



SOUALIGA CHALLENGE



Sint Maarten

The Sint Maarten Canoe Federation is pleased to welcome you to the eleventh annual the Soualiga Challenge.

DATE AND VENUE

The Soualiga Challenge will be held on **13 November 2016**, in Sint Maarten.

COURSE

The race will be conducted in the Atlantic Ocean in the channel between St. Barthelemy, French West Indies and Sint Maarten. The area normally has winds of 15 knots and swells of 1.5 meters from the east or southeast at this time of the year. The race will consist of a single 25km down-wind run starting in Gustavia, St. Barthelemy and finishing in Oyster Pond, Sint Maarten. Additional course details are described in attachment A. In case of adverse conditions on the day, an alternate course will be selected to provide optimal downwind racing.

CLASSES

The event will be open to the following classes:

- Surfski Single (S1), male and female
- Surfski Doubles (S2), male, female and mixed
- Outrigger Canoe Single (OC1) male and female
- Stand-up Paddle board (SUP) male and female by invitation only

Classes will be split into age groups as dictated by the entries.

PRIZES

Prizes will be awarded as follows:

Presentation for first, second and third in each class

There will be no cash prizes

Hotspot – There will be no hotspot

ENTRY FEE

An entry fee of USD 50.00 will be charged for each competitor.

CRAFT

There are a limited number of craft available for visiting paddlers. Please contact the organizers if you need to borrow or rent a craft locally. For paddlers wishing to transport their craft to St Maarten, this can be accomplished with minimum of formalities.

EVENT SCHEDULE

Saturday 12 November 2016

1630 Load craft onto catamaran

1800 Registration and Briefing

Sunday 13 November 2016

0600 Board catamaran in Oyster Pond

0615 Catamaran departs from Oyster Pond

0800 Expected arrival in St Barths

0830 Start of the Twelfth Soualiga Challenge

1200 Lunch, Oyster Pond

1330 Award Ceremony, Oyster Pond

IDENTIFICATION OF BOATS AND SPONSORS' MARKS

To help with identification at sea, adhesive numbers will be provided that must be displayed on the starboard (right side of the) bow of the craft. All advertising material supplied by the organizers will be displayed on the craft as instructed. Failure to comply can result in disqualification.

AWARDS AND CEREMONIES

The first three places of each class will presentations. To maintain the dignity and solemnity of the presentation ceremony the competitor receiving medals must be neatly attired.

SECURITY MEASURES

Security will be provided by a fleet of motor boats accompanying the race. Medical assistance and first aid will be available from the St Marten Sea Rescue and the SNSM vessels as well as at the finish in Oyster Pond. The safety regulations as described in attachment B must be observed.

TRANSPORT

The organizers will assist with transport from the airport to team accommodation, to the race venue and to the airport where possible. Please contact the organizers with your requirements.

ATTACHMENT A - COURSE

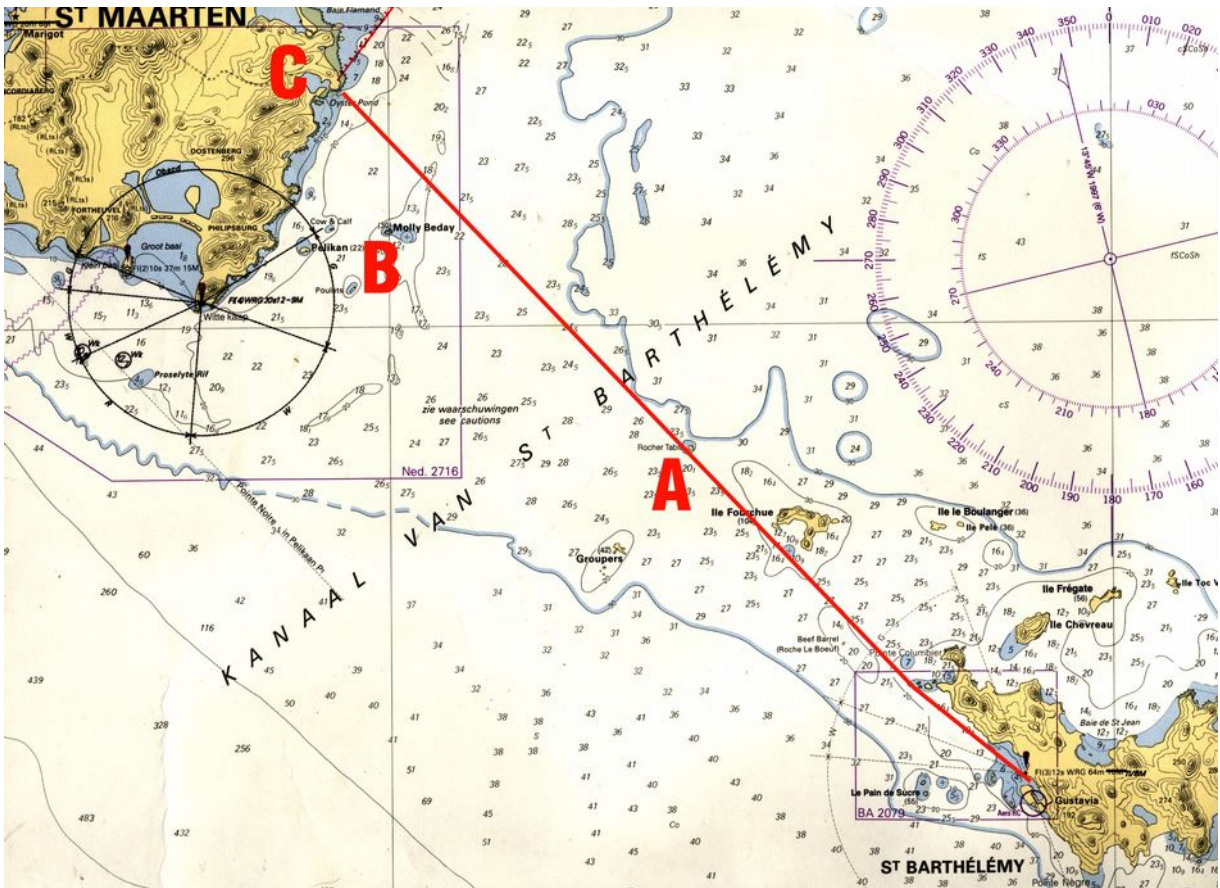
DESCRIPTION

The course will be as follows:

