

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 Heineken Regatta Foundation

NOTICE OF RACE

The organizing committee, government of Sint Maarten, local businesses and local sailors are committed to running a successful event in 2026. Entry is strongly encouraged in order to establish a basis for dialogue and consultation over the shape of the event.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. RULES

- 1.1. The event is governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2. Class Rules.
 - a) The Diam 24 Class Rules are located at <https://www.diam24onedesign.com/wp-content/uploads/2021/03/Regles-Classe-Diam-24od-Class-Rules-2021.pdf>
 - b) The CSA Rating Rules will apply to all other classes [Monohull, Multihull, Bareboat and Island Time]. <https://caribbean-sailing.com/>
- 1.3. Addendum A – Safety and Equipment Regulations will apply.
- 1.4. Addendum B – Bareboat Rule will apply to all Bareboat classes.
- 1.5. Addendum C – Island Time Rule will apply to all Island Time classes.
- 1.6. RRS Appendix T Arbitration will apply.
- 1.7. RRS 51 and RRS 52 are changed to allow a boat issued a current handicap that assumes her use of moving ballast or taking on or discharging water ballast is permitted to use that system.
- 1.8. RRS 52 is changed to allow the use of winches operated by using stored power.
- 1.9. For the purposes of RRS 47, Trash Disposal there will be a zero-point discretionary penalty for losing biodegradable sail stops overboard used for reasons of safety or proper seamanship.
- 1.10. No national prescriptions will apply.
- 1.11. If there is a conflict between languages the English text will take precedence

2. SAILING INSTRUCTIONS

- 2.1 The sailing instructions will be available ten days prior to the regatta on the Official Notice board; https://yachtscoring.com/notice_board/50343 . Printed copies may be posted on the unofficial notice board and may be available at registration.
- 2.2 Questions regarding the notice of race or sailing instructions may be submitted in writing to the St Maarten Heineken Regatta Race Office via email rc@heinekenregatta.com. Responses from the race committee or jury will be posted to the official notice board online at https://yachtscoring.com/notice_board/50343 .

3. COMMUNICATIONS

- 3.1 The online official notice board is located at the https://yachtscoring.com/notice_board/50343. An unofficial paper-based board may be available at the site.
- 3.2 All boats shall carry a VHF radio capable of communicating on standard international channels.

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- 3.3 On the water, the race committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.4 WhatsApp groups will also be created to disseminate information. More information on these channels will be on the official Notice Board and at Registration

4. ELIGIBILITY AND ENTRY

- 4.1 The regatta is open to:
 - a) Monohull boats having a CSA monohull rating,
 - b) Bareboats having a CSA monohull rating.
 - c) Multihull boats having a CSA multihull rating,
 - d) Island Time class boats with CSA club rating.
 - e) Additional classes, either one-design or other handicap classes, may be accepted at the discretion of the organizing authority, and may be subject to additional eligibility requirements.
 - f) CSA rated fleets will be split into classes based on ratings and performance characteristics depending on the number of entries received.
 - g) Information about obtaining a CSA rating can be found on the CSA website. <https://caribbean-sailing.com/>
- 4.2 Eligible boats may enter by completing the entry form available at Yacht Scoring site <https://yachtscoring.com/emenu/50343>, paying the required fee prior to the close of registration and completing the final registration requirements on registration day Wednesday March 4 2026 at the regatta site, at Port de Plaisance. Payment by credit card or bank transfer prior to March 4 will be available to those who have entered. Information on this process will be sent to entrants when available. Additionally, payment at registration will be by cash (USD), credit/debit (Visa, Mastercard), mobile payments/bank transfer.
- 4.3 The organizing authority will abide by World Sailing policy, which currently excludes from competition boats, competitors and support persons who register as citizens of or in any way represent the Republic of Belarus (BLR) or the Russian Federation (RUS) MNAs.

5. FEES

- 5.1 Required fees are as follows:

CLASS GROUPS	RATING SYSTEM	ENTRY FEE
Monohull	CSA Main Rating Rule (Monohull)	USD\$ 14.00/ft
Bareboat	CSA Main Rating Rule (Monohull)	USD\$ 14.00/ft
Multihull	CSA Multihull Rating Rule	USD\$ 14.00/ft
Island Time	CSA Club Rating Rule	USD\$ 8.00/ft

- 5.2 Entry fees shall be paid no later than the close of registration (scheduled for 1800 on Wednesday, March 4 2026).

