race committee may request a boat to sail to a specified area to be checked.

20.2 Ratings used in calculating corrected time will be posted on the official notice board before 9.00 am, and no later than two hours before the scheduled starting time for the first race. Protests about these ratings can be lodged no later than two hours after the time limit for posting or the protest time limit of the first day, whichever is the latest.

21 IDENTIFICATION

21.1 Each boat shall have an identification number in the mainsail. This number shall correspond to the one given on registration before the start (RRS 77).

21.2 If boat don't have number in the main , a dodger given by the organization shall be conspicuously displayed on the lifelines, at the stern, on port and starboard.

21.3 Competitors shall conspicuously display in the backstay or the starboard shroud the race flag and class flag provided by the organisation.

21.4 Competitors who have stopped racing shall remove those identification flags.

21.5 Boats from the Organisation will display the SBYC flag.

22 TRASH DISPOSAL

Boats shall not put trash in the water. Trash shall be kept onboard until back ashore.

23 RADIO COMMUNICATION

The RC VHF channel is 72.

In an emergency, a boat shall apply normal procedures (call on channel 16) ; if the VHF is out of order, the organisation or the CROSSA can be called on the following numbers :

ORGANISATION during the race :

- Race Committee : 06 30 64 32 35
- Race Committee ashore : VHF 72
- Race management : 06 90 57 44 66
- CROSS AG : 05 96 70 92 92 and VHF 16
- SNSM : 06 90 64 08 07 and VHF 16
- Race doctor : VHF 16
- Gustavia harbour Master : 05 90 27 66 97 et VHF 12 et 16

Warning : those numbers are to be used in case of accident or emergency only.

24 PRIZES

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

25 LIABILITY

25.1 Liability

Competitors participate in the regatta entirely at their own risk. The decision to race or continue racing is their own responsibility.

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.

25.3 Motor tenders shall only be used by a crew with a driving licence. Speed in Gustavia harbour and the marked channel is limited to 3 knots.

26 ACCESS AND MOORING IN THE HARBOUR

Boats arriving shall contact the Harbour Master for a specific authorisation of access and mooring.

If no space is available inside the harbour, boats may have to anchor outside the harbour, close to it, under their own responsibility. In such a case, they shall inform the Harbour Master.

27 RACE OFFICIALS :

Organisation Committee Chairman : Bruno MAGRAS

Race Committee chairman : Jean COADOU

Jury chairman : Georges PRIOL

Event's measurer : Andrew DOVE

28 SAFETY AND ORGANISATION CONTACTS

ORGANISATION during the race :

- Président Saint-Barth Yacht Club : HARMALA Markku

-Race management : Luc POUPON		06 90 57 44 66
-Race Officer : Jean COADOU		06 30 64 32 35
-Jury : Georges PRIOL		06 26 43 18 93
-Coordination :François TOLEDE		06 90 44 14 41
-CSA measurement : Andrew DOVE :		(+1268) 783 5317
-SNSM :	VHF 16	06 90 64 08 07
-CROSS AG :	VHF 16	05 96 70 92 92
-Gustavia Harbour Master :	VHF 12 et 16	05 90 27 66 97

APPENDIX « PRESCRIPTIONS OF FFVoile »

FFVoile Prescriptions to RRS 2009 - 2012

Applying to foreign competitors

RRS 64.3 (*) :

Jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a measurement protest.

RRS 68 (*) :

Any claim for damages arising from an incident involving a boat bound by the RRS shall be subject to the appropriate courts and will not be considered by the jury.

RRS 70. 5 (*) :

In such circumstances, the written approval of the FFVoile shall be received before publishing the notice of race and shall be posted on the official notice board during the competition.

RCV 86.3 (*) :

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

RRS 88 (*) :

Prescriptions of the FFVoile shall be neither changed nor deleted in the sailing instructions, except for competitions for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall be neither changed nor deleted in the sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.org, shall be the only translation used to comply with RRS 90.2(b)).

RRS 91 (*) :

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such notice of approval shall be posted on the official notice board during the event.

Appendix F (*) :

Appeals shall be sent to the head-office of Fédération Française de Voile, Jury d'Appel, 17 rue Henri Bocquillon, 75015 Paris