



- 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
  - Dragon One Design
  - Additional classes, either one-design or handicap classes, may be accepted at the discretion of the OA and may be subject to additional eligibility requirements.
- 4.2. Boats may enter the event online at [www.sailingweek.com](http://www.sailingweek.com)
- 4.3. Entries will be accepted up to 6 pm on Saturday, April 26, 2025.
- 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 26, 2025.
- 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](http://www.yachtscoring.com)
- 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 \$14 per foot of measured overall length if paid in full prior to January 9, 2025;
  - US \$16 per foot of measured overall length if paid in full prior to March 27, 2025
  - US \$19 per foot of measured overall length if paid after March 27, 2025.
- 5.2. For the Club Class, the entry fee will be US \$10 per foot of measured overall length.
- 5.3. Entrants are requested to pay entry fees online during registration using the link available in Yacht-Scoring or via [www.sailingweek.com/payment](http://www.sailingweek.com/payment). Alternatively, entry fees can be paid in person by Visa, MasterCard, American Express, 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 March 27, 2025, will receive a refund of the entry fee. Entries withdrawing after March 27, 2025, 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:
- Thursday, April 24, 10 am to 5 pm for pre-registration help and information
  - Friday, April 25, from 9 am to 5 pm
  - Saturday, April 26, 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 26

7.3. Racing will be scheduled on each of the following days:

- Sunday, April 27
- Monday, April 28
- Tuesday, April 29
- Thursday, May 1
- Friday, May 2

7.4. For all classes there will be a lay day on Wednesday, April 30.

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

7.6. Number of races:

<b>Class</b>	<b>Max #</b>	<b>Max # / Day</b>
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.

## **9. MEASUREMENT AND RATINGS**

9.1. All entries shall have:

- In the CSA Monohull classes: a valid 2025 digitally certified CSA rating certificate
- in the Bareboat classes: a valid 2025 digitally certified CSA Bareboat rating certificate
- in the Multihull classes: a valid 2025 digitally certified CSA Multihull rating certificate
- in the CSA Club Class: a valid 2025 digitally certified CSA Simplified rating certificate

9.2. Boats requiring CSA measurement prior to racing at ASW should follow this link: <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 70.3(a).
- 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](http://www.sailingweek.com).

### **18. FURTHER INFORMATION**

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

- Racing Rules of Sailing (2025 - 2028) - [www.sailing.org](http://www.sailing.org)
- Information about the Caribbean Sailing Association, the CSA Rating Rules, and CSA Measurers - [www.caribbean-sailing.com](http://www.caribbean-sailing.com).
- Information about Antigua Sailing Week's sustainability initiatives - [www.sailingweek.com/sustainability](http://www.sailingweek.com/sustainability)
- The most up to date racing related documents: <https://yachtscoring.com>
- For further information see: [www.sailingweek.com](http://www.sailingweek.com) or email [info@sailingweek.com](mailto:info@sailingweek.com)
- To enter Antigua Sailing Week 2025, go to [www.sailingweek.com](http://www.sailingweek.com) and click on 'Enter'
- Contact the race manager for racing related issues: Jaime Torres at [jaimet@sailingweek.com](mailto:jaimet@sailingweek.com)

# Appendix A – ASW 2025 Club Class Rules

## **If you are racing to have fun and winning is not the most important thing then this Class is for you!**

- ASW offers a wide variety of classes to suit everybody. The Club Class is for those who want to sail in ASW for fun. Racers or teams with high-performance racer/cruiser boats will not be allowed in Club Class.
- Unlike regular racing classes, Club Class ratings change to COMPENSATE those crews which did not do well in recent racing and increase the handicap on those who do well, to reflect the performance of the crews with the idea that to get a great number of participants to experience the thrill of being on the podium.
- This class is open to sailors who want to participate in the on-the-water action but do not take their racing seriously and don't want to incur all the usual expenses. It is designed to appeal to the cruiser who happens to be in Antigua during Sailing Week or the live-aboard who is interested in more than just watching from his/her mooring. It's perfect for private charter boats or bareboats that want to join in the fun. If you are the type to empty your boat or remove your bimini to improve your boat's performance, this is NOT the class for you.

## **Types of boats that may compete in Club Class**

- Acceptance of entries into the Club Class is solely at the discretion of the OA. High-performance boats, boats that have previously done well, or raced extensively in a CSA Racing Class or boats with highly trained crews will not be accepted into the Club Class.
- Boats may enter cruising spinnakers only, or with jib and main (no pole) or jib and main (with pole).

## **Club Class uses the CSA Simplified Rating. It is easy and inexpensive to get, but it is higher than a regular CSA Full Rating**

- Because all Club Class boats compete using a CSA Simplified Rating there is no disadvantage to having the slightly higher rating.
- Accepted boats that have a current CSA Full Rating will be issued a CSA Simplified Rating at no cost. It will be slightly higher than their CSA Full Rating.
- Boats without a CSA Rating must request a CSA Simplified Rating at a cost of US \$2.00/foot LOA.

## **Your rating may change every day**

- The class is scored using a Variable Simplified CSA Rating.
- The formula used to calculate the change in rating depends on the number of boats racing in Club Class.
- Each day, after racing is completed and results are calculated, the boat's ratings will be adjusted up or down for racing the following day.
- Note: Yacht Scoring will only display the last rating used regardless of the rating used to calculate earlier races.
- You can check your rating on the morning of each race day.
- When your rating changes, your previous corrected times and scores remain unchanged.

## **This is the racing we have planned for Club Class**

- One race per day with a 1.5-2.5 hours long course having less emphasis on windward/leeward sailing as much as is possible within our geographic and mark placement limitations
- Protests by boats will not be allowed except for any incident that may involve an insurance claim. This changes RRS 60.1.

## **The formula used to calculate the new rating is this: $\text{New Rating} = \text{Old Rating} \times \text{Equalizing Factor} \times \text{Reward Factor}$ .**

### **Equalizing Factor:**

- It is calculated as the ratio of each finisher's corrected time to the mid place (that does not change) boat's 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 and varies with the number of boats in the class
- For 5 boats this is: 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

**Other details**

- If the boat has no finish time (DNC, DNS, DNF, etc.), then New Rating = Old Rating.
- After the first day of racing, the OA may be required to alter your Simplified Rating if more than one day has no finishing time.

## 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 2025 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 2025 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 61.4(b)(1).

## 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.

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.