6. ADVERTISING

- 6.1 Boats may be required to display advertising chosen and supplied by the organizing authority. If this rule is broken, World Sailing Regulation 20.9.2 applies.

7. RATINGS

- 7.1 No rating certificate shall be changed after 1800 on the day before the first scheduled race of the regatta unless such change is expressly permitted in writing by the technical committee.
- 7.2 When a rating system offers multiple sail configurations or other alternative ratings, the entrant shall declare the choice to the technical committee no later than 1800 on the day before the first scheduled race of the regatta.

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- 7.3 For Island Time classes ratings are based on the CSA Club Rating Rule where ratings may change daily as decided by the technical committee. Ratings will be adjusted to provide closer racing; winning boats will get a faster rating, trailing boats a slower rating.

8. SCHEDULE

- 8.1 In Person Registration (Regatta Village):
March 4th From 08:30 to 18:00
- 8.2 Dates of Racing and Number of Races:
- Racing will occur daily from Thursday March 5th through March 8th.
 - Classes will have a mixture of between one long distance race and up to four shorter races per day. Island Time will have one race a day.
 - The scheduled time of the first warning each day is 0940, except for Island Time which is 1055.
- 8.3 Prize Giving:
- | | |
|--------------------|--------------------------------|
| <i>Thurs - Sat</i> | <i>1800 Daily Prize Giving</i> |
| <i>Sunday</i> | <i>1800 Grand Prize Giving</i> |

9. IDENTIFICATION ON SAILS

- 9.1 Boats may carry national letters or a sail number in contravention of her class rules. This also enables RRS G3.
- 9.2 Boats with sail numbers shall:
- provide their sail numbers at registration, and
 - notify the race committee of any change to their sail numbers prior to the warning signal of the first race in which they changed number is used.
 - If required by the OA or RC, boats shall use a number assigned by the RC for identification purposes.
- 9.3 Boats without sail numbers shall:
- Obtain a set of identification numbers ('ID set') provided by the race committee at registration.
 - A deposit of US\$ 100 in cash shall be lodged with the race committee prior to issuing the ID set.
 - Following the final day of racing, and within one month of the regatta's conclusion, the ID set may be returned to the race committee for a deposit refund.
 - While racing, a boat with an ID set shall prominently display it as described in the Sailing Instructions.

10. VENUE

- 10.1 The regatta harbour will be Simpson Bay, St Maarten.
- 10.2 The location of the racing area will be in the waters surrounding St. Maarten (Dutch) and St. Martin (French).

11. COURSES

- 11.1 The courses to be sailed by each class will be chosen on each day of racing and will use marks and/or islands to make courses of varied geometry. Windward/leeward racing will be offered to selected classes. The courses for each day will be posted on the official notice board, broadcast by a WhatsApp group for each course, and announced over VHF radio. The QR Codes for the WhatsApp groups will be posted on the official notice board.
- 11.2 Courses will be identified by 2000 hours the day before the race and posted on the official notice board.

12. PENALTY SYSTEM

- 12.1 For all classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 12.2 The intention is to appoint an international jury as provided in RRS 91.(b),

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- 12.3 Except for infringements of Part 1, Part 2 and rule 31 of The Racing Rules of Sailing the Jury may, at its discretion, impose any penalty it deems equitable.

13. SCORING

- 13.1 One race is required to be completed to constitute a series.
- When fewer than six races have been completed, a boat's series score will be the total of her race scores.
 - When between six and eleven races have been completed, a boat's series score will be the total of her race scores excluding her one worst score.
 - When twelve or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 13.2 A boat's daily series score will be the total of her race scores for that day.
- 13.3 Rule 90.3(e) will apply.

14. RISK STATEMENT

- 14.1 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.** The organizing authority and its affiliates will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the regatta.

15. INSURANCE

- 15.1 Each participating boat shall be insured with adequate valid third-party liability insurance for the duration of the event.

