



WINDWARD 500
The race for a cleaner future

Notice of Race of the 2022 Windward 500 Race Series

Event website: <https://yachtscoring.com/emenu.cfm?eid=14835>

Organizing Authority

The Organizing Authority is the Caribbean Ocean Racing Club in affiliation with the Barbados Sailing Association.

1 Schedule of Events

Date	Time	
Tuesday 1 Mar. 2022		Registration opens at: https://yachtscoring.com/emenu.cfm?eid=14835
Monday 9 May 2022	1700	Registration closes, Rating Deadline, CSA Sail Configuration Deadline , Scratch List available online
Friday 13 May 2022	1700	Skippers and Weather Briefing via Zoom, connection info to be posted by 1600
Monday 16 May 2022	0955	Warning Signal, follow online via YB Tracking app
Friday 20 May 2022	1800	Prizegiving via Zoom, connection info to be posted by 1600

2 Rules and Regulations

2.1 Law and Jurisdiction

This Notice of Race, and the terms of the contract created by the acceptance of a boat's entry in any race or event governed by this Notice of Race, shall be governed by and construed in accordance with Barbados law.

2.2 Racing Rules of Sailing

The rules as defined in Racing Rules of Sailing (RRS) 2021-2024 shall apply. The Equipment Rules of Sailing (ERS) 2021, the Offshore Special Regulations 2021-2022, and World Sailing Appendix WP - Rules for Racing Around Waypoints shall apply.

2.3 Class Rules

The rules and regulations of CSA, appropriate One Design, and/or Restricted Class Rules shall apply.

2.5 The World Sailing 2021 - 2022 Offshore Special Regulations (OSR) apply as follows:

- (a) All boats racing Course A: Category 3, plus Category 2 Liferaft, EPIRB, AIS Transponder.
- (b) All boats racing Course B or C: Category 3 except 3.29.13, an AIS Transponder is at the discretion of the Person in Charge.
- (c) All Double-Handed boats: In addition to (a) and (b) above, OSR 4.22.1, Locator Beacons, applies.

2.6 Racing in Reduced Visibility

Between 1830 and 0530 or when the visibility is less than 1 nautical mile, World Sailing Appendix RV, Reduced Visibility Racing Rules, shall apply. Appendix RV is available at: [https://www.sailing.org/tools/documents/2019AppendixRV30112019.docx-\[25856\].pdf](https://www.sailing.org/tools/documents/2019AppendixRV30112019.docx-[25856].pdf)

2.7 Notice of Race

This Notice of Race and any amendments to the Notice of Race shall apply.

2.8 Sailing Instructions

The Sailing Instructions shall be posted and deemed issued to boats that have met all of the entry requirements. Where there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail.

2.9 National Authority Prescriptions

No National Authority Prescriptions will apply.

3 Advertising

Boats may be required to display advertising chosen and supplied by the Organizing Authority.

4 Responsibility

4.1 The Person in Charge

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 3: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”, and to OSR 1.02.1 which includes: ...”The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather.”

4.2 Competitors

By entering or participating in this event, each competitor agrees to release and hold harmless the organizing authority (including the race committee, protest committee, and technical committee), its sponsors, other organizing clubs and affiliated sailing associations from and for all claims and liabilities, including but not limited to claims for loss of life, personal injury or loss of or damage to any vessel or property.

4.3 Race Declaration(s)

No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed a declaration in the terms set in this NOR. The Organizing Authority reserves the right to require a signed declaration, in the terms set out in this NOR, for each crew member.

4.4 Safety and Lifesaving Equipment

Crew Members' attention is drawn to RRS 1.2 Life-Saving Equipment: "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions."

A combined Lifejacket/Harness shall be worn when on deck; between the hours of 18:30 and 05:30, when alone on deck, when reefed, when the true wind speed is 25 knots or above, when the visibility is less than 1 nautical mile. See also OSR 5.02

5 Eligibility - The Boat

5.1 Suitability

The race is open to seaworthy boats that comply with the rules and regulations described in the Notice of Race and are manned by an adequate number of experienced crews who are physically fit to face bad weather. The minimum crew on any boat shall be three apart from as allowed under Double-Handed class rules.

