



## **NOTICE OF RACE**

KDY May Match Race Cup Gr. 5 - 2023

Royal Danish Yacht Club

Skovshoved Harbour

13/5 - 2023

*This Notice of Race replaces previous posted NoR*





## Notice of Race - KDY May Match Race Cup 2023

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury  
NoR: Notice of Race  
OA: Organising Authority  
RRS: Racing Rules of Sailing  
SI: Sailing Instruction  
RC: Race Committee  
TD: Technical Delegate  
[NP]: A boat may not protest as per NoR 1.3

### 1. Rules

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing, including RRS Appendix C
- 1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 Not applicable
- 1.5 Any prescriptions of the national authority that will apply will be posted on the official notice board. **Please observe the rule that everyone shall bring personal flotation devices onboard the boat when sailing.**
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event is a World Sailing Grade 5. This grading is subject to review by World Sailing. The event may be re-graded when there is a clear reason to do so.

### 2. SAILING INSTRUCTIONS

- 2.1 The SI's will be available after May 6<sup>th</sup>, 2023, on [www.Manage2sail.com](http://www.Manage2sail.com)

### 3. COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board which is located at [www.manage2sail.com](http://www.manage2sail.com).
- 3.2 Signals made ashore will be displayed from the flagpole at Basen, Skovshoved Harbour.

### 4. ELIGIBILITY AND ENTRY

- 4.1 8 skippers will be invited.
- 4.2 Skippers wishing to receive an invite may register their request by signing up on [www.manage2sail.com](http://www.manage2sail.com).
- 4.3 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.
- 4.4 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.5 All competitors shall obtain a World Sailing Sailor ID by registering online at [www.sailing.org/sailor\\_id\\_request.php](http://www.sailing.org/sailor_id_request.php). Skippers shall inform the OA of their World Sailing Sailor ID at registration.



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- 4.6 The skipper shall complete registration, pay any entry fee, arrange the damage deposit (see section 5), and shall ensure that all crew complete crew weighing, unless extended by the OA.
- 4.7 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.8 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d))
- 4.9 **Entry Fee:** A non-refundable entry fee of 700 DKK shall be paid no later than 06-05-2023. Beside the whole racing setup, the entry fee includes small breakfast Saturday morning in the club house and soft drinks/beers/snacks Saturday late afternoon.

### 5. DAMAGE / DAMAGE DEPOSIT

- 5.1 Deposit of 1.000 EUR must be paid no later than at registration.
- 5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.
- 5.3 The OA will refund any remaining damage deposit within 10 days after the event.
- 5.4 Members of the KDY Sailing Centre Skovshoved are exempt from paying damage deposit.

### 6. CREW (INCLUDING SKIPPER)

- 6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 5 (or 6 for all women teams). All registered crew shall sail all races.
- 6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.3 When a registered skipper is unable to continue in the event, the RC/PC may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the RC/PC may authorise a substitute, a temporary substitute or other adjustment.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 437,5 kg, determined at the time of registration or such time as required by the RC.
- 6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit will be increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 6.7 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

### 7. EVENT FORMAT

- 7.1 The OA intends to provide four DS37 type boats for racing in the event. Each boat will have the following sails: Mainsail, Genoa, Jib and Spinnaker.
- 7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.



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- 7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 7.4 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.
- 7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 7.6 The course will be windward/leeward with starboard rounding, finishing downwind.
- 7.7 The intended racing area will be north of Skovshoved Harbour next to the kayaking area.
- 7.8 Skippers will be seeded into a round robin based on the World Sailing ranking list 30 days prior to the event.
- 7.9 The event will consist of the following stages: A full round robin and maybe finals/semi-finals.
- 7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

## 8. PROVISIONAL PROGRAMME

- 8.1 Schedule
  - (a) Race office opens from 08.00.
  - (b) Registration from 08.00 to 08.45.
  - (c) Skippers' briefing on 09.00.
  - (d) Racing day can be seen on [www.manage2sail.com](http://www.manage2sail.com)
  - (e) Time of the first race will be at 09.45.
  - (f) The latest time for an attention signal on the last day of racing will be at 17:00
  - (g) Prize giving after last race
- 8.2 Unless excused by the OA, attendance at the following is mandatory:
  - (a) Initial briefing for skippers.
  - (b) Prize giving for the final skippers and crews.

## 9. ADVERTISING

- 9.1 [NP] Boats shall display advertising chosen and supplied by the organising authority.

## 10. [NP] CODE OF CONDUCT

- 10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall behave so as to not bring the event into disrepute.
- 10.2 Competitors and support persons shall handle any equipment by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.



## 11. SUPPORT PERSON

- 11.1 Support person vessels shall conspicuously display identification of the team being coached.
- 11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.
- 11.3 The OA will not provide berths for support person vessels.

## 12. [NP] MEDIA, IMAGES, and SOUND

- 12.1 If required by the OA:
  - (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
  - (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
  - (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

## 13. DATA PROTECTION

- 13.1 The personal information you provide to the Organizing Authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and other rules that govern the event (the rules), the legal basis of processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that information is legitimate interest. Your personal information will be stored and used in accordance with the Organizing Authority's privacy policy. When required by the rules, personal information may be shared with Manage2sail.com, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

## 14. RISK STATEMENT

- 14.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**

## 15. PRIZES

- 15.1 The principal prize for first place will be symbolic.



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## **16. FURTHER INFORMATION**

For further information please contact OA Tom Ruetgers - [t.ruetgers@gmail.com](mailto:t.ruetgers@gmail.com)