16. PRIZES

- 16.1 For each day of racing, except Sunday, the following prizes will be awarded at the Daily-prize-giving:
- 1st, 2nd, and 3rd place for each class using the boat's day's series score.
- 16.2 The following prizes will be awarded at the Grand prize-giving on Sunday:
- 1st, 2nd, and 3rd place for Sunday's race in the Island Time class.
 - 1st place trophies for Island Time class only, for races Thursday to Sunday.
 - Overall 1st, 2nd, and 3rd place in each class, except Island Time classes.
 - Round-the-Island Trophies for the Monohull Spinnaker, Monohull Non-Spinnaker, Bareboat and Multihull boats with the fastest elapsed time in the Around the Island Race.
 - The Boat of the Day will be awarded to the best performance in the day's most competitive fleet as determined by the race committee at their sole discretion. Decisions made by the race committee will be final and will not be grounds for redress. This changes RRS 61.1(a).
 - The D. Randy West Trophy for the Multihull of the Regatta will be awarded to the overall winner of the most competitive multihull class as determined by the race committee at their sole discretion. Decisions made by the race committee will be final and will not be grounds for redress. This changes RRS 61.1(a).
 - The Columbus Cup for the Overall Winner in the Bareboat classes,
 - The Sint Maarten / Saint Martin Cup for the Most-Worthy Performance of the Regatta as determined by the race committee at their sole discretion. Decisions made by the race committee will be final and will not be grounds for redress. This changes RRS 61.1(a).
 - Other prizes maybe awarded at the sole discretion of the organizing authority. This changes RRS 61.1(a).

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17. MEDIA CONSENT: RIGHTS TO USE NAMES & LIKENESSES

- 17.1 By participating or intending to participate in a race conducted under these rules, each competitor, boat owner, support person by providing support, and parent or guardian by permitting their child to enter a race, automatically grant the organizing authority, class association(s), their sponsors, and any party to which they may delegate this right, without payment the right in perpetuity to make, use and show from time to time at their discretion (including via the internet), any motion pictures, still pictures, live, taped or filmed television, or any other form of media, of or relating to the event.
- 17.2 Boats may be required to carry cameras, sound equipment and positioning equipment as specified by the organizing authority.
- 17.3 Competitors may be required by the OA for interviews and press conferences at the regatta.

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ADDENDUM A – SAFETY AND EQUIPMENT REGULATIONS

These regulations represent minimum standards of preparedness for racing in the St. Maarten Heineken Regatta. They do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules. It is not an exhaustive list nor is it a substitute for good seamanship and preparation. Each competitor shall be solely responsible for the safe preparation of their boat. 'OSR' refers to the World Sailing Offshore Special Regulations.

1. SCOPE

- 1.1. These regulations shall not be grounds for a protest except by the technical committee, race committee or the protest committee.

2. LIFELINES

- 2.1. Monohull boats shall be fitted with lifelines that comply with OSR 3.14 for Category 4.
- 2.2. Multihull boats shall be prepared as near to the requirements of OSR 3.14 as practical with due consideration for preventing man overboard.
- 2.3. Unless stated in the Notice of Race the following boats are not required to comply with regulation 2.1 or 2.2:
 - Boats under 8m in length designed without lifelines
 - Boats designed without lifelines but having sufficient bulwarks or other structures to prevent a man overboard
 - Boats applying for and receiving in writing an exemption from these requirements from the race committee or technical committee.

3. REQUIRED PREPARATIONS

- 3.1. No anchor shall be stowed such that the anchor overhangs any part of the boat.
- 3.2. All hatches, companionways, and ports shall be capable of being made watertight.
- 3.3. Cockpits shall be self-bailing and fitted with adequate drains.
- 3.4. Sufficient drinking water shall be provided such that there remains at least 0.5 litres of water per person onboard at the end of each race.

4. REQUIRED ITEMS[NP]

- 4.1. The following items shall be onboard and accessible:
 - a) Anchor, chain and rode,
 - b) Manual bilge pump.
 - c) A sound making device (horn, whistle or other device).
 - d) Tapered plugs of a suitable material, and suitable size for every through-hull opening
 - e) A bucket of not less than 8 litres capacity with lanyard attached.
 - f) A first aid kit.
 - g) Charts covering the race area and any areas adjacent where shelter might be sought
 - h) Three red hand flares and two orange smoke flares
 - i) A VHF transceiver of at least 5W transmit power handheld.
 - j) A magnetic compass independent of any power supply, capable of being used as a steering compass
 - k) For each crew member, one lifejacket fitted with a whistle
- 4.2. The following items shall be onboard and readily accessible from the cockpit:
 - a) For boats carrying flammable fuels, a fire extinguisher.
 - b) A lifebuoy, or a lifesling stowed above deck
 - c) A heaving line, at least 15m long.

