

SAILING INSTRUCTIONS PART A

Baltic Sprint Cup 2006

organizing authority
The Baltic Sprint Cup Committee

event organizers
SAIL & RACE

with
Stavanger Seilforening
celebrating their 100th anniversary
Royal Gothenburg Yacht Club
Aarhus Sailing Club
Royal Danish Yacht Club, Copenhagen
Warnemünde Sailing Club, Warnemünde

***A yacht retiring from a race shall telephone without delay
stating position, destination and ETA, to the voicebox reporting number***

+49-40-180 50 60 3

(this number does not provide person-person contact)

***For distress and urgency calls yachts must follow the normal
GMDSS procedures***

BALTIC SPRINT CUP ORGANIZATION TEAM

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From the Race Director

Dear Competitor,

The Baltic Sprint Cup 2006 has a short, fully packed timetable. The organizers are sure you will have plenty of enjoyable racing – and a great welcome at every stopover.

For starting in limited space, classes may be sub-divided into starting groups. Some starts will be on fixed lines, others will be conventional committee boat starts to windward. Whichever is used our aim is to move the racing on without delay rather than spend time adjusting a line.

As far as possible a shorten course routine – which may include setting a shorter course than planned - will enable yachts to reach the next port in a reasonable time, but the Race Committee cannot guarantee this. At times, you may need to use your discretion and retire from a leg in order to motor-sail to your destination. Be sure you have plenty of fuel! We, on our part will monitor your progress by means of the reports you send when racing (see Sailing Instructions for details). We may also want to call you, so we ask that you maintain a phone system always “on” .

Don't forget that the rule against outside help is suspended in this event to allow you to communicate freely. This means, for example, that you can call a committee vessel on approaching a finish line to check the description of the vessel, and also that you are free to obtain weather information from any source.

*The Race Committee, Organizing Committee, co-operating Clubs, Jury and Stopover Partners – in particular **DnB NORD** at Aarhus and Copenhagen - are all here to help you have a great regatta. Thanks to all of them, and to you for joining us.*

Best Wishes,

Alan Green.
Race Director Baltic Sprint Cup 2006

STAVANGER PILOTAGE, BERTHING NOTES, RACE OFFICE

- 1 A boat approaching Stavanger from the south (or leaving Stavanger and heading south) is strongly advised to pass to the west of Jaerens Rev buoy (approx WGS 84 position 58 46.04N 005 26.20E Q (9) 15s) to avoid notorious steep seas, unsafe for small craft. Jaerens Rev buoy is a mark of the course in the leg Stavanger – Gothenburg.
- 2 A boat approaching Stavanger when passing Tungenes Point (approx WGS 84 position 59 02.26N 005 34.82E) should call **Stavanger Race Office on VHF 10** or telephone +47 902 89 892 to advise approach and keep watch on VHF 10 until berthed.
- 3 The Race Office (open from 0900 on Thursday 29th June) is situated in the Red House (large red wooden warehouse containing many public rooms and bars) opposite the Baltic Sprint Cup berthing area at Boreviga. See the **Anniversary Week** document published by Stavanger Seilforening (www.stavanger-seilforening.org).

SAILING INSTRUCTIONS PART A

*In these instructions the words yacht and boat interchangeable; the words leg and race are interchangeable. When there is conflict between English language rules governing the event and a translation, the English language version shall apply. Bearings are True. Positions are approximate in WGS84. Miles are nautical miles. A cable (184m) is 1/10 of a nautical mile. In several parts of the course magnetic anomalies exist and may considerably affect a magnetic compass. **Navigational data including positions of marks is believed to be correct but should be verified by navigators before use.** The Race Committee will appreciate notification of errors and omissions.*

A margin line indicates a change has been made since publication of the original Notice of Race.

1.0 Rules

The event will be governed by the:

