

2026 St. Maarten Heineken Regatta



Regatta Village at Port de Plaisance, *Sint Maarten*
<http://heinekenregatta.com>

March 4 - 8, 2026
Racing March 5 - 8, 2026

Organizing Authority: Sint Maarten Yacht Club Regatta Foundation

SAILING INSTRUCTIONS including AMENDMENT #1

The notation '[NP]' in a rule of the sailing instructions (SIs) or notice of race (NoR) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. RULES

- 1.1. The event will be governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2. RRS Appendix G3 is invoked and "a boat chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules."
- 1.3. Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or".

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted by 0800 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at :
<https://yachtscoring.com/emenu/50343> and may also be posted on the unofficial notice board located at the Regatta Village at Port de Plaisance.
- 3.2. On the water, the race committee intends to monitor and communicate with competitors on the following VHF radio channels:
 - a) Committee Vessel A (Cole Bay) VHF 72
 - b) Committee Vessel B (Simpson Bay) VHF 73
 - c) Finish Vessel (Simpson Bay) VHF 75
 - d) Committee Vessel (Grand Case Bay) VHF 77
- 3.3. The race committee will regularly broadcast its intentions for the day's schedule from one hour before the first scheduled warning signal.
- 3.4. Additionally, the race committee may broadcast time checks prior to the first scheduled warning of each day.



4. CODE OF CONDUCT

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. Competitors and support persons shall place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed at the flagpole located at the Regatta Village at Port de Plaisance.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

6. CLASSES AND CLASS FLAGS

- 6.1. A list of classes and class flags and the appropriate flag will be provided to each boat at registration.
- 6.2. [DP][NP] Class flags provided shall be displayed prominently on the boat at the stern, preferably from the backstay.

7. LOCATION, SCHEDULE, AND ORDER OF STARTS

- 7.1. A General Notice will be published listing the planned schedule of races, class start vessel assignments, order of starts for the first race each day. This notice will be posted no later than 2000 on the day before it will take effect.
- 7.2. Subsequent races will start as soon as possible after the boats in a class have finished the previous race. Planned times of these starts will be announced by the race committee by VHF.
- 7.3. To alert boats that a race or sequence of starts will begin soon, the orange starting line flag may be displayed (with one sound) as an attention signal approximately five minutes before the first warning signal.

8. COURSES

- 8.1. [ADDENDUM A – COASTAL COURSES, INFORMATION AND PLANNING](#) describes when and how the coastal courses will be posted.
- 8.2. Windward leeward and buoy courses are described in [ADDENDUM B – WINDWARD LEEWARD COURSES](#), indicating the approximate angle between legs, the order in which marks are to be rounded/passed, and the side on which each mark is to be left.
- 8.3. The courses for each day will be described in the General Notice (see 7.1 above). The General Notice will include the course signals, the descriptions of the marks, the order in which marks are to be rounded/passed, and the side on which each mark is to be left.
- 8.4. The course to be sailed for each class may be announced by VHF before the warning for that class and may be transmitted by other electronic means.
- 8.5. The course designation will be displayed on a placard from the signal vessel.
- 8.6. The course axis, compass bearing, and distance to the first mark for each class may be communicated by the race committee via VHF.

9. MARKS

- 9.1. The start mark is an inflatable shape.
- 9.2. For courses in Addendum A Coastal Courses, The marks and their approximate location will be as shown in [ADDENDUM C – SCHEDULE OF MARKS](#),
- 9.3. For courses in [ADDENDUM B – WINDWARD LEEWARD COURSES](#) marks will be as follows:
 - a) Mark 1 is a yellow inflatable shape.
 - b) Mark 2 is an orange inflatable shape.
 - c) Marks 3S and 3P are inflatable shapes.
 - d) The finishing mark is an inflatable shape.
- 9.4. If a mark is missing and the race committee is unable to replace it in accordance with RRS 34, boats shall round the Lat/Long location of the missing mark listed in the sailing instructions. This changes RRS 34.
- 9.5. In addition to the provisions to RRS 33, the race committee may announce any change of mark description via VHF.

