

SAFETY INFORMATION

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NORTH SOUND MAXI REGATTA SAFETY INFORMATION AND RACE MANAGEMENT GUIDELINES.

SECTION 1 – EVENT DETAILS AND EMERGENCY INCIDENT PROCEDURE.

North Sound Maxi Regatta 19 - 24 March 2026

Host Venue: The Bitter End Yacht Club

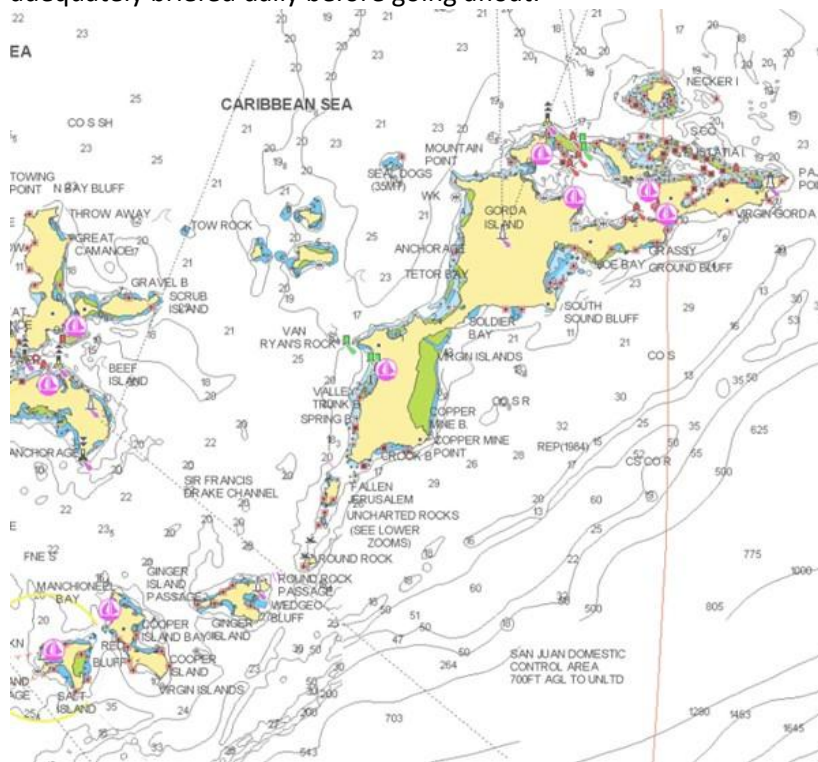
The event's shore-based activities will be based at The Bitter End Yacht Club. Eleven grand prix racing yachts and their crews will arrive in Gorda Sound from the 16th March. Racing will take place each day from 19th March in the North Sound and adjacent waters, as illustrated by the chart below.

Each yacht is equipped with a minimum safety category of Offshore Special Regulations (OSR) category four. Several of the crew members are trained in varying levels of first aid. Some of the yachts also have high-speed support vessels (RIBs). The race committee have two mark-laying RIBs and a committee vessel.

There will be approximately 255 persons afloat each day, consisting of permanent crew, race crew, guests, race committee and media personnel. Each yacht will provide the race committee with details of its crew list, including any known illnesses or medical conditions.

The event is supported by Prometheus Medical – paramedics with specialities in adventure medicine. Prometheus is also the supplier to the Necker & Moskito islands, so it has been verbally agreed that, in the event of an emergency, we can pool resources and have the support of 2 medics. These medics are fully trained in the local procedures and the best course of action and will be there to advise us.

Whilst afloat, the race management team will coordinate any emergency and use all available assets, equipment, and emergency safety procedures to assist all competitors, any support vessels or those afloat. It is important that competitors, support persons, and the race management team are adequately briefed daily before going afloat.



In the case of a medical emergency, contact the following:

- **VISAR (Virgin Islands Search and Rescue) using VHF16 or calling 767, using a phone**
- **Prometheus, Neil Hore +44(0)7968 840466**
- **Race committee, on VHF 72 or +44(0)7525 159140**

SECTION 2 – RACE MANAGEMENT GUIDELINES.

1. Definitions

1.1 Race Officer – a race officer appointed and under the direction of the Organising Authority. The Race Officer is responsible for managing the race management team to ensure racing is conducted safely and fairly.

