



ANTIGUA SAILING WEEK 2022

1 MAY – 6 MAY

NOTICE OF RACE

COVID-19 NOTICE

While the future of this COVID-19 pandemic is uncertain, Antigua Sailing Week (ASW) is fully committed to the safety of all event staff and competitors. Depending on local conditions at the time, registration, skipper's meetings and/or awards parties may be held virtually or in new locations, courses or destinations may change, and similar adaptations may be made in full communication with the staff and competitors. ASW will follow all applicable government regulations and prudent best practices to mitigate any possible health risks, and we ask you to do the same for your crewmates. The latest information about steps taken to address COVID-19 concerns can be found on our website, www.sailingweek.com.

By taking part in Antigua Sailing Week, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force at the time of the event with respect of COVID-19 and for complying with ASW COVID-19 procedures (to be published, when available, as Appendix A to this NOR).

The Antigua Sailing Week Committee invites you to compete in the 53rd Antigua Sailing Week. The Organising Authority is the Antigua Sailing Week Committee affiliated with the Antigua and Barbuda Sailing Association. The Event Headquarters will be located at Antigua Yacht Club, Falmouth Harbour, Antigua.

Abbreviations: **ASW** – *Antigua Sailing Week*
RRS – *Racing Rules of Sailing*
OA – *Organising Authority*

CSA – *Caribbean Sailing Association*
NoR – *Notice of Race*

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 Bareboat classes, the ASW Requirements for Bareboat Class;
- d) for multihulls, the CSA Multihull Rating Rule;

e) for all boats, 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.

1.4. The Sailing Instructions may also change other RRS.

2. SAILING INSTRUCTIONS

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

3. COMMUNICATION

- 3.1 [DP] All boats shall carry a VHF radio capable of communicating on channel 16.
- 3.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1. The Event is open to the following classes, which may be subdivided:
- CSA Monohull
 - ASW Monohull Club Class
 - CSA Doublehanded
 - CSA Multihull
 - CSA Bareboat
- 4.2. Boats may enter the event by registering online at www.sailingweek.com.
- 4.3. Entries will be accepted up to 6 pm on Saturday, April 16, 2022. Late entries may be accepted at the sole discretion of the OA.
- 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 must declare their sail configuration at Registration but in any event, by no later than 3 pm on Saturday, April 30, 2022.
- 4.7. All entries shall complete the Crew Waiver Form prior to the start of racing. The form is available online at www.yachtscoring.com and will also be available at registration.

- 4.8. To be considered an entry in the event, a boat 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 \$11 per foot of measured overall length if paid in full prior to September 30, 2021;
 - US \$12 per foot of measured overall length if paid in full prior to January 3, 2022;
 - US \$14 per foot of measured overall length if paid in full between January 4, 2022 and April 8, 2022;
 - US \$17 per foot of measured overall length if paid after April 8, 2022.
- 5.2. For the Club Class, the entry fee will be US \$8 per foot of measured overall length.
- 5.3. Entrants are requested to pay entry fees by PayPal online at www.yachtscoring.com or by Visa/MasterCard by telephoning +1 268 725 6651. 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.
- 5.4. Paid entries withdrawing on or before April 8, 2022 will receive a refund of the entry fee. Entries withdrawing after April 8, 2022 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 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:

- a) Friday, April 29, 2022 from 9 am to 5 pm;
- b) Saturday, April 30, 2022 from 9 am to 3 pm.

7.2 Racing will be scheduled on each of the following days:

- a) Sunday, May 1, 2022;
- b) Monday, May 2, 2022;
- c) Tuesday, May 3, 2022;
- d) Thursday, May 5, 2022;
- e) Friday, May 6, 2022.

7.3 For all classes there will be a lay day on Wednesday, May 4, 2022.

7.4 The scheduled time of the warning signal for the first race each day will be 10 am.

7.5 Number of Races

Class	Max #	Max # / Day
All Classes	10	2
Except listed below		
Club Class	5	1
Sport Boat	15	4

7.6 There will be Skipper’s Briefing for the Bareboat and Club Classes to be held at a location and time to be determined on the afternoon of Saturday, April 24, 2022.