5.2 Boat Size

The minimum length overall (LOA) for monohulls is 32 feet and for multihulls is 30 feet.

5.3 Divisions

The Race Series is open to boats in the following divisions:

5.3.1 CSA Monohull - Monohull boats with a CSA rating.

5.3.2 CSA Multihull - Multihull boats with a CSA rating.

5.3.3 Double-Handed - A Double-Handed class within CSA will be available. Automatic or wind-vane steering is permitted (changes IRC RRS 52). Entries must satisfy the race committee that they have suitable and adequate experience and that their boat is appropriately prepared for double-handed sailing

5.4 Classes, Class Flags and Courses

Class	Class Flag
CSA Monohull	Pennant 1
CSA Multihull	Pennant 2

The Organizing Authority reserves the right to amend the class splits before the start of the race.

5.5 Ratings, Rating and Class Certificates Deadline

Boats shall hold a valid rating certificate in CSA. Boats shall declare their CSA Sail Configuration in writing no later than the Rating Deadline (see NoR 1). Changes to rating certificates will only be accepted after the Rating Deadline in exceptional circumstances at the Organizing Authority's discretion.

5.6 World Sailing 2020-2021 Offshore Special Regulations and Compliance

The OA reserves the right to conduct an OSR inspection on any competitor's boat at any time. Responsibility for compliance rests with the Person in Charge of the boat. The Person in Charge shall, complete an OSR Checklist, and sign and submit same to the OA before the start of the race.

5.7 Automatic Identification System (AIS)

Boats racing Course A shall carry an AIS Transponder capable of transmitting and receiving throughout the race. Competitors shall use their best endeavors to ensure that their AIS Transponder is switched on (i.e. transmitting and receiving) throughout the race. Competitors shall ensure that the name of the boat is transmitted rather than just the MMSI number. Boats racing Course B or C are encouraged to carry and use an AIS Transponder and the decision to do so rests with the Person in Charge.

6 Eligibility - Competitors

6.1 Crewlist

A Crewlist complete with full Emergency Contact details and Immigration Information shall be supplied by each boat to the OA. The Person in Charge shall complete their crews details, including Emergency Contact and Immigration Information. The OA will hold full details of each crew member and Emergency Contact for the race.

6.2 Minimum Experience Requirement

Every crew member must have experience of sailing a boat offshore and be prepared to encounter heavy weather. The experience requirement shall be completed by a minimum of 30% of the crew (but no fewer than two) including the Person in Charge, and within 18 months of the start of the race.

6.3 Training

It is recommended that crews should practice safety routines at reasonable intervals including the drill for man-overboard. See OSR Section 6 – Training. In accordance to World Sailing Offshore Special Regulation 6.01.3 “When there are only two crew members, at least one shall have undertaken training as in OSR 6.02 Training Topics.”

6.4 First Aid Requirement

At least one crew member shall have a valid first aid certificate completed within the last five years.

7 RACE ENTRY

7.1 Entering the Race

A boat shall enter the race online at www.YachtScoring.com and pay the appropriate entry fee before the Closing Date. In exceptional circumstances the OA may accept an entry over the telephone. Submission of an Entry and payment of the fee will not guarantee a place in the race; all other entry requirements presented in this NoR must be completed to the satisfaction of the OA.

7.2 Payment

Before the Closing Date, payment shall be made by Pay Pal to www.YachtScoring.com or to the competitor’s national sailing association, for transfer to the OA in due course.

7.3 Cancellations and Refunds

Cancellations before the Closing Date may be eligible for a 50% refund of the race entry fee. Cancellations after the Closing Date will be eligible for a refund of 25% of the race entry fee. If the Person in Charge fails to notify the OA of cancellation as described above he/she shall pay the full fee without refund unless good reason can be shown.

7.4 Standard Entry Fees

The standard entry fee for all boats in all classes is one hundred and fifty United States dollars - USD \$150.

8 Course

There are three courses. Each boat’s Person in Charge must declare, before the start of the race, which Course they intend to race.

8.1 Race Courses

The courses shall be set in the Windward Islands between Barbados in the east, Grenada in the south, and Martinique in the north.

