

Sailing Procedures Road Race Race 2018

preliminary

Corrected 18th July. Leda N has this 54.56.25N-11.38.70E

1. SKIPPER MEETING

The Skippers Briefing will be in English and take place in the Meeting Point tent. This goes down for doublehanded sailors Thursday, 23 August 2018 at. 14.00 and for singlehanded sailors Friday 24th of August 2018 at. 14:00.

2. RULES

The sailing is subject to statute and safety rules for Vegvisir Race and the International Sea Rules (COLREGS) with the special rules for the conquest of certain Danish waters.

All traffic separation must be respected in accordance with Rule 10 of COLREGS.

Violation of the above rules and regulations leads to disqualification.

The sailors are obliged to show respect for business traffic as well as to other participants in the regatta.

In particular, there will be a need to pay attention to the start, the passage of the Guldborg bridge and the rounding of the buoys in the Baltic Sea.

This NOR document and the Statutes of Vegvisir Race 2018 will be available in versions in three languages. In case of doubt / inconsistencies between the editions, the Danish version will prevail.

2.1. USE OF ENGINE

Engine and other machinery as generators must be used until the ready signal is given (4 minutes before current start). It is permitted to use the engine to charge the boat's batteries. It must be noted in the supplied charger sheet when the engine has run.

If the boat has a motor, it must run in idle at the passage of the Guldborg bridge. It is allowed to put the engine in gear if a dangerous situation should occur. It is allowed to sail 2 knobs by motor through the bridge. Two sets of gates, the Pantaenius Gate, one south and one north of the bridge will mark where the engine shall run in idle.

As there is very low water in several places on both lanes, it is allowed to sail off the ground if necessary by using a motor a total of two times. As soon as the boat is clear of the seafloor, the engine must be turned off.

If the engine is used to sail a boat off the ground it must be reported and the boat will get a penalty of 20 minutes each time.

Motor must be used to help a person or other vessel in danger or distress.

Immediately after active use of the engine (passage of the Guldborg bridge excluded), either for your own assistance or for the assistance of another boat, the incident must be reported by telephone to the board of directors tel: +45 2360 1667. Within 1 hour after crossing the finishing line, the incidence must also be reported on a document that can be collected and returned to the Sailing Center located at the club house of the sailing club Vikingen.

Correctly submitted and approved forms will be posted on the official notice board for information for other participants.

2.2 LANTERNER

All participants' boats must be equipped with fixed statutory lanterns in accordance with the International Rule of non collision (COLREGS). Boats under 7m length must also be equipped with fixed lanterns as prescribed for both 7m long and above.

Vessels not displaying navigation lights as prescribed by COLREGS will be disqualified.

Boats whose lanterns fail during the sailing must immediately abandon the race. When doing so the Vegvisir Race Security Management must be contacted at +45/2360 1667.

3. Exclusion

The race management reserves the right to reject and exclude a vessel from starting which is shipshape for racing. The decision taken by the race management is final and can't be negotiated.

4. NOTIFICATIONS

Notifications to the participants regarding changes of the NOR will be posted on the official notice board at the Meeting Point on Thursday, 23 August 2018 at. 15:00 for doublehanded sailors and Friday 24 August 2018 at. 15:00 for singlehanded sailors.

Important announcements associated with the start will be announced via VHF channel 72.

5. THE COURSES

5.1 OPTIONAL direction of circumnavigation:

The direction round the courses, clockwise or counter clockwise is optional.

5.2 Single Hand 80 - counter-clockwise:

From the start to the position Leda N is common for all participants.

Leda N is on the position 54.56.25-11.38.71 must be respected and passed on the western side.

Femø on port

Through Omø sund

Omø on port

South of Omø

Through Ståldybet

Fejø on port

South of Femø

Passage of Leda N pos 54.56.25-11.38.71 on the eastern side

Return to Guldborgsund and Nykøbing F (finish line)

Any change of the course will be announced at the skip meeting on August 24th, starting at 14th

5.3 Single hand 80 - clockwise:

From start to lead N is common for all participants.

Leda N position 54.56.25-11.38.71 must be respected and passed on the eastern side.

South of Femø

Fejø on starboard

Through Ståldybet

South of Omø

Omø on starboard

Through Omø sund

Femø on starboard

Passage of Leda N pos 54.56.25-11.38.71 on the western side.

Return to Guldborgsund and Nykøbing F (goal)

Any change of the course will be announced at the skip meeting on August 24th, starting at 14th

5.4 2STAR 175 counter clockwise:

From start to Leda N is common for all participants

Leda N position 54.56.25-11.38.71 must be respected and passed on the eastern side.