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- 4.3. Multihull boats without a cabin are not required to comply with regulation 4.1 or 4.2 but shall have the following items onboard as described:
- a) VHF transceiver of at least 5W transmit power sufficiently waterproofed
 - b) For each crew member, one lifejacket fitted with whistle.
 - c) Towing line at least 15m long and 5mm diameter
 - d) Righting line at least 4m long and 10mm diameter
 - e) Any tracking or communications device provided by the organizing authority.
- 4.4. Where applicable all required items shall be:
- a) of a suitable specification for the boat and expected conditions
 - b) in-date and fully serviceable

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ADDENDUM B – BAREBOAT RULE

The race committee is dedicated to ensuring an equal and fair opportunity for all competitors in the Bareboat Class. To that end, the following rules will apply to all entrants and boats in the class.

The Bareboat class is intended for boats which are chartered through commercial bareboat charter companies **recognised as such by the race committee.**

It is the race committee's decision to accept an entrant in the Bareboat class see *The Racing Rules of Sailing* 76.1. There shall be no appeal or redress from their decision.

1. DEFINITIONS

1.1. *Standard equipment* - The equipment regularly provided by the charter company as part of a standard charter.

2. BOAT ELIGIBILITY

2.1. The Bareboat class is open to boats which are chartered through commercial bareboat charter companies recognised as such by the race committee.

2.2. Boats in a Bareboat class shall, immediately prior to the start of the regatta be actively for charter in a bareboat fleet operated by a recognized charter company acceptable to the race committee, and have a valid rating certificate.

3. CHARTER AND ALLOCATION

3.1. The boat shall be chartered to the entrant or one or more of her crew by the charter company for the duration of the regatta.

3.2. The entrant shall obtain permission to enter and race in the regatta from the charter company.

3.3. The entrant and their crew shall have no current or prior affiliation to, familiarity with, or financial interest in the boat entered or its sails or standard equipment.

3.4. The boat shall be allocated to the entrant by the charter company without preference to the entrant or their crew.

3.5. An entrant shall not be allocated the same boat in two consecutive editions of the same regatta without the written approval of the race committee.

4. PERMITTED ACTIONS

4.1. Only equipment provided as standard by the bareboat company will be allowed.

4.2. The fabric of any bimini or dodger may be moved, folded, or removed from its frame but shall remain onboard.

4.3. Any bimini or dodger frame may be folded as designed and secured.

4.4. Any fixed mainsail cradle cover may be folded or rolled and secured to the boom.

4.5. Lazy-jacks may be loosened and led clear of sails.

4.6. The main anchor, chain, and rode may be stowed only within the anchor locker or other purpose-designed location on deck.

5. PROHIBITED ACTIONS

5.1. Not carrying all equipment considered part of a boat's rated configuration while racing. Equipment includes tables, draws, bedding, cushions, cutlery, etc.

5.2. Arranging with the charter company to have any equipment installed that might give any real or perceived advantage.

5.3. Bimini or dodger frames shall not be removed from their fixing on deck.

5.4. Lazy jacks shall not be removed or un-rove from the mast.

5.5. Fixed mainsail cradle covers shall not be removed from the boom.

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5.6. Equipment supplied fixed in position shall not be moved or removed.

6. PROHIBITED ACTIONS WHILE RACING

- 6.1. Using any supplied equipment for a purpose other than intended,
- 6.2. Positioning any anchor so that it overhangs the bow or stern.

7. PROHIBITED ITEMS WHILE RACING

- 7.1. Using any equipment other than standard equipment considered part of a boat's rated configuration,
- 7.2. Using a spinnaker, gennaker, second headsails or adjustable backstays.
- 7.3. Using a spinnaker pole, whisker pole, or any other bearing-out device.
- 7.4. Using any headsail other than the one measured as standard equipment and listed on the boat's Rating Certificate.

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ADDENDUM C - ISLAND TIME RULE

The race committee is dedicated to ensuring an equal and fair opportunity for all competitors in the Island Time Class. To that end, the following rules will apply to all entrants and boats in the class.

1. BOAT ELIGIBILITY

- 1.1. The Island Time class is intended for live-aboard / heavy cruising boats and for those participants who just want to enjoy the fun side of the St. Maarten Heineken Regatta. The courses for this class will be short and easy.
- 1.2. The race committee reserves the right to refuse any boat that it feels is not suitable for the spirit of the Island Time class. See RRS 76.1. There shall be no appeal or redress from their decision.