- 1.1 RRS (Racing Rules of Sailing) except that between the hours of sunset and sunrise the rules of RRS Part 2 will be replaced by the steering and sailing rules of the IRPCAS Part B. An infringement at any time of IRPCAS Rule 10 (Traffic separation schemes) shall be liable to penalty.
- 1.2 ISAF OSRs (Offshore Special Regulations) for Category 3 with the following additions and recommendations:-
 - **liferaft(s)** as defined for OSRs Category 2 in OSR 4.20 shall be carried
 - **a GSM mobile phone** with waterproof cover shall be carried, capable of being connected to the ship's power supply, and with ring tone capable of being heard by the crew at sea. *An installed extension GSM aerial is recommended.*
 - under OSR 3.29.1 the marine radio transceiver shall be **VHF with 25w output** power and a masthead aerial with not more than 40% power loss. *A cockpit loudspeaker is recommended.*
 - *a 406 MHz or a type "E" EPIRB (emergency position indicating radio beacon) as defined in OSR 4.19.1 is recommended and attention is drawn to the value of personal EPIRBs, or PLBs (personal locator beacons).*
 - **a grab bag** for each liferaft shall be carried as defined in OSR 4.21.2
 - *personal survival training for a proportion of the crew (in the 2-handed division, for both persons) is strongly recommended as defined in OSR 6.01*
- 1.3 **Rules of ORC "Club" as applied by the DSV (Deutscher Segler Verband)**
- 1.4 **Notice of Race**
- 1.5 **Sailing Instructions**
- 1.6 Where there is conflict between items in the above list, the succeeding item shall take precedence

2.0 Changes to Sailing Instructions; Time Zone, Race Office

- 2.1. **Changes** will be posted on an official notice board if possible before 1900 on the day before a start. An oral change to Sailing Instructions may be broadcast on VHF 72 during the period before the start.
- 2.2. **Time Zone:** All times in Sailing Instructions are local (UTC +2)
- 2.3. **Official Notice Boards** will be at or adjacent to the Race Office at each port. As far as possible information will also be available at: www.balticsprintcup.sail-and-race.com.

3.0 Programme of Races

Leg No	Place	date	first warning signal	approx distance	Destination
1	Stavanger	Saturday 1 st July	1155	252	Gothenburg
2	Gothenburg	Wednesday 5 th July	1155	163	Åarhus
3	Åarhus	Friday 7 th July	1555	103	Copenhagen
4	Copenhagen	Monday 10 th July	1555	246	Warnemünde via Bornholm
		Total Mileage		764	

- 2.2 Except for a boat in the next start, a boat whose warning signal has not been made shall avoid the starting area
- 3.3 A boat starting later than 60 minutes after her starting signal will be scored Did Not Start.

4.0 Handicap System, list of entries

- 4.1 The Handicap system is time-on-time using the formula $600/GPH$ to generate a TMF (Time Multiplication Factor) and Corrected Time = Elapsed Time X TMF. GPH is the ORC Club General Purpose Handicap using the formula of the DSV (Deutscher Segler Verband).
- 4.2 A list of entries will be posted on the official notice board at Stavanger and on the web site www.BalticSprintCup.SAIL-and-RACE.com.

5.0 Receiving Information, Reporting during a race

- 5.1 A yacht may without penalty receive any information from outside the yacht (changes RRS 41). Thus a yacht may ask a committee vessel for her position and description, or may receive any weather advice, etc. from any source including the internet.
- 5.2 A yacht shall as far as possible keep available to incoming calls on a 24-hour basis a GSM telephone, satellite telephone, or other voice system of which the number(s) shall be advised to Race HQ before starting at Stavanger.
- 5.3 Reporting during a race. In Sailing Instructions Part B a list of about 10 reporting boats, usually different boats for each leg, will be given together with reporting instructions. A reporting boat shall make every effort to report promptly as required.

6.0 VHF at start and during a race

- 6.1 The Race Committee principal callsign is "**Baltic One**"
- 6.2 **VHF at a start:** the Race Committee will broadcast on VHF 72 the location of the start, a description of the initial course and if possible the identity of a yacht recalled but it shall remain the responsibility of a yacht OCS (on the course side of the start line at the starting signal) to return and start correctly. The Race Committee will if possible broadcast time signals including a start countdown.
- 6.3 **VHF after a start:** when approaching and within 10 miles of a mark of the course or finish line a yacht shall keep watch on VHF72. After finishing and until docking a yacht shall keep watch on VHF72 or the local port control channel.
- 6.4 **VHF watch during a race:** the Race Committee recommends that as far as possible during a race a yacht keeps watch on VHF16 (a yacht with dual watch facilities may thus monitor 16 and 72).

7.0 Classes, starting groups, class flags,

- 7.1 Classes will be: Class A GPH less than 563.0
Class B GPH 563.0 and greater
- 7.2 Starts may be organized in starting groups which are sub-divisions or amalgamations of classes. See Sailing Instructions Part B for each leg..
- 7.3 From the day of check-in at Stavanger until after the prizegiving at Warnemünde
 - (a) an event flag shall be flown on the backstay at least 2m above the deck continuously including at stopovers, and
 - (b) a class flag should be flown on the backstay immediately below the event flag: Class A – International Code "A", Class B – white flag, and
 - (c) when not racing an event battle flag shall be flown in the fore triangle at approximately 50% mast height .

