

SEMAINE NAUTIQUE INTERNATIONALE DE SCHOELCHER



33^{ème}
EDITION



28 FÉVRIER
AU 4 MARS
2025

12 MANCHES
SUR 4 JOURS
3 ZONES DE
COURSES

SAILING INSTRUCTIONS



AutoQuick



Didier



The notation *[NP]* in a rule means that a boat cannot protest (No protest) against another boat when infringing this rule. This changes RRS 60.1.

The notation *[DP]* in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1 The event is governed by the rules as defined in the Racing Rules of Sailing 2025 – 2028.
- 1.2 The french federal regulations will apply.
- 1.3 Appendix will be applied: SD (semi-direct), B (windsurf), WF (wing foil), and T (conciliation).
- 1.4 The « Optimist France » and « France Laser ILCA » classes rules will apply.
- 1.5 If there is a conflict between languages the French text takes precedence.

2. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted 2 hours before the first warning signal of the day, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3. COMMUNICATIONS WITH ATHLETES

- 3.1 The notices to competitors will be posted on the official board located under the tent on the embankment in front of the nautical base hangar.
- 3.2 *[DP] [NP]* Except in an emergency, a boat while racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.3 Communications on the water may be made by the race committees on the following channels:
Alpha area : 06
Bravo area : 08

4. CODE OF CONDUCT

- 4.1 *[DP] [NP]* Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 *[DP] [NP]* The competitors and accompanying persons must use all equipment and permanently wear on the water the lycras and any advertising provided by the organizing authority with care, respecting navigation rules, in accordance with any usage instructions, and without interfering with its proper functioning. Additionally, wearing the official event polo shirt is strongly recommended for the prize-giving ceremony.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the flags pole at the front of the club.
- 5.2 When the AP flag is displayed, the warning signal cannot be made less than 30 minutes after the AP is lowered (this modifies race signals).

6. SCHEDULES OF RACES AND ASSIGNMENTS OF RACE AREAS

6.1 Schedule of races

<u>Date</u>	<u>Registration</u>	<u>Briefing</u>	<u>1st warning signal</u>
Friday 28 th february	8 :00 – 12 :00 14 :00 – 18 :00		
Saturday 1 st march		12 :00	13 :30
Sunday 2 nd march		8 :30	10 :00
Monday 3 rd march		8 :30	10 :00
Tuesday 4 th march		8 :00	9 :30
	Prizes giving ceremony		18 :00

6.2 Numbers of races :

<u>Classes</u>	<u>Nombres de courses maximum</u>	<u>Courses par jour</u>	<u>Maximum par jour</u>
Optimist, Bic 293 & ILCA,	12	3	4
Wing Foil	20	5	6

6.3 To alert Optimist, ILCA and Bic 293 that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.




6.4 To alert Wingfoil that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least two minutes before a warning signal is made.

6.5 On the last scheduled day of racing no warning signal will be made after 12 :30.

6.6

Classes	Saturday	Sunday	Monday	Tuesday
Optimist	Bravo	Bravo	Bravo	Bravo
ILCA 4, ILCA 6, ILCA 7	Bravo	Bravo	Bravo	Bravo
Bic 293	Alpha	Alpha	Alpha	Alpha
Wingfoil	Alpha	Alpha	Alpha	Alpha

7. EVENT FLAGS

FLEETS	EVENT FLAGS	ADDITIONAL INFORMATION
Optimist Benjamins - Minimes		The fleets will be merged into a single fleet
ILCA		
Bic 293		
Wingfoil		

8. RACING AREAS

SI Addendum 1 - « RACING AREA » shows the location of the racing area.

9. COURSES

9.1 SI Addendum 2 - “COURSES” shows the courses.

9.2 No later than the warning signal, the race committee shall designate the course to be sailed and, if necessary, will indicate the approximate bearing and length, of the first leg of the course.

10. MARKS

Race area	Start	Courses	Changment	Finish
ALPHA	Cylindrical WHITE	Cylindrical YELLOW / ORANGE	Cylindrical GREEN	Cylindrical PINK
BRAVO	Cylindrical WHITE	Cylindrical GREEN	Cylindrical YELLOW	Cylindrical WHITE

11. OBSTRUCTIONS

No obstructions.

12. THE START

12.1 The starting line will be between a staff displaying an orange flag on the race committee signal vessel and either:

12.1.1 the course side of the other starting mark, or

12.1.2 a staff displaying an orange flag on a pin boat which is the other starting mark.