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1. [DP] While racing, no part of a boat's hull shall cross the lines or areas listed below and as shown in the diagrams in [ADDENDUM D – AREAS THAT ARE OBSTRUCTIONS](#).
- 10.2. These lines or areas rank as obstructions.

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- a) The entire area of Cole Bay between any yellow cardinal buoy or mark and the shoreline of Cole Bay.
- b) The area of Maho Bay (airport) between any yellow restriction mark and the shoreline of Maho Bay.
- c) The area between mark 05, which is to the west of a submerged rock approximately 0.15nm west of Point Plum, and the nearest shoreline on Point Plum.
- d) The area between Cow and Calf.
- e) The area between the Hen and Chickens of the Poulets.
- f) The area between Molly Beday West and East.
- g) The area between Rocher Creole and the nearest shoreline on St. Martin.

11. THE START

- 11.1. The starting line is between a staff displaying an orange flag on the signal vessel and the course side of the starting mark, except when all fleets are started from a single race area.
- 11.2. When all fleets are started from a single race area the starting line is between staffs displaying orange flags on the signal vessels A and B at each end of the starting line. An object (buoy or RIB) may be intentionally attached to one or both signal vessels. Touching this object breaks RRS 31.
- 11.3. [DP] Boats whose warning signal has not been made shall avoid the starting area.
- 11.4. A boat that does not start within 10 minutes after the last starting signal in a sequence of consecutive starts in which her class started will be scored Did Not Start without a hearing. This changes RRS 29.1, A5.1 and A5.2.

12. THE FINISH

- 12.1. The finishing line is between a staff displaying a blue flag on the signal vessel and the course side of the finishing mark.
- 12.2. If a boat thinks they may have made an error in sailing the course at the finish line, they can ask for confirmation that they have finished. The race committee may also ask them to correct an error in sailing the course at the finish line.

13. RACE TIME LIMIT

- 13.1. The race time limit is 1645, except on Sunday, when it is 1445.
- 13.2. Boats starting but failing to sail the course within the race time limit, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two more than the finishing place of the last boat that sailed the course within the race time limit and was not penalised under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.
- 13.3. If a boat needs to engage its propulsion engine to make the final bridge opening at 1700, except on Sunday, when the final opening is at 1500, they are permitted to do so provided they notify the race committee of the engine use at the first reasonable opportunity, who will then score the boat as TLE.
- 13.4. For one-design classes only, if the race committee determines that the finishing order in a race is unlikely to change, it may use reasonable discretion to score boats still racing, points equal to their position in a race. This changes RRS 35, A3, A4 and A5.2. A boat whose finish position has been so established will be notified by the race committee.

14. PROTESTS AND REQUESTS FOR REDRESS

- 14.1. The protest time limit is two hours after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. Bridge opening times and the return of boats to moorings will not normally be considered as a reason to extend a protest time limit.
- 14.2. Hearing request forms are available at
URL: https://yachtscoring.com/administration/protest_add/50343, or at the protest desk, located at the venue.

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- 14.3. 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 venue beginning at the time posted.
- 14.4. When all parties are present at the protest desk, every reasonable effort will be made to begin arbitration under RRS Appendix T, or to hold a hearing as soon as possible, even if it is prior to the posted hearing time.
- 14.5. The jury may impose a discretionary penalty for breaches of rules, except for breaches of Part 1, Part 2 and rule 31 of the Racing Rules of Sailing. World Sailing Jury Policies for Discretionary Penalties will be used.
- 14.6. Decisions of the international jury will be final as provided in RRS 70.3(a).