- 1) The race will be started using a **stationary water start**. The start-line will be between a stationary mark and an anchored boat displaying an orange flag off the town pier in Gustavia, St Barths.
- 2) Competitors proceed westwards to Pointe Columbier at the south-western end of St Barths.
- 3) Pass to the south of Isle Fourche. It is permitted to go through the gap between the main island and the small island off the western tip but the passage is shallow and it only saves 2m over the total distance.
- 4) Proceed towards Oyster Pond, St Maarten, passing to the north of Rocher Table.
- 5) Leave the red and white approach mark for Oyster Pond (position 18°03.066'N 063°00.441'W) to port (on your left).
- 6) Enter Oyster Pond and finish between the Budget Marine mark and the orange flag on the Captain Oliver's Restaurant deck.

NOTE

- 1) Sea conditions for the course will vary. The first 3km is usually calm. Thereafter one can usually expect confused seas between St Barths and Isle Fourche before it settles to a following to quartering swell of 0.5m to 1.6m. There can be flat calm conditions on rare occasions and on other occasions, there can be a following to cross swell of up to 2.5m. A current of varying strength usually flows from north to south.
- 2) The wind is usually a following to quartering, 10 to 20 knots, with 12 to 16 knots being the most common condition.
- 3) Navigation is the responsibility of the competitor. It is recommended that all competitors make themselves familiar with the nautical charts of the area.
- 4) A direct course from Isle Fourche to Oyster Pond takes you very close to Rocher Table which is shown at position A on the attached chart extract and located approximately 1.5 Nautical Miles (2.8km) from Isle Fourche. You should aim to pass very close to the north of this rock.
- 7) Molly Beday rock, marked B on your chart extract lies well to the south (0.9NM or 1600m) of the direct course. If you are close to or to the south of Molly Beday, alter course to the North immediately.
- 8) After rounding the red / white approach mark to Oyster Pond, proceed directly into Oyster Pond. Be aware of some breaking waves and shallow areas near the headland.
- 9) There will be a strict 2 hour cut off enforced at Rocher Table. All competitors not reaching Rocher Table at least two hours after the start will be scored a DNF and asked to board the safety boat.
- 10) Note that there has recently been a lot of Sargasm weed in the area. Clumps of this weed can catch on your rudder slowing you down significantly. It is best to avoid large clumps and to clear your rudder promptly when you do pick up weed.



Course from Gustavia, St Barths to Oyster Pond, St Marten. Note that the course passes close to Isle Fourche and Rocher Table (A) and well to the North of Molly Beday (B).



St Marten from the direction of St Barths from approximately 4.5km offshore. The arrow indicates the position of the approach mark off Oyster Pond.



The arrows indicates the mouth of Oyster Pond on the left with the approach mark on the right. A line towards the green hotel after rounding the approach mark, will help you to avoid the reef off the headland.



The start in Gustavia at the main town dock.



The approach to Oyster Pond and the finish Line in St Maarten. It is better to avoid the reef close to the headland as there are random coral heads that could wreck your ski a few meters from the finish line.

ATTACHMENT B: SAFETY REGULATIONS

The following safety regulations must be observed:

- 1) Each competitor shall wear a suitable PFD with a whistle and signal mirror attached.
- 2) Each competitor will carry at least 1.5 litres of drinks attached to their person or craft at the start of the race.
- 3) Each competitor (only one in the case of a double) will be attached to their craft with a sturdy leash from before the start until after crossing the finish line.
- 4) Each competitor will carry a waterproof VHF radio or cell phone.
- 5) Each competitor will carry on their person, either:
 - a) One hand held signal flare with burn time at least 1 minute.
 - b) Three mini aerial flares with launcher
(flares will be available at briefing for approximately \$10)
- 6) At least one paddle blade must be marked with a conspicuous colour to assist in attracting a safety boat's attention when in distress.
- 7) If conditions dictate, the race committee will change the course to an alternate course, no later than 0700 on 13 November 2016.

Further, it is recommended that each craft be equipped with a compass or GPS to assist with navigation.

Note

- 1) It is the responsibility of each competitor to determine for themselves if they have the skills and conditioning required to compete in this event. **This responsibility should be taken seriously.** A competitor should not place themselves and others at risk by entering this race if it is beyond their level of skill or conditioning. There will be safety boats on the water during the races. If a safety boat is required to rescue an individual or feels the need to closely monitor them, then that safety boat is being taken away from the rest of the race course and the rest of the other competitors, putting everyone at additional risk.
- 2) It should be kept in mind that weather and water conditions can change rapidly. If a competitor determines during the race that they are at risk, they should abandon the race and head toward a rescue boat. In this case, the competitor should ensure that the race officials at the finish are informed of their withdrawal as soon as possible.
- 3) It is a requirement that all competitors assist fellow competitors in need. Failure to lend assistance can lead to disqualification. A competitor lending assistance during the event will be awarded a time bonus to compensate them for their delay.
- 4) Any competitor can be instructed to abandon the race by the chief safety judge, should the judge be of the opinion that the competitor would be putting themselves or others at undue risk by continuing with the race.