12.2 [DP] [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.4 For Optimist, ILCA and Bic 293 races will be started using RRS 26.

Minutes before starting signal	Visual signal displayed	Visual signal removed	Sound signal	Means
10 (minimum)	Orange starting line		1	Race will start soon
5	Event flag		1	Warning signal
4	Uniform or black		1	Preparatory and start penalty
1		Uniform or black	1 long	Last minute
0		Event flag	1	Start

12.5 The starting procedure will be in accordance as modified by the appendix for Wingfoil.

Minutes before starting signal	Visual signal displayed	Visual signal removed	Sound signal	Means
5 (minimum)	Orange starting line		1	Race will start soon
3	Event flag		1	Warning signal
2	U or black		1	Preparatory and start penalty
1		U or black	1 long	Last minute
0		Event flag	1	Start

13. CHANGE THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the race committee will:

- 13.1.1 Lay a new top mark; or
- 13.1.2 move the finishing line, or
- 13.1.3 move the leeward gate.

13.2 When a new mark is laid, the original mark will be move as soon as possible. When in a subsequent change a new mark is replaced, it will be replaced by the original mark.

13.3 Courses can be shortened using "S" flag (RRS 32).

14. FINISH – SHORTER COURSE

14.1 The finishing line will be between a staff displaying a blue flag on the race committee finish vessel and the course side of the other finishing mark.

14.2 In the event of a course shortening, the finishing line will comply with RRS 32.

15. PENALTY SYSTEM

15.1 Appendix SD will apply. **SI Addendum 4** -“SEMI-DIRECT” shows the appendix.

16. TARGET TIMES AND TIME LIMITS

16.1

Classes	Target time	Mark 1 time limit
Optimist	40 minutes	30 minutes
ILCA	40 minutes	20 minutes
Bic 293	40 minutes	20 minutes
Wingfoil	Racing : 20 minutes Marathon : 60 minutes	Racing : 10 minutes Marathon : 30 minutes

16.2 Boats finishing more than 20 minutes after the first boat to complete the course and finish will be classified DNF (Do Not Finish) without instruction (this modifies RRS 35, A4, and A5).

16.3 Failure to meet the target time will not be grounds for redress. This changes RRS 61.1(a).

17. PENALTIES AND HEARING REQUESTS

17.1 The protest time limit for each event is 60 minutes after either:

17.1.1 The last boat in the fleet has finished the last race of the day, or

17.1.2 The race committee announces that there will be no more races today, whichever is later.

17.2 Hearing request forms are available at the course desk.

17.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the club office, beginning at the time posted on the official notice board.

17.4 A list of boats that have been penalized for breaking the appendix SD will be posted on the official notice board.

18 SCORING

- 18.1 4 races are required to be completed to constitute a series.
- 18.2 Excluding races
- (a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
 - b) When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19 SAFETY REGULATIONS [DP] [NP]

- 19.1 For each departure and return ashore, including in case of a return signaled by the "H" flag, sign-in is mandatory for all competing classes.
- All competitors must sign-out / sign-in before going on the water and upon returning ashore.
 - Check-in opens 1 hour before the day's first warning signal.
 - A competitor who has not signed out before departure is considered a non-starter (DNS) for the first race of the day.
 - A competitor who has not signed in upon return is considered a non-starter (DNS) for the last race of the day.
 - If a competitor fails to sign-out and sign-in both at departure and upon return, they are classified as a non-starter (DNC) for all races of the day.
 - Check-in deadlines :
 - o **Before departure:** Before the first warning signal.
 - o **Upon return:** Before the protest time limit after the last race of the day.
- 19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 19.3 When flag V is displayed on the committee boat, support boats are to collaborate with the race committee in the safety measures on the water until flag V is removed.
- 19.4 For safety reasons, a support boat may require a competitor to accept a tow and be returned ashore.
- 19.5 Wearing a life jacket is mandatory for all classes.
- 19.6 For Wing Foil:
- 19.6.1 Each Wing Foil must carry on board the safety equipment required by its class rules and current regulations.
- 19.6.2 Wing Foil: It is the responsibility of the competitors to comply with regulation D240 regarding their personal flotation equipment. A luminous signaling device is not required during the 33rd Schoelcher International Sailing Week.
- 19.6.3 For Wing Foil, the following equipment is always mandatory during the race:
- Full-length thermal wetsuits with a minimum thickness of 1.5 mm,
 - A certified helmet (EN 1385), to be worn from departure on the water until returning ashore,
 - A protective and life jacket (EIF Competitor Weight: 30 kg or less – 100 N / More than 30 kg – 50 N) or a compliant protective life jacket.
- 19.6.4 For Wing Foil, wearing leashes for both the wing and the board is mandatory from departure on the water until returning to shore.
- 19.6.5 On land, Wing Foil competitors shall place their boards with the fins facing the ground to avoid accidents.