1.2 Race Management Team – the Race Officer and all on-the-water volunteers responsible for managing racing, including coordination of the Support Vessels.

1.3 “Will” means the intentions of the race management team.

2. Times and Schedule

2.1 Times will be based on GPS time.

2.2 It is intended that there will be no more than two windward-leeward races a day or one coastal race each day of the event. The yachts and the race committee will normally leave the harbour at 09.30 hrs. each day and are expected to return ashore near 14.30 hrs.

3. Decision to Race

3.1 The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies. Waiting for “better” conditions may be unfair and will be avoided.

3.2 The start may be postponed if an adverse weather event or known risk is expected based on weather forecasts or other reliable information; otherwise, the race management team will start the race.

3.3 Races will not be started if more than an average of 25 knots or gusts of wind over 30 knots. These limits may also vary depending on sea conditions and rapid changes in velocity. It is expected that races will not be started unless an average of at least 5 knots is achieved over a 5-minute period.

3.4 Races will not be started if reduced visibility prevents the race management team from sighting the starting line or if racing cannot be conducted safely.

3.5 The Race Committee will consider delaying the starting sequence, up to 15 minutes, to allow a short period of “Breakdown Time” when a yacht notifies the Race Committee of a technical issue that prevents all yachts from starting and racing together. This should not be relied upon, and careful consideration will be given to the circumstances and the requested time.

4. Postponement or Abandonment

4.1 In the event of a serious collision between boats, grounding, person(s) overboard, or medical emergency, the race management team may decide to postpone the start sequence or abandon the race when there is a safety concern or the race management team is required to coordinate and assist with an incident.

4.2 Visibility: The race management team will consider postponing the start or abandoning a race if it is satisfied that a reduction in visibility affects its ability to safely manage racing. The fact that boats cannot see the next mark from the prior mark is not, in and of itself, a reason to abandon the race.

4.3 Collapse of wind: The race management team may abandon the windward-leeward race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive. The further into the race, the less likely it is that the race management team will abandon the race. The race management team may abandon a windward-leeward race when a new wind causes the fleet to invert.

4.4 Unusual occurrences making the race unfair: The race management team will make every effort to ensure that other vessels do not interfere with racing, whilst being aware that spectators are actively encouraged to safely watch the races.

4.5 Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

5. Courses

5.1 The windward-leeward course length will be set to achieve a target time of 70 minutes for the agreed pace boat and adjusted to, and may be reduced to ensure the time limits are not reasonably exceeded. The leeward gate may be laid after the start, usually 0.1nm to windward of the committee vessel. The leeward gate will be approximately 200-250 metres wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions.

5.2 The target time for the agreed pace boat should be three hours for a coastal course. The coastal courses should consider all wind angles, crew and boat handling manoeuvres, and endeavour to allow boats to use their full range of sails in a typical inventory. The race committee should record the order, times and wind observations at each mark of a course.

5.3 For windward-leeward starting lines, will generally be laid square to the mean sailing wind direction. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.

5.4 For coastal course races, the race committee may consider upwind, reaching, or downwind starts.

5.5 The race management team will use the following guide for the length of the starting line. Average Boat Length Multiplying factor will be 2.5 – 3.0 ratio. Starting line length = number of boats x average boat length x multiplying factor. A larger multiplier may be used in strong winds.

5.6 The finishing line will be laid before the first boat begins the final leg.

6. Corrections Due to Scoring Errors/Requests for Redress

6.1 The race management team will adjust posted finishing times if it is satisfied that, based upon its records or observation, it has made a scoring error.

6.2 If the race management team believes it may have made any other error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected boat(s). The race management team will consider requesting redress on behalf of a boat if it is satisfied that that boat's score has been made substantially worse by the actions of an official boat.

7. Race Committee Protests

7.1 Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.

7.2 The race management team may protest a boat in the following circumstances:

- (a) A breach of a sailing instruction that may not be protested (NP) by another boat;
- (b) An apparent breach of good sportsmanship (Rule 2);
- (c) Failing to take a penalty after knowingly touching a mark, but not protesting another boat;
- (d) A breach of rule 31 (touching a mark) resulting in damage to the mark/RC vessel.

7.3 The operator of a race management team vessel or official vessel will promptly advise the Principal Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.