



**Kerteminde Sejlklub**

# **Classic Fyn Rundt Sailing Instructions**



**Kerteminde June 1<sup>st</sup>.-3<sup>rd</sup>. 2018**

**DH/ORCc+i/TEXEL**

**KERTEMINDE SEJLKLUB**



# CLASSIC FYN RUNDT



Kerteminde Sejlklub

June 1<sup>st</sup> - 3<sup>rd</sup>, 2018

## SAILING INSTRUCTIONS

### DH/ORC*c*+i/TEXEL

The abbreviation [DP] in a rule in the SI means that the penalty for breaking a rule may be milder than disqualification at the discretion of the protest committee.

## 1 RULES

- 1.1 This regatta will be governed by the rules as defined in *Racing Rules of Sailing (RRS 2017-2020)* inclusive the prescriptions of the Nordic Federation and the Danish Sailing Association.
- 1.2 The rules will be changed as follows:
  - RRS 42.3 (i) is applied. Please consult no. 12
  - RRS 44.1 is changed so the two-turn penalty is changed to a one-turn penalty.
  - RRS 52 is changed. Please consult no. 1.5
  - RRS 60.1(a) and 62.1(a) are changed. Please consult no. 14.5
  - RRS 62.1(a) is changed. Please consult no. 10.4, 10.5 and 13.1
  - RRS 62.2 is changed. Please consult no. 14.7
  - RRS 63.1 is changed. Please consult no. 10.6
- 1.3 The rules of Part 2 are replaced by the rules of the International Rules for Prevention of Collisions At Sea (IRPCAS) during the hours: 22.00 - 04.00.  
In the rules:
  - RRS 44.1
  - RRS 60.1(a)
  - RRS 62.1(b)
  - RRS 63.3(a)The term "Part 2" is changed to "the International Rules for Prevention of Collisions At Sea (IRPCAS) during these hours.  
During these hours navigational lights are to be used according to the IRPCAS.
- 1.4 Documents that govern the race:  
DH-rule - <http://dh.websejler.dk/da/baggrund>  
Texel-rule  
ORC-rule  
Class rules for classboats.  
Equipment Rules of Sailing ERS - [http://www.sejlsport.dk/media/816393/ers\\_2017-2020\\_dk.pdf](http://www.sejlsport.dk/media/816393/ers_2017-2020_dk.pdf)
- 1.5 In the Doublehanded race with 2 crew members onboard, the use of electrical equipment such as autopilot and electrical winch is permitted as long as this does not conflict with rule 42. This changes rule 52.
- 1.6 If there is a conflict between languages, the Danish text will take precedence.

## 2 NOTICE TO PARTICIPANTS

- 2.1 Notices to participants will be posted on the official notice board located at the Race Office.

## 3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any changes to the sailing instructions will be posted on the official notice board before 08.30, Friday June 1<sup>st</sup>.

## 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at the Kerteminde Yacht Club clubhouse (Old Club House, Marinavejen 2). .

## 5 SCHEDULE

5.1	Thursday May 31 <sup>st</sup>	16.30-20.00	Registration of participants at the Race Office
		17.00	The Barbecue is lit. Free access to prepare own food.
		20.00	Opening of the Regatta at the Race Office
		20.15	"Hygge" by "Irish Coffee"
		21.00-22.00	The Race Office is open
	Friday June 1 <sup>st</sup>	07.00-09.00	The Race Office is open
		From 07.00	Breakfast for all participants at the Race Office Clubhouse
		08.00	Briefing
		09.25	Scheduled time of warning signal for the tour sailors
		09.55	Scheduled time of warning signal for the first start
	Saturday June 2 <sup>nd</sup>	19.00	The Barbecue is lit for boats who are back in Kerteminde. Free access to prepare own food.
	Sunday June 3 <sup>rd</sup>	Approx.14.00	Last expected time for boats to finish the race

## 6 CLASS FLAG

- 6.1 The Class flag, according to RRS 26, is the numeral pennant corresponding to the start number according to the lists of participants.

## 7 CALCULATION OF RESULTS

- 7.1 DH: GPH  
7.2 ORCc: ToT Offshore  
7.3 ORCi: ToT Offshore  
7.5 TEXEL: TCF

## 8 TIME OF START

- 8.1 Starting takes place from Kerteminde on Friday June 1<sup>st</sup>.  
Warningsignal for the first start is scheduled at 09.55  
8.2 Scheduled intervals between starts will be 15 minutes  
8.3 When the boat registers, a list of participants including their starting times will be provided

## 9 THE COURSE

- 9.1 There are two possible courses:
1. The course will be around the island of Fyn (Funen), with Fyn on the **starboard** side (SB). This will be signaled with a **green** flag displayed at the starting line boat, and it will be announced at the briefing. The following marks are part of the course:
    - Passage of the Great Belt bridge is to take place between the island of Sprogø and the westernmost pylon of the east bridge. See attachment 3.
    - Cardinal Marking at Thurø Reef (55°1.221' N 10°44.021' E) is to be passed on the on the starboard (SB) side.
    - Red buoy at Fyns Hoved (55°38.442' N 10°37.535' E) is to be passed on the on the starboard (SB) side.
    - Red buoy at the approach for Kerteminde Industrial Harbour is to be passed on the starboard side. See attachment 2.
  2. The course will be around the island of Fyn (Funen), with Fyn on the **port** side (P). This will be signaled with a **red** flag displayed at the starting line boat, and it will be announced at the briefing. The following marks are part of the course:
    - Red buoy at Fyns Hoved (55°38.442' N 10°37.535' E) is to be passed on the on the port side.
    - Cardinal Marking at Thurø Reef (55°1.221' N 10°44.021' E) is to be passed on the on the port side.
    - Passage of the Great Belt bridge is to take place between the island of Sprogø and the westernmost pylon of the east bridge. See attachment 3.
    - Red buoy at the approach for Kerteminde Industrial Harbour is to be passed on the starboard (SB) side. See attachment 2.
- Any differences in positions shall not be grounds for a request for redress. (Positionsdata: Navionics Gold Skagerrak Kattegat ver. 5.0.4 - GeoCore ver.01.00.03 with reservation)*
- 9.2 Not to be used
- 9.3 The length of the course is 142 nautical miles.
- 9.4 The time limit for each boat is 50 hours after the starting signal