Course	Course Name	Course Miles
A	Windward-500	≈ 500
B	Windward-Rally	≈ 350
C	Windward-Sprint	≈ 300

8.2 Course Start/Finish

The Courses shall start and finish at the island of the boats choosing, at either; Barbados, Grenada, St. Vincent and the Grenadines, St. Lucia, or Martinique. The Start/Finish lines will be between a waypoint in the sea and a waypoint of a prominent point of land of the nearby Island, and will be defined in the Sailing Instructions.

8.3 Course Direction and Waypoints

The Course shall be sailed clockwise. Each Course shall consists of a series of Waypoints, Islands, Rocks, or Exclusion Zones which competitors are required to round or pass.

9 Tracking

At the Start Signal Time, each boat must take a GPS Fix of their Start Location and report this position to the Race Committee. Boats recorded on the course side shall be subject to a scoring penalty.

After that, each boat must take a GPS Fix per World Sailing: Guidance on Racing Around Waypoints, Section 3: Proof of Sailing the Course. Fixes must be recorded as per Section 4 and reported as per Section 5 as boats pass through each gate of the course that they have elected to sail and take a Finish Time as they pass their Finish Line.

The Organizing Authority may recommend a suitable tracking system which will be for entertainment purposes only. Boats are required to utilize the system while racing. The Person in Charge shall be responsible for receiving, securing, using the equipment, and returning the equipment to the provider as per terms and conditions of use.

10 Penalties

10.1 The One-Turn and Two-Turns Penalty (RRS 44.2) applies except when NoR 2.6 (Racing in Reduced Visibility) applies. When NoR 2.6 applies, the Scoring Penalty (RRS 44.3) applies.

10.2 OCS Time Penalty

- (a) A boat's GPS tracking location shall not be on the course side of her starting waypoint gate at her starting signal. If a boat breaks this rule, she shall be penalized by the race committee without a hearing. RRS 29.1 does not apply. This changes RRS A5.1.
- (b) The penalty for breaking NoR 10.2(a), shall be 20 minutes added to the boat's elapsed time.
- (c) In accordance with WS Test Rule DR21-01 ([https://www.sailing.org/tools/documents/DR2101AlternativeStartingPenaltyDevelopmentRule-\[27257\].pdf](https://www.sailing.org/tools/documents/DR2101AlternativeStartingPenaltyDevelopmentRule-[27257].pdf)), the definition of "start" is changed as follows: "Start - A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either: (a) at or after her starting signal, or (b) during the last 2 minutes before her starting signal."

10.3 The OA intends to appoint an international jury as provided in RRS 70.5. When so appointed, the right of appeal from a protest committee decision is denied as provided in RRS 70.5. Hearings will be held remotely.

10.4 After a hearing, the protest committee may impose scoring or time-based penalties less than disqualification. This changes RRS 64.2.

11 Communications

11.1 Weather and Tidal Information

Rule 41(c) is replaced by:

A boat shall not receive help from any outside source, except help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.

By way of an example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.

12 SCORING

The scoring system will be World Sailing Appendix A - Scoring.

RRS Appendix A3 is changed;

The time of a boat's starting signal shall be her starting time, and the boat's finishing time shall be used to determine her Elapsed Time. Her Elapsed Time shall be applied to her Class Rating Rule(s) to determine her Corrected Time(s).

For each Course, in which boats finish, when a handicap or rating system is used, a boat's corrected time shall determine her finishing place in her Class.

For all Courses, in which boats finish, each boat's corrected seconds per mile will be used to determine position in the series.

13 RACE PRIZES & RECOGNITIONS

The interpretation of the terms of the award of prizes or recognitions shall be made by the Organizing Authority, whose decision is final. When no boat qualifies to win a particular prize or recognition, the Organizing Authority may, at its discretion, award it otherwise.

The Organizing Authority shall prepare and distribute prizes and recognitions consistent with its intent to reduce the event's carbon footprint. First, second, and third place in each class, and first, second and third place in the Series may be awarded.