8.0 Description of marks and course

The course to be sailed will comprise an *initial course* (eg inflatable marks near the start) followed by the *main course* - See Sailing Instructions Part B.

9.0 Declaration Card, Finishing Time

- 9.1 Each yacht is required at the end of each leg to complete a Declaration Card (issued at the Race Office) with:
 - her finish time, and (if known) identity of the boat ahead and boat astern
 - time of rounding/passing each mark of the main course, and (if known) identity of boat ahead and astern
 - any other required information (eg rule infringement declarations)and to deliver the card promptly to the Race Office.

A personal visit to Race Office is important as any mail, party tickets, etc will be held there.

10.0 Committee Vessel identity

- 10.1 When possible by day a committee vessel will display prominently a BALTIC SPRINT CUP flag.
- 10.2 At night a committee vessel or Race Committee on station at a finish line or shorten course location may show a yellow flashing light.
- 10.3 All committee vessels keep watch on VHF 72.

11.0 Changing / shortening Course (changes RRS 32), postponements, weather

- 11.1 In order to try to maintain the published schedule, the Race Committee may change a course before a start. If a course is shortened during a race the Race Committee will try to advise the fleet in advance by radio or GSM telephone or other communications. However yachts are advised that due in particular to the wide speed variation of boats in the present fleet, a shorten course routine after a start may not be practicable.
- 11.2 At a mark. When a course is shortened at a mark, each yacht shall note her exact time of passage. Unless otherwise advised in the shorten course signal the finish time shall be taken when the boat crosses a bearing through the mark at right-angles to the rhumb line from the last mark and within one cable from the mark. A committee vessel may or may not be present.
- 11.3 Postponement. The Race Committee may postpone a start and/or change a course if in their opinion it would be manifestly dangerous for yachts to manoeuvre in the vicinity of the starting line, or if conditions make it impossible to position committee vessels and marker buoys, or if a wind forecast published by WetterWelt GmbH before a start predicts wind strength in excess of Beaufort 8 within 50 miles of the start during the 12 hours after the start time.
- 11.4 Responsibility. Regardless of the policy in 11.4 above it shall be the entire responsibility of each yacht to decide whether to participate or to continue racing (see RRS Fundamental Rule 4 and Special Regulation 1.02).
- 11.5 Weather information. The Organizers may offer weather information as a convenience to owners but do not guarantee that weather information is always available or that weather information is complete, exact or up-to-date. Persons in charge are urged to receive weather data from regular shipping forecasts. The Organizers do not undertake to warn yachts of any particular weather-related or any other hazard and the attention of a yacht is drawn to the importance of obtaining MSI (Maritime Safety Information) from a variety of sources including the yacht's own observations, and to act accordingly.

12.0 Time Limit

- 12.1 The time limit for each leg is shown in Sailing Instructions Part B.
- 12.2 After the time limit has passed a boat which has not finished shall be scored DNF (did not finish). This changes RRS 35.

13.0 Penalty System, avoiding collision

- 13.1 **Voluntary Penalty** RRS 44.2 (turns penalty) shall be available to exonerate an infringement of a rule of RRS Part 2 or of the IRPCAS except that a One-Turn Penalty shall be substituted for the Two-Turns Penalty, and that no penalty under RRS 44.2 shall be taken until it is safe to do so. When a yacht takes a voluntary penalty she shall

describe the facts on her declaration and the International Jury has the authority to take further action

- 13.2 **Applied penalties** A 50% scoring penalty following the procedure in RRS 44.3 (c) will be applied by the Race Committee to a yacht OCS. A scoring penalty for a defined number of places following the procedure in 44.3 (c) will be applied by the Jury for any other infringement (except for using an engine for collision avoidance or a minor infringement concerning Advertising, Special Regulations, communications or Race Administration when the Jury may award a zero penalty and if appropriate issue a warning). However, when the Jury decides that a yacht gained significant advantage through an infringement or committed a gross breach of the rules she shall be disqualified.
- 13.3 **Avoiding collision.** When prudent to avoid a collision a yacht should use her engine and shall (a) inform the Race Committee as soon as possible, (b) return to the place where engine propulsion began and resume sailing from there, (c) write a full account on her declaration and (d) report to the International Jury chairman at the finish of the race. The Jury may award a zero or other penalty.