19.7 The VHF channels will be :

Zone ALPHA : 06

Zone BRAVO : 08

20. REMPLACEMENT DE CONCURENTS OU D'EQUIPEMENT

20.1 [DP] Substitution of competitors is not allowed without prior written approval of the race committee.



20.2 [DP] The replacement of damaged or lost equipment will not be allowed without the approval of the race committee. Requests for replacement must be made to them in writing at the first reasonable opportunity.

21. EQUIPMENT AND INSPECTION

No items.

22. OFFICIAL VESSELS

Official vessels will be identified as follows:

Vessels	Identifications
Race committee	
Jury	

23. SUPPORT TEAM

23.1 [DP] [NP] The coach boat zone is defined in **Appendix 3** – "SUPPORT TEAM". This zone always applies while on the water. However, the race committee may inform coach boats, via the designated VHF channel, that the coach boat zone does not apply:

(a) for an upcoming race, or

(b) after a general recall, but only until the new warning signal is displayed.

23.2 [DP] [NP] The coach boat zone applies to all racing areas. Coach boats must position themselves within this zone no later than the warning signal of each race.

23.3 The marks delimiting the support team's boat zone are cylindrical yellow marks.

23.4 [DP] [NP] Coach boats may only leave the coach boat zone in the following cases:

23.4.1 After the last boat in the race has crossed the finish line;

23.4.2 Upon instruction from the race committee;

23.4.3 If the race is postponed or canceled (but not in the case of a general recall);

23.4.4 To exit the racing area while moving away from the course.

- 23.5 [DP] [NP] Coach boats assisting their athletes in or around the starting area must limit their speed to five knots.
- 23.6 The FFVoile regulations regarding the conditions of intervention for support personnel during competitions shall apply.
- 23.7 [DP] [NP] Coach boats must be identified by a red and white flag, which will be provided at registration.
- 23.8 [DP] [NP] Coach boats must carry on board:
- Life jackets (minimum 50N) always worn by all persons on board,
 - A VHF radio,
 - A knife,
 - An anchor with an appropriate mooring line,
 - A floating towing line, 10mm in diameter and 15m long,
 - A kill switch device that must be connected to the driver whenever the engine is running.
- 23.9 The drivers of coach boats must comply with any request from officials or representatives of the organizing authority, especially those related to assistance.
Coach boats must adhere to local navigation rules, particularly speed limits in different areas.

24. TRASH DISPOSAL

Trash may be placed aboard on all official or support person vessels.

25. BERTHING

[DP] Boats shall be kept in the area assigned while on the beach.

26. PRIZES

Prizes will be awarded at the discretion of the organizing authority.

27 RESPONSABILITY

27.1 In accordance with the RRS, competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority (including the French Sailing Federation, the territorial sailing league of Martinique, the Schoelcher sailing club, the Race Committee, the Jury, employees, volunteers, or partners) will not accept any liability for material damage, injury, or death in connection with the regatta, whether before, during, or after the regatta.

27.2 Sailing is inherently unpredictable and includes an inherent element of risk. By participating in this event, each competitor accepts and acknowledges that:

- a) they are aware of the inherent risk in the sport and accept full responsibility for their own safety, that of the crew and the boat;
- b) they are responsible for their own safety, that of the crew and the boat, as well as for any other property, whether on the water or on land;
- c) they accept responsibility for any injury, damage, or loss to the extent that it results from their own actions or omissions;

- d) the boat is in good working order, equipped to sail in this event, and capable of participating;
- e) the provision of a race management team, support boats, and other referees and various volunteers by the event organizers does not relieve them of their own responsibilities;
- f) the provision of support boats is primarily limited to assisting persons, particularly in the event of extreme weather conditions, and such assistance as can be provided under the existing circumstances;
- g) it is their responsibility to familiarize themselves with any risks specific to the venue and event, to seek information about any rules and information provided, and to attend any competitors' meetings organized during the event.