2. RATING

- 2.1. Island Time classes will be rated based on the CSA Club Rating Rule. A boat's base rating will be allocated by the technical committee and may be adjusted daily based on her performance in a race, her base rating and the series to date as decided by the technical committee. Ratings will be adjusted to provide closer racing; winning boats will get a faster rating, trailing boats a slower rating. Allocated ratings will not be grounds for redress. This changes RRS 61.

3. PERMITTED ACTION

- 3.1. The main anchor, chain, and rode may be stowed only within the anchor locker or other purpose-designed location on deck.

4. PROHIBITED ACTIONS

- 4.1. Not carrying all equipment considered part of a boat's Rated Configuration while racing. Removal of or failure to carry the equipment is cause for disqualification from a race. Equipment includes tables, draws, bedding, cushions, cutlery, etc.

5. PROHIBITED ACTIONS WHILE RACING

- 5.1. Positioning any anchor so that it overhangs the bow or stern.

6. PROHIBITED ITEMS WHILE RACING

- 6.1. Using any equipment other than equipment considered part of a boat's Rated Configuration.

7. ISLAND TIME CLASS RULES

This Class is open to sailors who want to participate in the on-the-water action but who may not take their racing as seriously as others and don't want to incur all the usual expenses. If you are racing to win, this is not the class for you!

- Acceptance of entries into the Island Time Class is **solely** at the discretion of the Organising Authority. High performance boats, boats using high tech sails or spars, boats that have previously done well under CSA racing or boats with highly trained crews will typically not be accepted into the Island Time Class.
- The Class will be scored using Variable Simplified CSA Handicap. Boats that already have full CSA Ratings may enter the Class but will be issued a CSA Simplified Rating, at no cost. CSA Simplified Ratings are higher than CSA Full Ratings. Boats without a CSA Rating must request a CSA Simplified Rating at a cost of US \$2 /foot by accessing this link: <https://caribbean-sailing.com/apply-for-measurement/>. All boats should endeavor to have their CSA Simplified Rating a few days BEFORE the close of registration. Please note: If you wish to race with a lower CSA Full Rating then you need to get a full CSA measurement or annual update and register for one of the CSA Racing Classes.
- Boats may enter as jib and main (pole or no pole) only or with spinnakers.

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- When applying for the rating the boat shall declare the largest headsail and spinnaker (if desired) they will use.
- Your rating may change each day using the Variable Simplified CSA Handicap. After racing each day, each boat's ratings will be adjusted up or down for racing the following day. The variable rating aims to improve everyone's chance of getting a podium finish in the daily prize-giving. This is what makes it fun. When your rating changes, previously scored races are not recalculated, and your previous corrected times and scores remain unchanged.

- **HOW IT WORKS:** After each day's racing, individual ratings will be adjusted up or down according to the following formula:

New Rating = Old Rating X Equalizing Factor X Reward Factor. Boats that do well (better than 4th place) will have their rating adjusted up while boats that do not do as well (worse than 4th place) will have their rating adjusted down. Boats that finish in 4th place will not have their rating change for the next race. The newly adjusted rating becomes your rating for next day's race. This will result in tighter racing as the week progresses with more opportunities for all teams to experience the thrill of a podium position.

Equalizing Factor:

Calculated as the ratio of each finisher's corrected time to the 4th place boat 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.

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

If the boat has no finish time (DNC, DNS, DNF, etc.), then **New Rating = Old Rating.**

For the top three finishers, the New Rating will not be less than the Old Rating.

The rating for the 4th place finisher's rating will remain the same for the next race

For finishers below 4th place, the New Rating will not be more than the Old Rating.

Note: Yacht Scoring will only display the last rating used regardless of the actual rating used to calculate earlier races. Each day's results will be uploaded to Yacht Scorings documents page. This preserves a record of the ratings for each day.

- All Island Time Class participants must accept the Variable Simplified CSA Handicap procedures.
- The CSA Simplified Rating or the Variable Simplified CSA Handicap procedures are not subject to competitor protest.
- There will be one race per day for the Class with no throw-outs.
- Courses will be 2-3 hours long with less emphasis on windward/leeward performance in as much as that is possible within our geographic and mark placement limitations.