14.0 International Jury

An International Jury has been appointed whose decisions will be final as provided in RRS 70.4. Members include:-

Pat Healy USA International Judge, Chairman.
David Brunskill GBR International Judge
Menno Meyer NED International Judge
Charlotte Greppe SWE International Judge
Ditmar Andersen DEN National Judge

and others to be announced.

15.0 Points System

The event will be scored as provided in Appendix A of the RRS using the Low Points System when each leg shall be scored according to table A 4.1 regardless of leg distance. There will be no discard. The number of legs held shall be the number of legs required to complete the series.

16.0 Protests and Requests for Redress

- 16.1 A yacht protesting shall try to inform the Race Committee as soon as possible (including during a race).
- 16.2 A protest shall be delivered in writing to the Race Office not more than 1 hour after the protesting boat has finished or retired. It shall be the responsibility of all parties to a protest to promptly check with the Race Office for the time and place of the hearing and to ensure that any witness whom a party wishes to call is also informed. The International Jury shall have the authority to conduct hearings with the assistance of voice, email or other communications systems but a party or witness present in the vicinity of a hearing will be expected to attend in person.

16.3 A provisional schedule of hearings is established:-

Friday 30th June (Stavanger) at 1600
Tuesday 4th July (Gothenburg) at 1600
Thursday 6th July (Aarhus) at 1600
Sunday 9th July (Copenhagen) at 1600
Wednesday 12th July (Warnemunde) at 1400.

Other hearings may be held as necessary.

16.4 On the last day of the event (Wednesday 12th July 2006) a request for reopening a hearing shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision. This changes RRS 66.

17.0 Retirement A yacht which retires from a race shall report to the reporting number given in Sailing Instructions Part B (this number does not provide person-to-person contact). *For distress and urgency calls yachts must follow the normal GMDSS procedures*

18.0 Rating changes are not permitted after the start of Leg 1 except in the case of damage reparations etc. and with the approval of the International Jury

19.0 Prizes: See Amendment no 4 to the Notice of Race. Perpetual prizes and trophies remain the property of the organizers and must be returned in good condition when called in. Keepsake prizes and trophies become the property of the winner.

20.0 Advertising

20.1 The event is open to all boats including those in ISAF Advertising Category C.

20.2 Advertising chosen by a boat, on a boat and on her sail plan, rig and crew clothing may be permitted within ISAF rules provided that the Organizing Committee is satisfied in its opinion that the design does not contravene reasonable standards of good taste.

20.3 The race committee shall have the right to require a yacht to carry an event sponsor's sticker on each bow and also an event sponsor's flag or flags during the event.

21.0 Registration Procedure, Special Regulations checks

A representative of each yacht shall check-in personally at Stavanger BSC Race Headquarters in the Red House (opposite to the mooring area at Boreviga) from 0900 on Thursday 29th June. Special Regulations checks may be made at any time, either with or without appointment.

22.0 Disclaimer of liability

Offshore racing can be dangerous. Competitors participate in the event entirely at their own risk. See in particular RRS 4, Decision to Race, NoR Appendix 3 and SI A 11.4,5,6. The organizers their employees, and agents and their sponsors, employees and agents and co-operating clubs and their members shall have no responsibility or liability for loss of life or injury to crew members or others, or for the loss of or damage to any vessel or property.

23.0 Insurance

Every individual competitor in the event has the responsibility to organise suitable and adequate personal insurance having regard to their own possessions, commitments and

liabilities. Each person in charge shall ensure that every crew member understands the foregoing.

Each participating boat shall have valid third-party liability insurance with a suitable and adequate minimum cover.

24.0 Crew list

The person in charge must ensure that a correct crew list including any last-minute changes is filed with the Race Committee (see NoR Appendix 2 crew list form and NoR 5.4 crew experience) before starting a race.

25.0 Summary of changes to the RRS

Notice of Race		RRS
23	outside help	41
30	time limit	35
30	redress	62.1(a)
Sailing Instructions		
A5	outside help	41
A11	shortening course	32
A12.2	time limit	35
A13	turns penalty	44.2
A13	penalty system	44.3(c)
A16.4	re-opening a hearing	66

26.0 Contact Us

Telephone numbers for the Race Office at each stopover

will be advised in Sailing Instructions Part B.

Henning Rocholl · Event Director

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Alan Green · Race Director

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Alan Green

Race Director, Baltic Sprint Cup 2006