RACE OFFICIALS APPOINTED:

ROLE	NOM	QUALIFICATION
CHAIRMAN OF JURY	Jean-Michel CRIQUET	National Judge
MEMBERS OF JURY	Pierre PARENT	National Judge
	Lucie DAUMAS	Regional Judge in training
COURSE RACE OFFICER ALPHA	Honoré Gustave LAVALY	Regional Race Officer
PRINCIPAL RACE OFFICER / COURSE RACE OFFICER BRAVO	Mathieu MAUDET	National Race Officer
RESULTS OFFICER	Annie COLOTROC	
RESULTS OFFICER	Sylvie GREGOIRE	

Nautic Club of Schoelcher

Rue Bernard Boromé

Anse-Madame

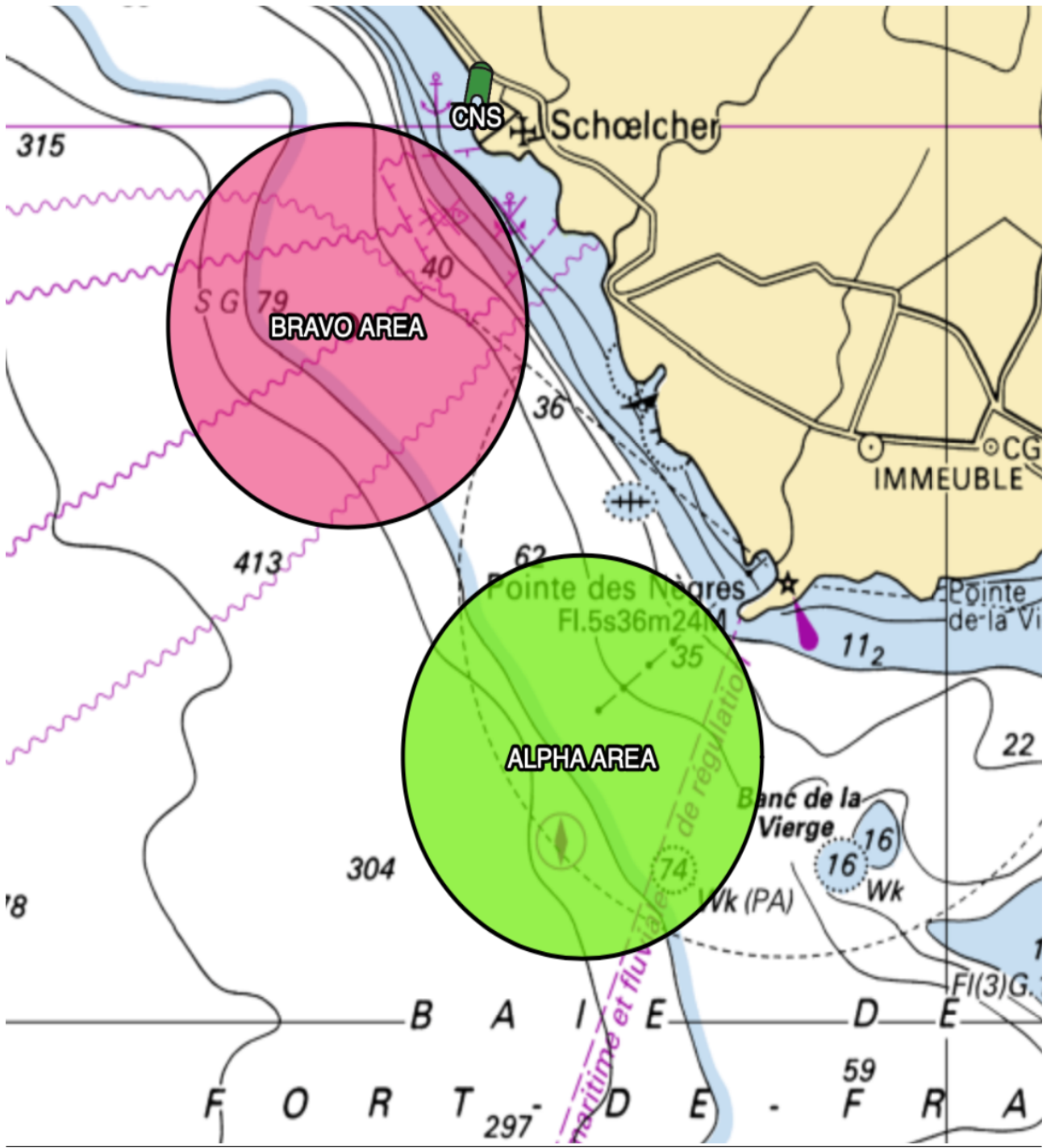
97233 – Schoelcher

+596 596 612 083

Web site : [Cliquez-ici](#)