This event brings the wonders of the Windward Islands to a world eager to embrace exciting challenges. The Organizing Authority may recognize competitors and partners who help promote sustainable initiatives highlighted by this event.

14 RACE ENTRY DECLARATION

The Person in Charge for each boat shall agree to the terms of the declaration below. The Organizing Authority will accept a digitally signed, electronically submitted, printed declaration. Race Entry Form Declaration to be signed by every Person in Charge

To the best of my knowledge the information I have given is accurate. I understand that yacht racing can be dangerous. I agree that the Organizing Authority, clubs, other sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Offshore Special Regulation 1.02 and I have read and understand and where appropriate agree to be bound by NoR 4 - Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS 1.2 (wearing personal buoyancy adequate for the conditions).

I agree to be bound by the RRS, this Notice of Race, World Sailing Offshore Special Regulations and other applicable rules. The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast,

trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately. I will ensure that no crew member races on my boat contrary to the terms of any ban imposed by World Sailing, or a National Authority or the OA.

I understand and agree that the information given in this race entry and also the race entry lists and results will be maintained on the Organizing Authority's computer to be used for all aspects of race organization.

15 INSURANCE

Boats shall be adequately and suitably insured before racing.

NOTICES TO COMPETITORS

(Notices are for information only and do not rank as part of this Notice of Race).

Thanks

The Organizing Authority has received support from the Sailing Associations of the Windward Islands namely (in alphabetical order): The Barbados Sailing Association (BSA), Grenada Sailing Association (GSA), Martinique Sailing Association, Saint Lucia Sailing Association (SLA), St. Vincent and the Grenadines Sailing Association (VIN), Trinidad and Tobago Sailing Association (TTSA), and the Caribbean Sailing Association (CSA).

Technical guidance has been received from the RORC-Race Team, and the Offshore Doubles International Association. Oceana has bolstered our environmental profile and offers the Sailors and the Sea program for us to associate with.

Barbados Yacht Club provides a meeting venue for the Caribbean Ocean Racing Club.

Sustainability and Environmental Guidance

The Organizing Authority wishes to acknowledge the holistic guidance on sustainability and environment matters that it continues to receive from Oceana and the OECS - CROP programs. Recognition extends to their supporting organizations which include; Global Environmental Facility (GEF), their 40 Donor Countries, and the World Bank.

Blue Economy Vision

The Organizing Authority acknowledges each regional Country's Ministry or Department's vital work in Maritime Affairs and the Blue Economic. The sailing grounds and marinas where we race will surely benefit from their long-term planning and near-term projects.

Jurisdictional Authorities

The Organizing Authority intends to introduce the relevant Authorities in each Island Nation and inform them that the race is happening, the number of boats that will be competing and passing through their waters during the week of the Windward 500.

Notifications may also be shared with relevant Coast Guards, Regional Search & Rescue Centers in Trinidad and Martinique, and the RSS HQ and Air Wing in Barbados.

Before the start date the Organizing Authority will compile a list of all crew (Names, DOB, Passport Numbers etc.) on each boat, from each island and may send it to the relevant authority of the Jurisdiction. A master list of all boats and crew from all islands will be compiled and distributed to the relevant regional authorities if and as required.

Before the start, immigration information must be completed by each competitor as per Start/Finish Island Authorities, which may hold this information for the duration of the race. Competitors experiencing equipment breakdown, injury or illness and diverting course to arrive by boat to an Island other than their Start/Finish Island for assistance, are responsible for clearing Immigration and Customs upon arrival.

Reference Publications & Systems

RRS	2021 - 2024 Racing Rules of Sailing (World Sailing)
OSR	2021 - 2022 Offshore Special Regulations (World Sailing)
ERS	2021 - 2024 Equipment Rules of Sailing (World Sailing)
AWP	Appendix WP - Rules for Racing Around Waypoints (World Sailing)
RAW	Guidance on Racing Around Waypoints (World Sailing)
CSA	Caribbean Sailing Association Certificate (CSA Rule)
IRC	International Racing Certificate (IRC Rule 2020)
AIS	Automatic Identification System & AIS enabled chart plotter
IRPCAS	International Regulations for Preventing Collisions at Sea

Courses - For General Reference Only