15. SAFETY REGULATIONS

- 15.1. No boat shall race with an anchor overhanging the bow or forward crossbeam. Written application made prior to the close of registration for exemption from this requirement may be made to the race committee, who may, at their sole discretion, grant exemption from this instruction and the associated regulation in the St. Maarten Heineken Regatta Safety and Equipment Regulations.
- 15.2. [DP] A boat that does not intend to finish a race, or retires from a race after breaking a rule, shall notify the race committee by VHF before leaving the race area or by telephoning or emailing the race committee Desk: email rc@heinekenregatta.com telephone +1 721-585-1213.

16. EQUIPMENT AND MEASUREMENT CHECKS

- 16.1. A boat or her equipment may be inspected at any time for compliance with the *rules* by a member of the technical committee.
- 16.2. On the water, a boat instructed by a member of the technical committee to proceed to a designated area for inspection shall comply with those instructions.

17. [DP] USE OF ENGINE OR OTHER MEANS OF PROPULSION IN ACCORDANCE WITH RRS 42.3 (i)

- 17.1. A boat may use its propulsion engine to get clear for safety reasons and/or to clear the starting line before the next start. She shall stop using the engine for propulsion as soon as she is clear. She need not retire but shall instead report the use of her engine to the International Jury within the protest time limit. The jury may, following a hearing, take any action it deems appropriate.
- 17.2. Also see SI 13.3.

18. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

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ADDENDUM A – COASTAL COURSES, INFORMATION AND PLANNING

The courses will be either be a coastal course around the marks listed in Addendum C or a windward leeward course as described in Addendum B.

The planned schedule of races, class start vessel assignments, order of starts for the first race each day, and the courses for each race will be published as a General Notice for each day once fleet splits and the weather forecast are confirmed.

	THURSDAY	FRIDAY	SATURDAY	SUNDAY
CSA	Coastal Races or Windward Leeward	Round the Island	Coastal Races or Windward Leeward	TBA
DIAM 24	Coastal Races	Round the Island	Race to Grande Case and Windward Leeward	TBA
MULTIHULL	Coastal Races	Round the Island	Coastal Race	TBA
BAREBOAT	Coastal Races	Round the Island	Coastal Races and Windward Leeward	TBA
ISLAND TIME	Coastal Races	Coastal Race	Coastal Race	Coastal Race
SUNFAST 20	No Racing	Windward Leeward	Windward Leeward	Windward Leeward

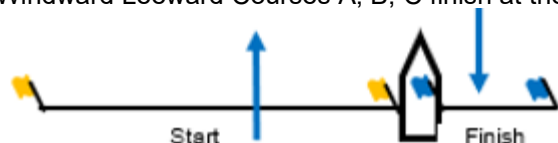
1. Cole Bay courses start in Cole Bay and finish in Simpson Bay or Grand Case Bay.
2. Simpson Bay courses start and finish in Simpson Bay or Grand Case Bay.
3. Grand Case Bay courses start in Grand Case Bay and finish in Grand Case Bay or Simpson Bay.
4. Mark H will be set to windward of the start line.
5. The approximate distance and magnetic bearing to Mark H will be announced on the race area VHF channel.
6. All distances are in nautical miles.
7. Marks shall be rounded to port unless indicated (s) which should be rounded to starboard.