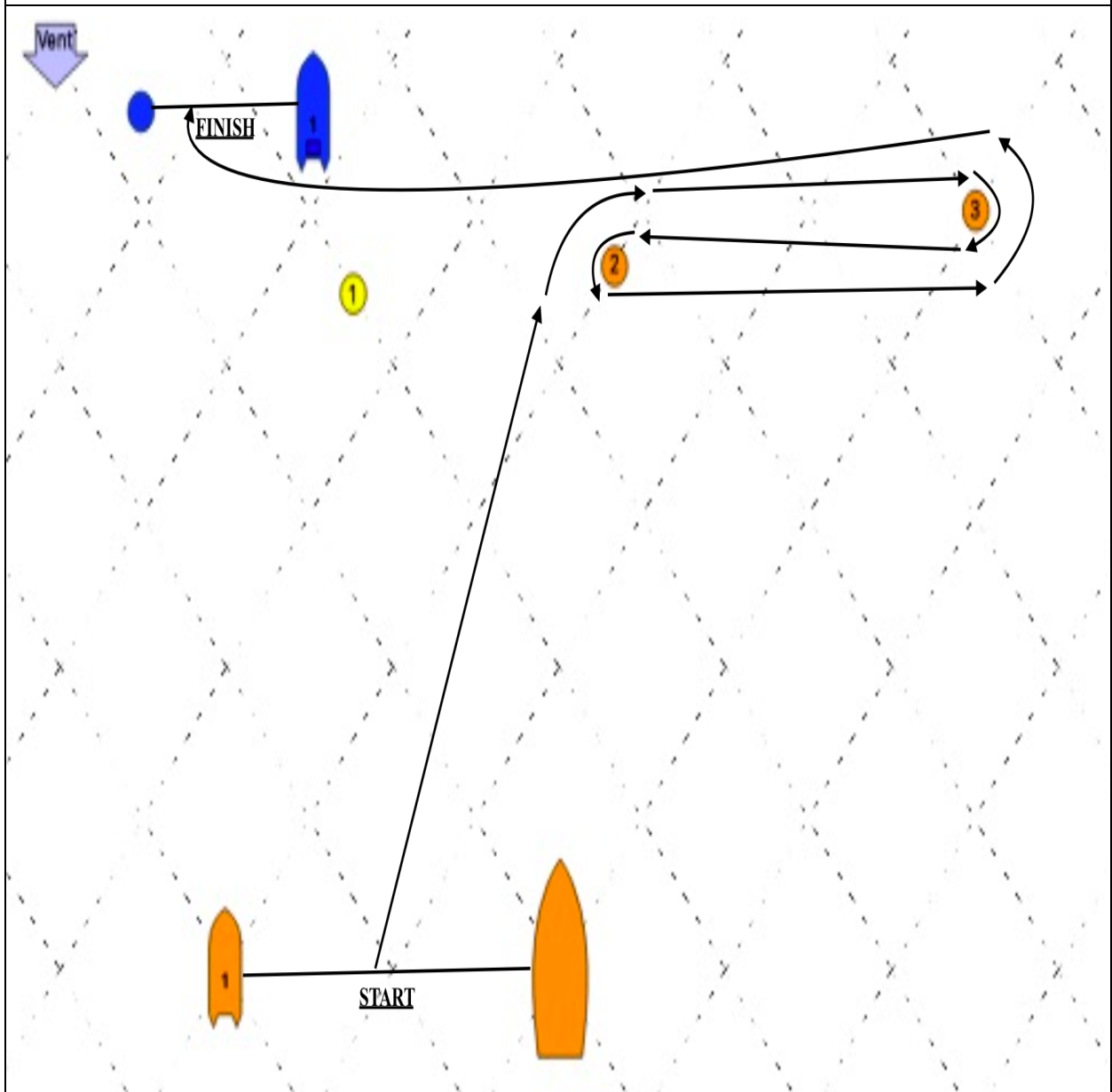
E-mail : [Cliquez-ici](#)