Femø on starboard

Fejø circumnavigation with the island on port

Vejrø on port

Agersø circumnavigation with the island on starboard

South of Omø

North of Langeland

Through the Rudkøbing løbet

Through the Marstal løbet

South of Langeland

Back towards Smålandshavet via Langelandsbæltet

Vejrø on port

Femø on starboard

Passage of Leda N pos 54.56.25-11.38.71 must be respected and passed on the western side.

Return to Guldborgsund and Nykøbing F (goal)

It is the duty of sailors to respect commercial traffic. Therefore, crossing of the traffic routes must be done without creating dangerous situations and, as far as possible, crossing must be perpendicular to the traffic route.

Any change of track will be announced at the skipper meeting on 23 August, starting at 14th

5.5 2STAR 175 clockwise:

From start to Leda N is common for all participants

Leda N position 54.56.25-11.38.71 must be respected and passed on the western side.

Femø on port

Vejrø on starboard

South through the Langelands belt towards the Baltic Sea

South of Langeland

Through the Marstal løb

Through the Rudkøbing løb

North of Langeland

South of Omø

Agersø circumnavigation with the island on port

Vejrø on starboard

Fejø circumnavigation with the island starboard

Femø on port

Passage of Leda N pos 54.56.25-11.38.71 must be respected and passed on the eastern side.

Return to Guldborgsund and Nykøbing F. (goal)

It is the duty of sailors to respect commercial traffic. Therefore, crossing of the traffic routes must be done without creating dangerous situations and, as far as possible, crossing must be perpendicular to the traffic route.

Any changes in the course will be announced at the skipper meeting on 23 August with start at. 14th

5.6 2star 215 course - counter-clockwise:

From start to Leda N is common for all participants

Leda N position 54.56.25-11.38.71 must be respected and passed on the eastern side.

Femø on starboard

Fey on port

Vejrø on port

Agersø circumnavigation of with the island on starboard

South of Omø

North of Langeland

Through the Rudkøbing løb

Through the Marstal løb

Red side marking - Ek D 371 - position 54.41.54N-10.24.82E must be respected

Bouy at Rødbyhavn - position 54.38.33N-11.19.29E must be respected

Back towards Smålandshavet via Langelandsbæltet

Vejrø on port

Femø on starboard

Passage of Leda N pos 54.56.25-11.38.71 must be respected and passed on the western side.

Return to Guldborgsund and Nykøbing F (goal)

It is the duty of sailors to respect commercial traffic. Therefore, crossing of the traffic routes must be done without creating dangerous situations and, as far as possible, crossing must be perpendicular to the traffic route.

Any change of track will be announced at the skipping meetings on 23 August with start at. 14th

5.7 2star 215 - clockwise:

From start to Leda N is common for all participants

Leda N position 54.56.25-11.38.71 must be respected and passed on the western side.

Femø on port

Vejrø on starboard

South through the Langelands belt towards the Baltic Sea

Bouy at Rødbyhavn - position 54.38.33N-11.19.29E must be respected

Red side marking - Ek D 371 - mail 54.41.54N-10.24.82E must be respected

Through the Marstal løb

Through the Rudkøbing løb

North of Langeland

South of Omø

Agersø circumnavigation with the island on port

Vejrø on starboard

Fejø circumnavigation with the island on starboard

Femø on port back to Leda

Passage of Leda N pos 54.56.25-11.38.71 must be respected and passed on the eastern side.

Return to Guldborgsund and Nykøbing F (goal)

It is the duty of sailors to respect commercial traffic. Therefore, crossing of the traffic routes must be done without creating dangerous situations and, as far as possible, crossing must be perpendicular to the traffic route.

Any change of track will be announced at the skipper meeting on 23 August, starting at 14th

5.8 The GULDBORG BRIDGE

The Guldborg bridge is open to sailors and partially closed for pedestrians and other traffic. After the starts, 23 and 24 August, the bridge will be open until all participants have passed. When returning (leg 5), the field will be scattered. Therefore, participants must contact Guldborg Bridge Guard on either VHF radio or mobile phone +45 5477 0017.

Between 08.00 and 20.00 participants must contact the bridge guard 30 minutes before the expected time of arrival at the bridge.

Between 20:00 and at 08.00 the bridge guard must be contacted 60 minutes before the expected time of arrival at the bridge.

Participants must report name, boat's name, sail number, the speed over ground and the position.

In addition to the communication by telephone or VHF, the bridge guard communicates by light signals placed on the bridge. For southbound passage, two red lights will blink when the bridge is under opening. When the lights get constant, the bridge is ready for transit.