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 numbers for US\$50 a set. They must be applied to the forward section of the hull on each side of the boat following the application instructions included with the numbers. 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 will not be grounds for protest by a boat. This changes RRS 60.1(a).

9. MEASUREMENT AND RATINGS

9.1. All entries shall have:

- a) in the CSA Monohull classes, a valid 2022 digitally certified CSA rating certificate;
- b) in the Bareboat classes, a valid 2022 digitally certified CSA Bareboat rating certificate;
- c) in the Multihull classes, a valid 2022 digitally certified CSA Multihull rating certificate;
- d) in the Club Class a valid 2022 digitally certified CSA Simplified rating certificate

9.2. Boats requiring CSA measurement in Antigua should contact any of the CSA Official Measurers listed below as soon as possible but by no later than 12 pm on Wednesday, April 20, 2022.

Measurement of boats in time for Registration cannot be guaranteed after that time.

David Walworth +1 (340) 227-1220
david@walworthdesigns.com

Tony Maidment +1 (268) 773-5598
maidment.tony@gmail.com

Sandy Mair +1 (268) 464-1097
cricketant112@gmail.com

All multihull entries must contact Bastien Pouthier – amdsurveys@gmail.com

10. EQUIPMENT INSPECTION

10.1. Boats may be inspected at any time during the regatta.

11. A boat that is found to be in contravention of the safety regulations or fails to comply with any reasonable request of an official scrutineer, will be protested by the Race Committee.

12. SAFETY

For CSA Sport Boat class competitors, RRS 40.1 will be apply.

13. COURSES

All courses will be in the waters surrounding the coast of Antigua and will be around laid marks.

14. PENALTY SYSTEM

14.1. Decisions of the International Jury will be final as provided in RRS 70.5.

14.2. 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. This changes RRS 64.2

15. SCORING

15.1. For all classes, one race must be completed to constitute a series.

15.2. For all classes, a boat's series score will be:

- when fewer than six races have been completed, the total of her race scores;
- when six and up to ten races have been completed, the total of her race scores excluding her worst score.
- when 11 and or more races have been completed, the total of her race

scores excluding her two worst scores.

16. 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.

17. INSURANCE

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

18. PRIZES

18.1. Winners' burgees will be awarded to 1st, 2nd and 3rd place finishers in each class daily. Prizes may also be awarded to those finishers.

18.2. Trophies will be awarded at the end of the event to 1st, 2nd and 3rd place overall in each class.

18.3. Only boats competing in classes listed on Appendix B will be eligible for the Lord Nelson Trophy. More details available online at www.sailingweek.com

18.4. All other trophies and prizes to be awarded will be listed on www.sailingweek.com.

19. FURTHER INFORMATION

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

- Racing Rules of Sailing (2022 - 2024) - www.sailing.org
- CSA Rating Rule - www.caribbean-sailing.com
- CSA Double Handed Rules – www.sailingweek.com
- ASW Club Class – www.sailingweek.com
- ASW Requirements for Bareboat Class - www.sailingweek.com

- f) ASW Minimum Safety Rules – www.sailingweek.com
 - g) Information about the Caribbean Sailing Association, the CSA Rating Rules and CSA Measurers is available at: www.caribbean-sailing.com.
 - h) Information about Antigua Sailing Week’s sustainability initiatives is available here: www.sailingweek.com/sustainability
 - i) The most up to date racing related documents are here: [https://yachtscoring.com/emenu.cfm?eID= 14323](https://yachtscoring.com/emenu.cfm?eID=14323)
- 19.2. For further information see: www.sailingweek.com or email info@sailingweek.com
- 19.3. To enter Antigua Sailing Week 2022, go to www.sailingweek.com and click on ‘Enter’

Appendix A – Covid-19 Regulations

Final COVID 19 Regulations and Requirements will be published on March 25, 2022

Appendix B – Lord Nelson Trophy Eligible Classes List

The following is a guide to the classes which will be eligible for the Lord Nelson Trophy. The OA reserves the right to amalgamate, cancel, divide, sub-divide or rearrange classes at its sole discretion.