Addendum - 1 : RACING AREA



Addendum - 2 : COURSES (Wingfoil)

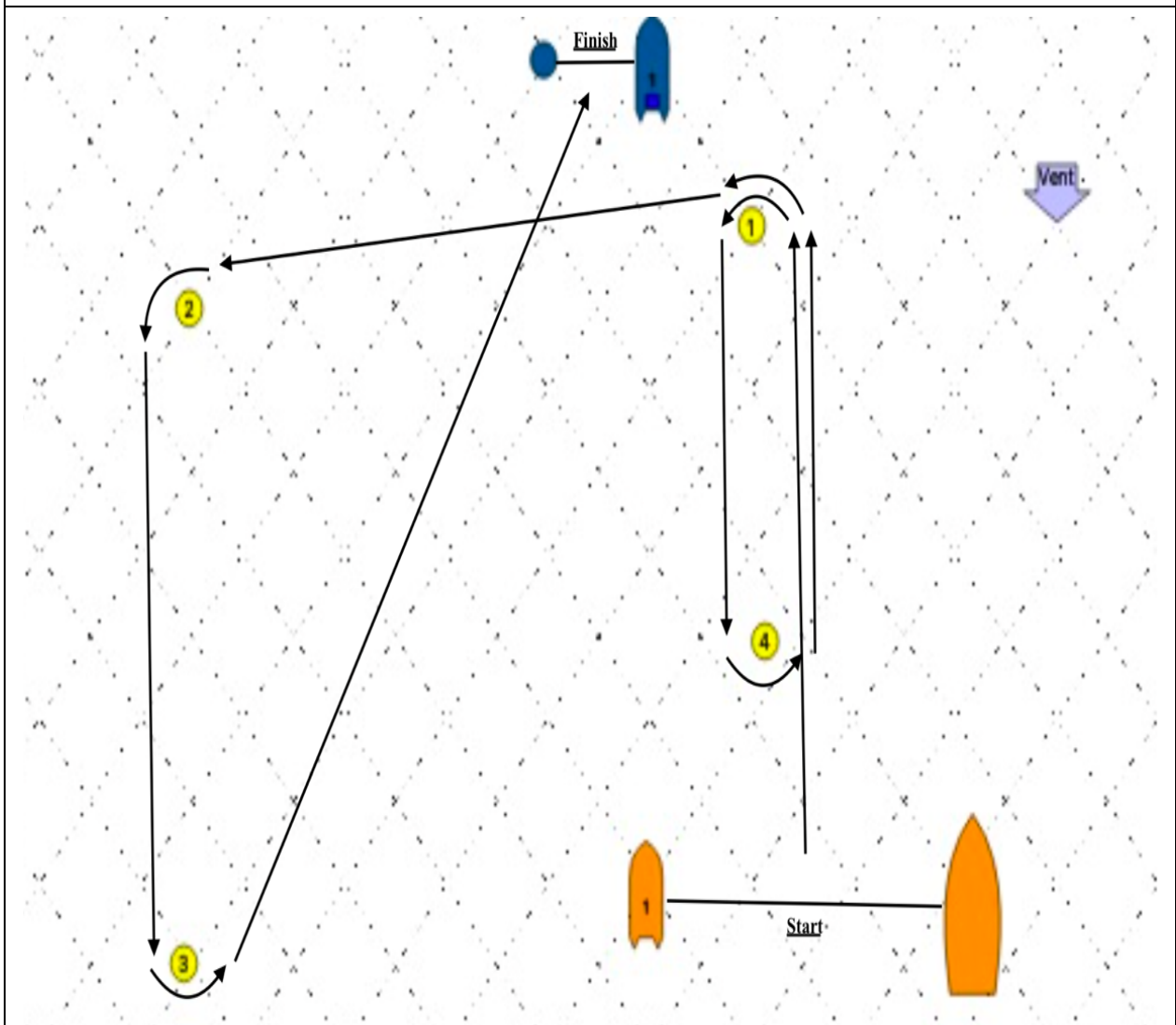
FOIL



<p>F1</p>	<p><u>Start - 2 - 3 - 2 - 3 - Finish</u></p>
<p>F2</p>	<p><u>Start - 2 - 3 - 2 - 3 - 2 - 3 - Finish</u></p>