In case of an emergency on land the bridge may be down. It is the duty of the sailors and their own responsibility to keep an eye on whether the bridge is open. Time loss at the bridge in case of an emergency will be credited to the participant concerned. This must be reported at the Race Center within one hour after the finish.

5.9 START LINE

Between Sailing Club Vikingen in Nykøbing Falster and a buoy placed close to Sundby on Lolland.

5.10 MÅLLINJE

As a starting line.

5.11 BANESIGNAL

Since the sailing direction is optional, both green and red track flags appear.

5.12 ABBREVIATION

Possibly. Shortening due to light air is announced at the skippers meeting Thursday (2Star), 23 August 2018 and Friday (singlehand), 24 August 2018.

6. SIGNAL STATION

The race committee flies the signals from a pole located on the outer pier at the Vikingen sailing club.

7. START PROCEDURE

Start date is for 2STAR: Thursday, 23rd of August 2018. Start date for Singlehanded is Friday, August 24, 2018.

The start is transmitted via VHF channel 72.

All doublehanded boats must be out of the port by 17.30. "Dock Out" will start on Thursday, August 23, 2018 at 16:30.

All singlehanded boats must be out of the port by 17.30. "Dock out", therefore starts Friday, August 24, 2018 at 16:30.

Everyone must stay in the marked "waiting zone" south of the starting area (see appendix).

Marked with red flags. To the east the flag is mounted on the harbour to the west the flag will be positioned on the 2 m curve.

The starting classes are allowed sail into the starting area 10 minutes prior to their respective starting time.

7.1 Starting procedure 2STAR:

1st start: Keelboats Mini

Kl. 17.55 - Warning signal: Pennant 1 is hoisted by 1 beep

Kl. 17.56 - Sound signal: Pennant P is hoisted accompanied by 1 audio signal

Kl. 17.59 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.00 - Start signal: Pennant 1 is lowered + by 1 beep

2nd start: Keelboats Small

Kl. 17.55 - Warning signal: Pennant 2 is hoisted accompanied by 1 beep

Kl. 17.56 - Sound signal: Pennant P is hoisted accompanied by 1 audio signal

Kl. 17.59 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.00 - Start signal: Pennant 2 is lowered accompanied by 1 audio signal

3rd start: Keelboat Medium

Kl. 18.10 - Warning signal: Pennant 3 is hoisted accompanied by 1 beep

Kl. 18.11 - Sound signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.14 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.15 - Start signal: Pennant 3 is lowered accompanied by 1 audio signal

4th start: Kølbfåde Large

Kl. 18.25 - Warning signal: Pennant 4 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 4 is lowered accompanied by 1 audio signal

5. Start: Keelboat Extra Large

Kl. 18.25 - Warning signal: Pennant 5 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 5 is lowered accompanied by 1 audio signal

6th start: Multi-hull boats Small

Kl. 18.25 - Warning signal: Pennant 6 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 6 is lowered accompanied by 1 audio signal

7. Start: Multi-hull boats Large

Kl. 18.25 - Warning signal: Pennant 7 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 7 is lowered accompanied by 1 beep

7.2 Starting procedure SINGLEHANDED

1st start: Keelboats Mini

Kl. 17.55 - Warning signal: Pennant 1 is hoisted by 1 beep

Kl. 17.56 - Sound signal: Pennant P is hoisted accompanied by 1 audio signal

Kl. 17.59 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.00 - Start signal: Pennant 1 is lowered accompanied by 1 beep

2nd start: Keelboats Small

Kl. 17.55 - Alert signal: Pennant 2 is hoisted accompanied by 1 beep

Kl. 17.56 - Sound signal: Pennant P is hoisted accompanied by 1 audio signal

Kl. 17.59 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.00 - Start signal: Pennant 2 is lowered accompanied by 1 audio signal

3rd start: Kyles Medium

Kl. 18.10 - Warning signal: Pennant 3 is hoisted accompanied by 1 beep

Kl. 18.11 - Sound signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.14 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.15 - Start signal: Pennant is lowered accompanied by 1 audio signal

4th start: Køl både Large

Kl. 18.25 - Warning signal: Pennant 4 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 4 is lowered accompanied by 1 audio signal

5. Start: Keelboats Extra Large

Kl. 18.25 - Warning signal: Pennant 5 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 5 is lowered accompanied by 1 audio signal

6th start: Multi-hull Small

Kl. 18.25 - Warning signal: Pennant 6 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 6 is lowered accompanied by 1 audio signal

7. Start: Multi-hull boats Large

Kl. 18.25 - Warning signal: Pennant 7 is hoisted accompanied by 1 beep

Kl. 18.26 - Beep signal: Pennant P is hoisted accompanied by 1 beep

Kl. 18.29 - One-minute signal: Pennant P is lowered accompanied by 1 long beep

Kl. 18.30 - Start signal: Pennant 7 is lowered accompanied by 1 audio signal

8. Postponement

The race committee may postpone the start. Signal flag AP (respondent) is hoisted together with the delivery of 2 audio signals. The exposure will be announced via VHF channel 72 before the programmed Dock Out.