COURSE NUMBERING

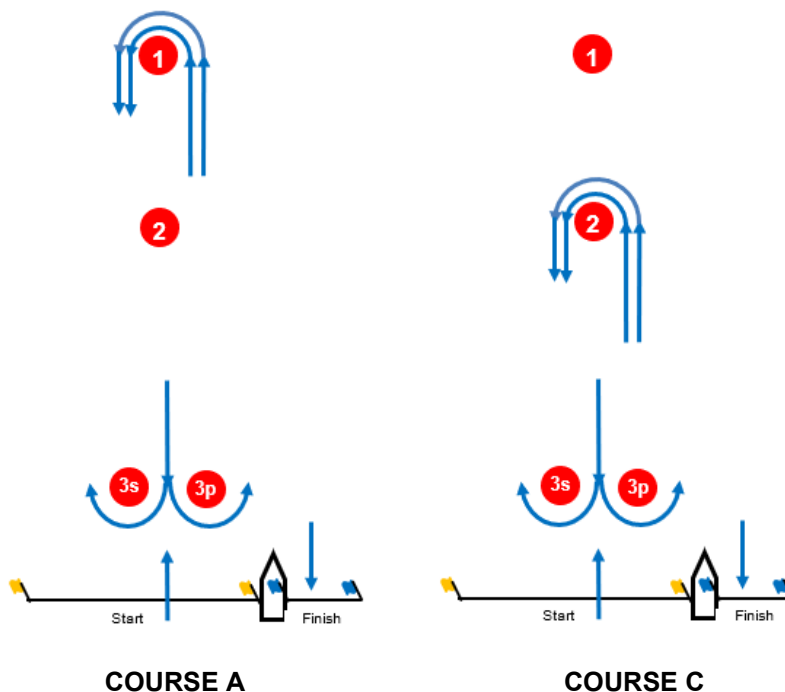
- Courses A, B, C are windward leeward courses.
- Numerical courses will be identified in the General Notice posted on the Notice Board by at least 2000 before the day it will be used.

FINISH LINE

- Windward Leeward Courses A, B, C finish at the start boat as shown below.



ADDENDUM B – WINDWARD LEEWARD COURSES



Course #

Legs

Mark Rounding Order

marks 1 & 2 rounded to port, mark 3 is a gate

A	4 legs	Start – 1 – 3s/3p – 1 – Finish (RC)
B	4 legs	Start – 1 – 3s/3p – 2 – Finish (RC)
C	4 legs	Start – 2 – 3s/3p – 2 – Finish (RC)

DIAM 24 COURSE DIAGRAMS AND MARKS will be published in General Notice as required