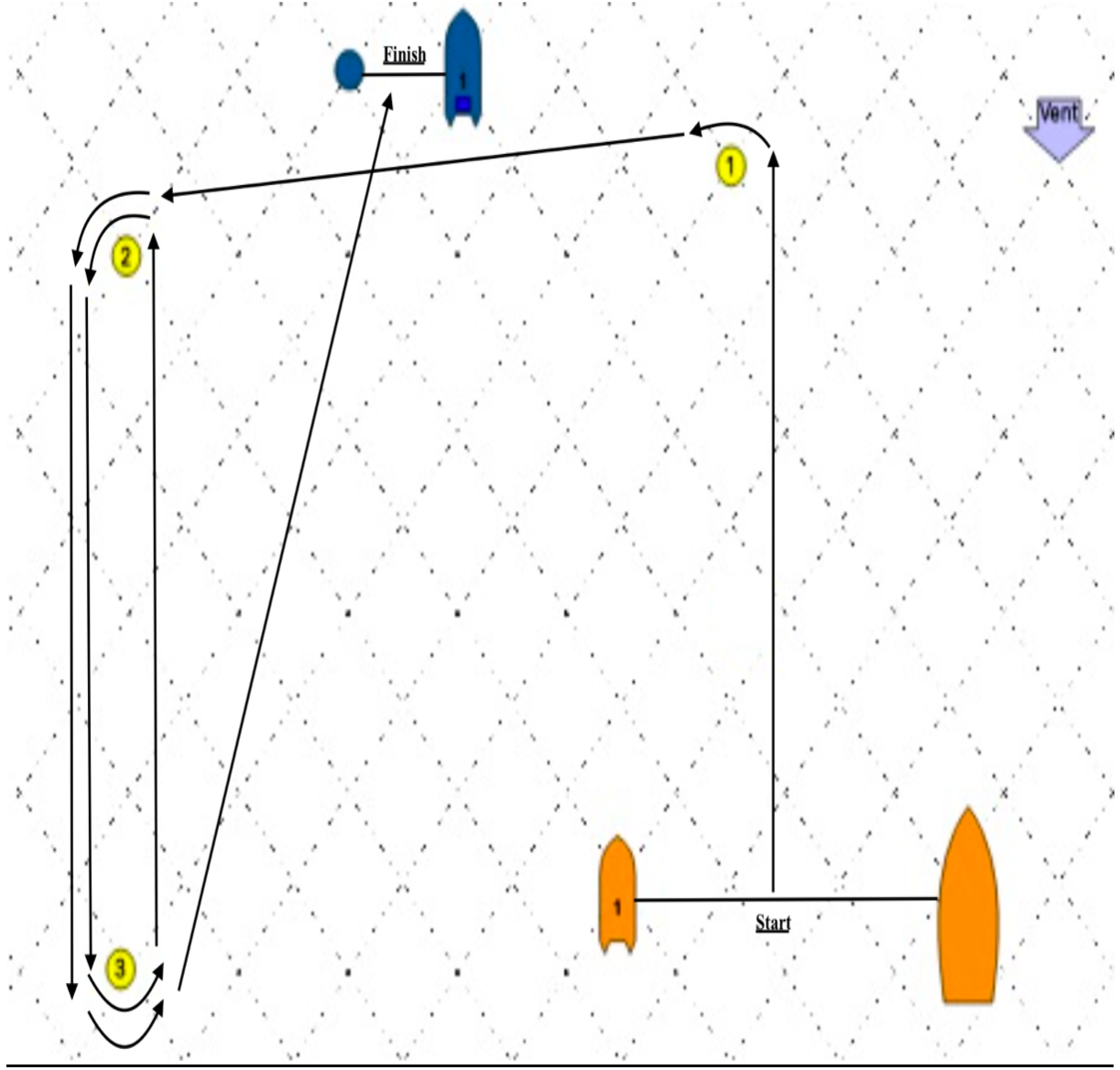
Addendum - 2 : COURSES (Optimist, ILCA & BIC 293)

Trapèze IN



I2	<u>Start - 1 - 4 - 1 - 2 - 3 - Finish</u>
I3	<u>Start - 1 - 4 - 1 - 4 - 1 - 2 - 3 - Finish</u>