Postponement expires: When the AP is lowered together with a beep, warning signal will be issued 5 minutes later. The postponement ends, which is announced via VHF channel 72. When the postponement has ended, the start will be completed as described in paragraph 7.

9. FALSE START

There will be no recall. If any part of the boat's hull, crew or equipment is on the tack side of the starting line, a penalty of 30 minutes is imposed and can't be undone or negotiated.

10. TIME LIMIT

A time limit for completion is set for Saturday, August 25, 2018 at. 18.00.

11. PROTEST

Protests between boats and protests against Vegvisir Race 2018 NOR or the Statutes must be carried out as prescribed in World Sailing's Rules of Procedure 2017-2020 Rule 61.

A Vegvisir Race protest form can be picked up at the Race Center at sailing club Vikingen and must be handed back in at the same place no later than 1 hour after completing the race. All protesting boats must fly a red flag.

Protest processing takes place at the Race Center. No later than 1 hour before the prize-giving the decisions will be made public and announced on the official bulletin board.

The decisions of the jury can't be appealed to another administrative authority.

12. REPAYMENT / ASSISTANCE

Participants in Vegvisir Race 2018 must provide all the help they can, to any person or any vessel in danger. If such assistance is provided during the race, a redress can be requested. Redress will only be given, if the result in Vegvisir Race has been affected, by the assistance given. The request must be in writing submitted to the Race Center within the deadline for protests. Red flag is not required.

13. SAFETY

In connection with the delivery of tracker and starting number, the participant acknowledges that compulsory safety equipment and lanterns fulfill the requirement described in the Statutes. All participating skippers must provide a telephone number of their relatives or friends to the Racing Committee on registration.

Representatives of the Race Committee will conduct security checks on all boats at the following times:

2STAR Thursday, 23 August 2018 from kl. 9:00.

SINGLEHANDED Friday, 24 August 2018 at. 9:00.

All participating boats must be available for security inspection at Nykøbing Falster port no later than:

2STAR Thursday, 23 August 2018 at. 12.00.

SINGLEHANDED Friday, 24 August 2018 at. 12:00

ADDITIONAL INFORMATION ON SAFETY SEE THE STATUTES PKT. 12.

14. Abandoning

A boat that abandon racing or otherwise interrupts the sailing is obliged to report this to the running management on tel: +45 2360 1667 as soon as possible after resignation.

Participants may seek port in order to carry out unassisted repairs or rest. A boat staying in port in excess of 6 hours is considered having withdrawn from the race.

No external assistance whatsoever is allowed during stay in port.

15. PRIZES

There are prizes to the winners in all races on the three lanes. Further there are prize for Line Honours on the three courses.

16. PRIZE GIVING SHOW

The prize ceremony will be held in the Meeting Point tent expected Saturday evening 25th of August from. 20:00.

Once the exact time for the award show is known it will be posted on the official Notice Board in the Race Center. It will also be announced via VHF channel 72.

An SMS containing this information will also be sent to all participants.

17. LIABILITY DISCLAIMER

The participants confirm with his or her signature upon registration that participation in Vegvisir Race 2018 is entirely at their own risk. Neither Vegvisir Race management, nor the co-arranging sailing clubs or the Municipality of Guldborgsund can in any way, whatsoever be held liable for any personal injury, for any damage to material, nor for death arising as a consequence of any accidental events before, during or after the race.

18. INSURANCE

Each participating boat must have a valid third party liability insurance. Documentation of valid insurance must be displayed upon registration.

NOTE! The Sailing Committee reserves the right to change the sailing rules until the skipping meetings respectively. 23 and 24 August 2018.

Appendix I

Danish 2Star Championship

As the participants in the Danish 2Star championship are sailing according to the measurement rule DH, it is necessary that the boats sail the same course when doing the calculated sailing time. At the skipper meeting on Thursday, August 23, the race management will announce on which of the two courses the participants in the Danish 2Star championship will compete.