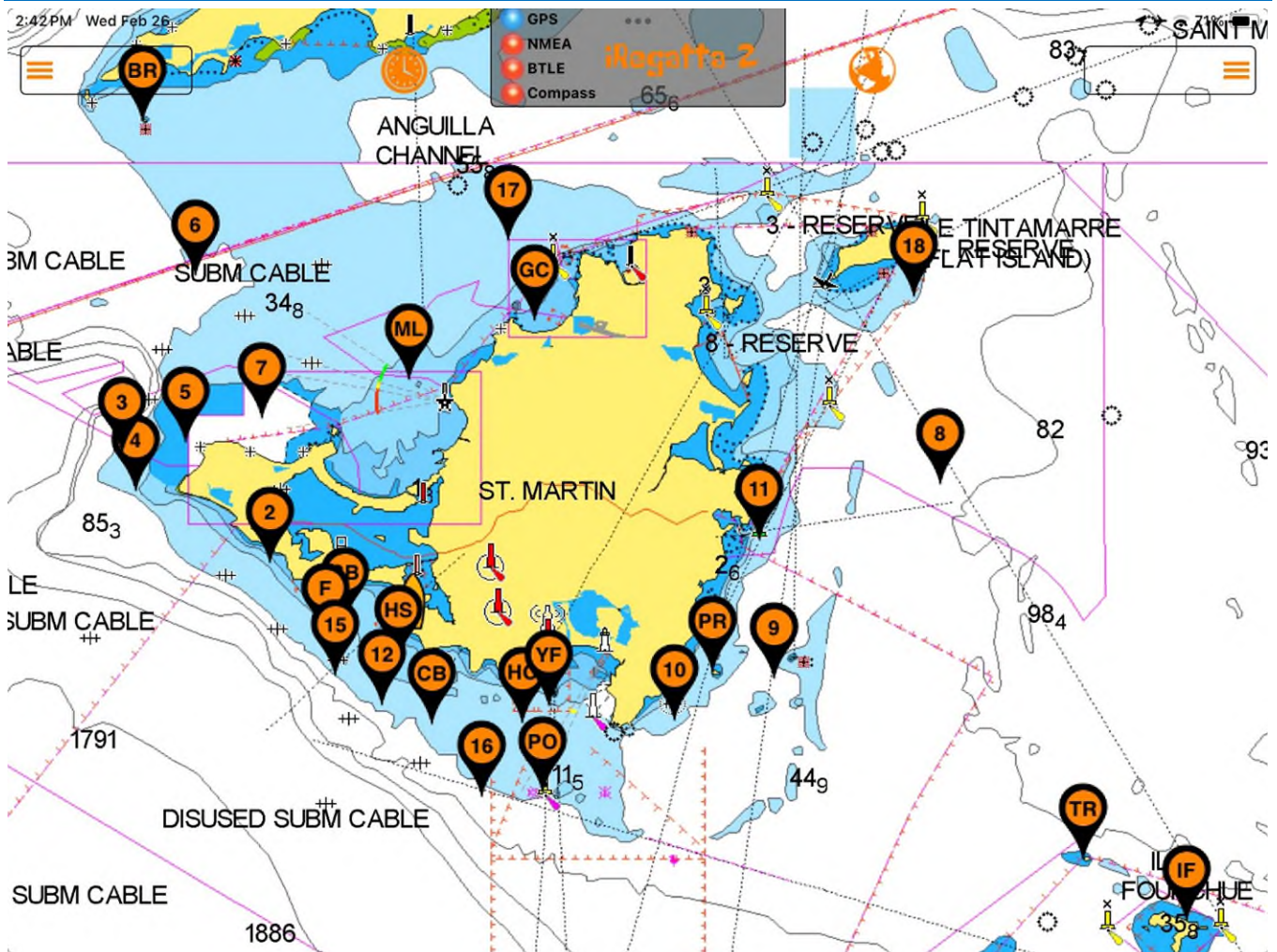
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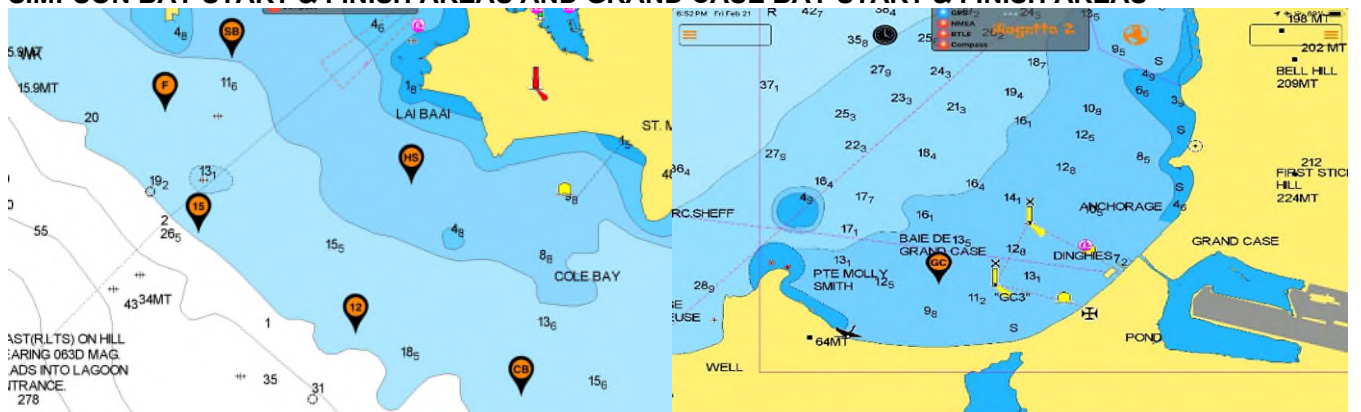
ADDENDUM C – MARKS

It is a boats responsibility to ensure they have sufficient water depth to safely round or pass marks and rocks. Competitors should use their own charts for navigation.

MAP OF RACE MARKS



SIMPSON BAY START & FINISH AREAS AND GRAND CASE BAY START & FINISH AREAS



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SCHEDULE OF MARKS, ROCKS, ISLETS, AND ISLANDS OR GROUPS THEREOF

The race committee will attempt to set the marks listed below using the stated colors. However, it may be necessary to use a different color if a mark must be replaced.