Trapèze OUT



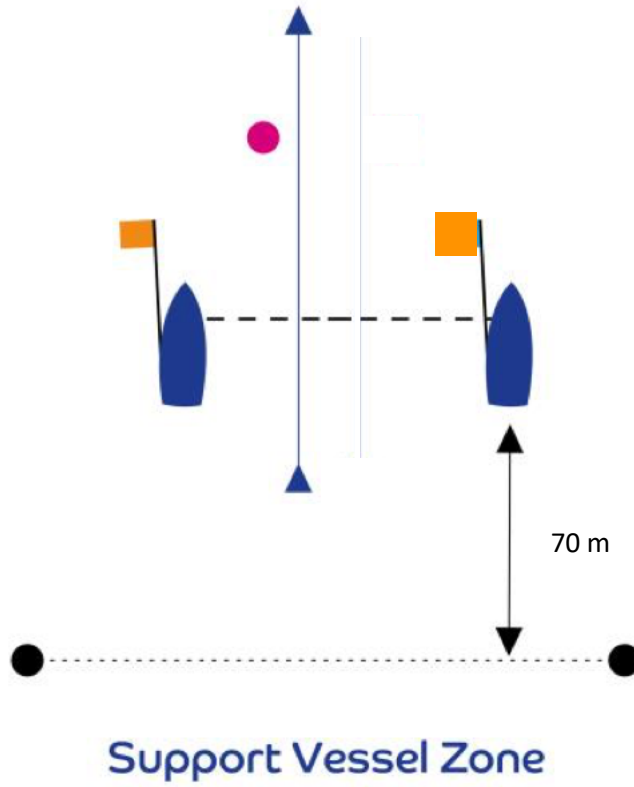
O2

Start - 1 - 2 - 3 - 2 - 3 - Finish

O3

Start - 1 - 2 - 3 - 2 - 3 - 2 - 3 - Finish

Addendum - 3 : SUPPORT TEAM



Addendum – 4 : SEMI-DIRECT

- SD1 RRS 44.1 is modified so that the Two-Turns Penalty is replaced by a One-Turn Penalty. For certain classes, the One-Turn Penalty may be replaced by a Two-Turns Penalty with the approval of the CCA.
- SD2 If a boat is involved in an incident where a rule from Part 2 is broken, or if it observes an infringement of RRS 31 or RRS 42, that boat may protest by:
- Hailing "Protest", and
 - Clearly displaying a red flag at the first reasonable opportunity (not required if the protesting boat's hull length is less than 6 meters).
- If the boat that broke a rule does not take a penalty in accordance with RRS 44.2, the jury may penalize it by signaling:
- With a whistle,
 - By pointing a red flag at the boat, and
 - By designating it.
- The designated boat must then take a penalty according to SD1 and in compliance with RRS 44.2. If the jury is convinced that no rule was broken, it may display a green flag.
- SD3 When a boat infringes:
- A Sailing Instruction (SI) or a class rule governing the use of the bowsprit,
 - RRS 31,
 - RRS 49 or a class rule governing crew positioning, or
 - RRS 42, modified by RRS P5 if provided by class rules,
- The jury may penalize it and signal the penalty by blowing a whistle, pointing a red flag at the boat, and designating it.
- The designated boat must then take a penalty according to SD1 and in compliance with RRS 44.2.
- SD4 If the designated boat:
- Fails to take a penalty, or
 - Does not take the penalty correctly, or
 - Gains an advantage despite taking a penalty,
- The jury may impose one or more penalty turns to be taken under RRS 44.2 or protest the boat under RRS 60.1.
- SD5 When an incident has been judged on the water, the same incident cannot later be the subject of a protest or a request for redress, except:
- Under SD4, or
 - Under RRS 60.3, if the jury believes that RRS 2 may also have been infringed, or
 - Under RRS 61.4(b)(2) if an action by the penalized boat caused injury or physical damage, or under RRS 61.4(b)(5) if RRS 2 was infringed.
- A decision or action by a judge cannot be grounds for a request for redress, reopening, or appeal.
- SD6 Jury boats may position themselves anywhere within the racing area. Their position cannot be grounds for a request for redress by a boat (this modifies RRS 61.4(b)(1)).
- SD7 The standard protest procedure remains applicable for incidents that have not been subject to jury action on the water.

Addendum – 5 : INFORMATIONS GROUP



33eme SNIS - Informations

Groupe WhatsApp