Class Name	Description	Typical Boat
CSA Max 1	High Performance and Racer Cruisers TCF over 1.250	Farr 115, Volvo 65
CSA MiniMaxi 2	Racer cruiser boats TCF over 1.000	Swan 60, Farr 65
CSA Racing 3	High Performance Planing Race Boats TCF 1.100 to 1.250	TP52, Ker 46
CSA Racing 4	High Performance Planning Race Boats TCF .975 to 1.100	GP42, Melges 32
CSA Racing 5	High Performance Planning Race Boats TCF .900 to 1.000	CC 30, Farr 280, J 88
CSA Racing 6	A-kite Race Boats TCF .900 to 1.000	J 122
CSA Racing 7	S-kite Race Boats TCF .900 to 1.000	GS 43, Reflex 38
CSA Racing 8	Performance Racer-Cruiser Boats TCF .900 to .950	First 40, SF 3600

Appendix C – ASW Club Class Rules

Antigua Sailing Week featured a new Club Class in 2018 which has been expanded and improved for 2020. 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!

- The entry fee is US \$8 per foot of measured overall length.
- Acceptance of entries into the Club Class is **solely** at the discretion of the Organising Authority. High performance boats, boats using high tech sails or spars, boats that have previously done well 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 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 \$50 by accessing this [link](#). 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 (pole or no pole) only 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 0.950 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.

The rating for the 4th place finisher's 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.

- All class participants must accept the Variable Simplified CSA Handicap procedures.
- The CSA Simplified Rating or the Variable Simplified CSA Handicap procedures are not subject to competitor protest.
- There will be one race per day for the Class with no throw-outs.
- Courses will be 2-3 hours long with less emphasis on windward/leeward performance in as much as that is possible within our geographic and mark placement limitations.
- Club Class entries will not be eligible for The Royal Southern Yacht Club Challenge.
- This document is NOT final. It may be modified until April 17, 2022. Please check back for possible updates.

Appendix D – 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 2022 digitally-certified CSA Bareboat Rating Certificate, are active in a recognized bareboat charter fleet and are acceptable to the Race Committee.
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 Race Committee 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 A above;
- ii. the anchor shall not overhang any part of the boat while racing;
- iii. use of any equipment 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. adjustable backstays;

- iii. any sails other than the ones measured as standard equipment and listed on the boat's 2022 CSA Bareboat Rating Certificate;
 - iv. any 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 Race Committee if approved in advance of racing.
6. It is solely the Race Committee's decision whether or not to accept an entrant in the Bareboat Class (see RRS 76.1). There shall be no appeal or redress from the Race Committee's decision.

Appendix E – 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. These Rules shall not be grounds for protest except by the Race Committee or International Jury.

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 metres 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 of a least 150 feet in length. **No part of an anchor shall overhang any part the boat while racing.**
8. A first aid kit suitable for rendering first aid treatment in minor emergencies.
9. Charts covering the area to be raced.
10. Lifejackets meeting the requirements of marine authorities recognized by ASW 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. A heaving line at least 50 feet in length, capable of floating and positioned above deck such that it is immediately available for use in an emergency.

13. The OA recommend three red hand flares and two orange smoke flares, not older than the expiration date.
14. VHF radio capable of transmitting and receiving on the emergency and Race Committee channels.
15. A compass suitable for navigation.
16. A shut off valve in working order shall be fitted to each fuel tank.
17. Hatches, companionways and ports shall be capable of being substantially watertight while racing.
18. Cockpits must be self-bailing and fitted with adequate drains.
19. Sufficient drinking water shall be carried on board so that at the finish of the race there remains at least one pint per person.