There may be a MarkSetBot instead of an inflated shape. The MarkSetBot is planned to be used for one end of the start or finish line or as a Windward H Mark but may be used elsewhere. When the MarkSetBot is used the relevant Course will be notified by VHF Radio.

The start and finish vessels will be one end of the start and finish line.

SB means Simpson Bay, CB means Cole Bay, GC means Grand Case Bay. Locations and distances, when given are approximate.

MARK	Mark Description	Latitude	Longitude
Start SB	Simpson Bay Start. Orange inflatable shape or Seiko MarkSetBot	18° 01.800'N	63° 06.650'W
H SB	Approx. 0.7nm to windward of Start (SB).		
Start CB	Cole Bay Start. Orange inflatable shape or Seiko MarkSetBot	18° 00.350 'N	63° 05.350'W
H CB	Approx 1.2nm to windward of Start (CB).		
Start GC	Grand Case Start. Orange inflatable shape	18° 06.150 'N	63° 03.800'W
Finish SB (F)	Simpson Bay Finish. Yellow inflatable shape or Seiko MarkSetBot	18° 01.570'N	63° 06.950'W
02	Orange inflatable shape	18° 02.667'N	63° 07.780W
03	Yellow inflatable shape	18° 04.250'N	63° 10.000W
04	Orange inflatable shape	18° 03.700'N	63° 09.800W
05	Yellow inflatable shape.	18° 04.400'N	63° 09.050W
06	Orange inflatable shape	18° 06.800'N	63° 08.900W
07	Orange inflatable shape	18° 04.750'N	63° 07.900W
08	Orange inflatable shape	18° 03.800'N	62° 57.700W
09	Orange inflatable shape	18° 01.000'N	63° 00.200W
10	Orange inflatable shape	18° 00.400'N	63° 01.700W
11	Orange inflatable shape approx 0.25nm SE of Oyster Pond	18° 03.000'N	63° 00.425'W
12	Yellow inflatable shape	18° 00.617'N	63° 06.093W
15	Orange inflatable shape	18° 01.050' N	63° 06.800'W
16	Yellow inflatable shape	17° 59.300'N	63° 04.600'W
17	Orange inflatable shape	18° 07.300'N	63° 04.200W
18	Yellow inflatable shape	18° 06.500'N	62° 58.100W
Marigot Light (ML)	West cardinal buoy	18° 05.300'N	63° 05.690'W
PO	Proselyte Reef Bouy	17° 59.360'N	63° 03.655'W

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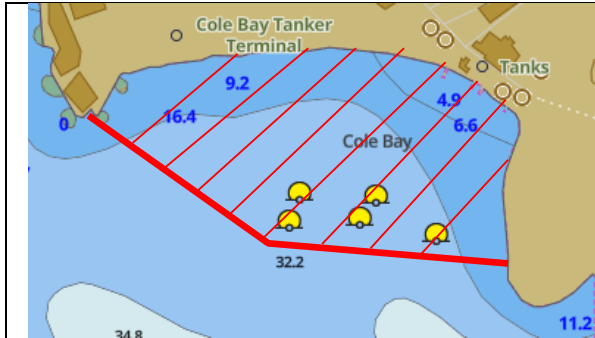


MARK	Mark Description	Latitude	Longitude
Ile Fourche (IF)	Rocky island approx. 2 km x 1 km Avoid a shallow area. South east in the bay.	17° 57.510'N	62° 54,000'W
Ile Tintamarre	Island NE of St Martin approx. 2.5 km x 1 km	18° 07.200'N	62° 58.780'W
Blowing Rock (BR)	Rock approx. 125m x 100m	18° 09.020'N	63° 09.700'W
Pelikan Rock (PR)	Pelikan Rock (Guana Cay) Rock approx 250m x 150m	18° 01.100'N	63° 01.130'W
St Barts	St Barthelemy.		
Table Rock (TR)	Rock approx, 200m x 100m	17° 58.400'N	62° .55,560'W

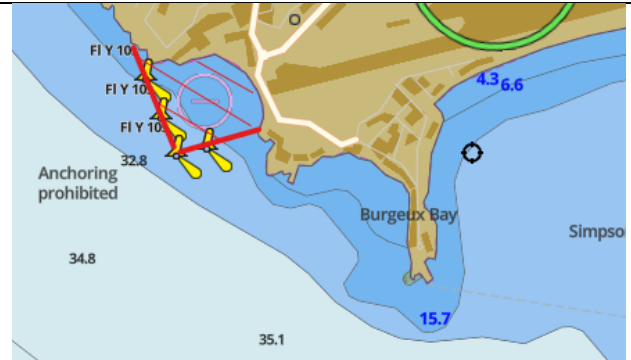
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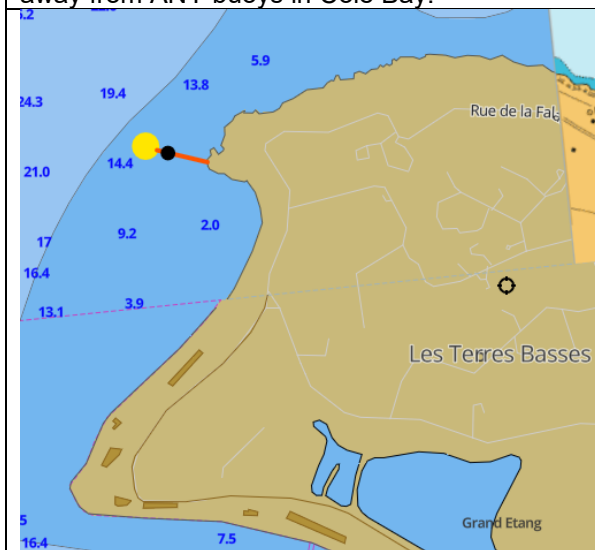
These lines or areas rank as obstructions, are the limit of safe pilotage and boats shall not cross these lines while racing.



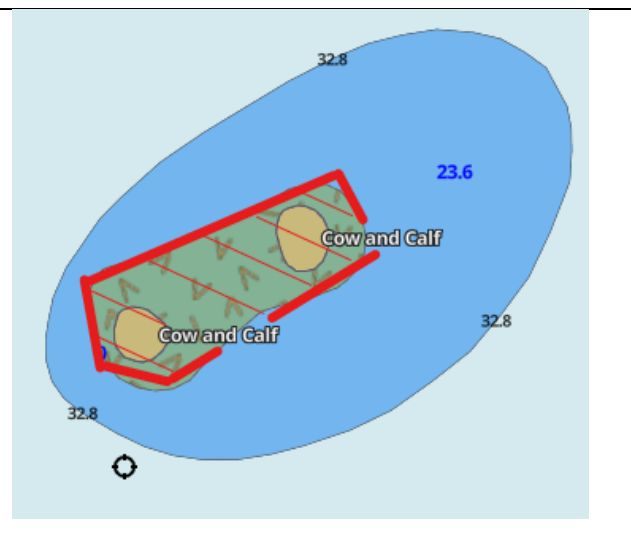
The entire area of Cole Bay between any yellow cardinal buoy or mark and the shoreline of Cole Bay. All boats are to stay at least 100 meters away from ANY buoys in Cole Bay.



The area of Maho Bay (airport) between any yellow restriction mark and the nearest shoreline.



The area between mark 05, which is to the west of a submerged rock approximately 0.15nm west of Point Plum and the nearest shoreline on Point Plum.



The area between Cow and Calf.

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<p>The area between the Molly Beday West and East.</p>	<p>The area between the Hen and Chickens of the Poulets</p>
<p>The area between Rocher Creole and the nearest shoreline on St Martin.</p>	