## **10 THE START**

- 10.1 Signals for the start will be given by the starting line boat, which is a deployed vessel
- 10.2 The starting line will be between two yellow marks. See attachment 1
- 10.3 The race will be started according to RRS rule 26
- 10.4 The start is intended to be announced via VHF channel 77. Errors in this transmission shall not be grounds for a request for redress.
- 10.5 If any part of a boat's hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal, the race committee will display flag V. It will be displayed until all boats have sailed completely to the pre-start side, but not after the starting signal. Errors in the display of this signal shall not be grounds for a request for redress.
- 10.6 If a boat breaks RRS 28.1, and is identified, by passing the starting line before its starting signal, and do not return to the starting side of the starting line, the boat will be penalized 1 hour on its sailing time. This changes RRS 63.1. Such a penalty will be marked [DP]. If the boat has gained an advantage by breaking the rules the penalty may be increased by the protest committee following a hearing.
- 10.7 Any boat, whose warning signal has not yet been given, is not allowed to enter the starting area during the starting procedure for other boats. The starting area is the area between the starting marks and 2 flagpole marks with red pennants. See attachment 1. [DP].

## **11 TRACKING**

- 11.1 All boats are being tracked with equipment issued at the Race Office at registration.

## **12 GROUNDING**

- 12.1 According to RRS 42.3(i): A boat that has run aground may use its engine to get clear. The engine must however only give power in the reverse direction of the course of the boat at the time when it touched the ground. Engine propulsion must stop immediately after the boat has come clear.

## **13 THE FINISH**

- 13.1 The finishing line is between a signalmast on the Northern pier at the entrance to Kerteminde Industrial Harbour and a yellow mark approx. on pos. 55°27.098'N, 10°40.204'E. See attachment 2. Minor differences in position shall not be grounds for a request for redress.
- 13.2 At the finish line, the provided participant number shall be displayed at the port side of the boat, to enable easy identification of the boat for the officials in the Committee Hut at the Northern Pier. [DP]

## **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 Protest forms are available at the Race Office. Protests shall be delivered there within the protest time limit.
- 14.2 The protest time limit and time limit for requesting redress is 60 minutes after the boat has finished the race.
- 14.3 Notices informing participants on hearings in which they are parties or witnesses will be posted on the official notice board. Hearings will be held in the protest room, which is located in the Kerteminde Yacht Club clubhouse. The starting time for hearings will be announced on the official notice board
- 14.4 Notices about protests from the race committee or the protest committee will be posted on the official notice board to inform boats as required by rule 61.1(b).
- 14.5 Breaches of instructions 15.1 and 15.2 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. Such a penalty will be marked with the abbreviation [DP].
- 14.6 Not to be used.
- 14.7 A request for redress based on a decision by the protest committee must be submitted to the Race Office no later than 2 hours after the decision is announced. This changes RRS 62.2

## **15 SAFETY**

- 15.1 A boat that retires from the race shall notify the race committee as soon as possible, and if possible display her national flag. The race committee can be contacted at phone number 0045 30 53 20 15.
- 15.2 Sailing with a crew consisting of 2 persons (Doublehanded) a floating jacket with light and safety harness is to be worn when on deck, and, when navigational lights are on, also in the cockpit. [DP]
- 15.3 Danish legislation requires every boat to be equipped with personal buoyancy for the number of persons on board at any time. (RRS 1.2 Danish Sailing Association prescription)

## **16 REPLACEMENT OF CREW**

Substitution of crew members is not permitted without prior written approval from the race committee. It is allowed to set crew members ashore during the race.

**17 OFFICIAL BOATS**

The official boats may display the organizer's burgee.

**18 PRIZES**

18.1 The following prizes will be given under all measurement rules (DH/ORC<sub>c</sub>/ORC<sub>i</sub>/TEXEL):

18.2 There is a prize to the winner of each division and for every 5<sup>th</sup> starting boat in any division, which shall be given from the top.

18.3 Prizes which have been sent to winners by courier or mail, but returned, may be collected at the office of the Kerteminde Yacht Club after agreement. See the official website - [www.fynrundt.dk](http://www.fynrundt.dk)

**19 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority 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.

**20 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance.

**21 NATIONAL FLAGS**

National flags are not to be flown by a racing boat. .

**22 FURTHER INFORMATION**

Further information is available at [www.fynrundt.dk](http://www.fynrundt.dk) or by contacting the race office at phonenumber +45 30 53 20 15 or [cfr@kertemnde-sejlkklub.dk](mailto:cfr@kertemnde-sejlkklub.dk)

**Director(s) of the Race:**

**Lene og Morten Grove, Kerteminde Sejlklub**

**Chair of the protest committee:**

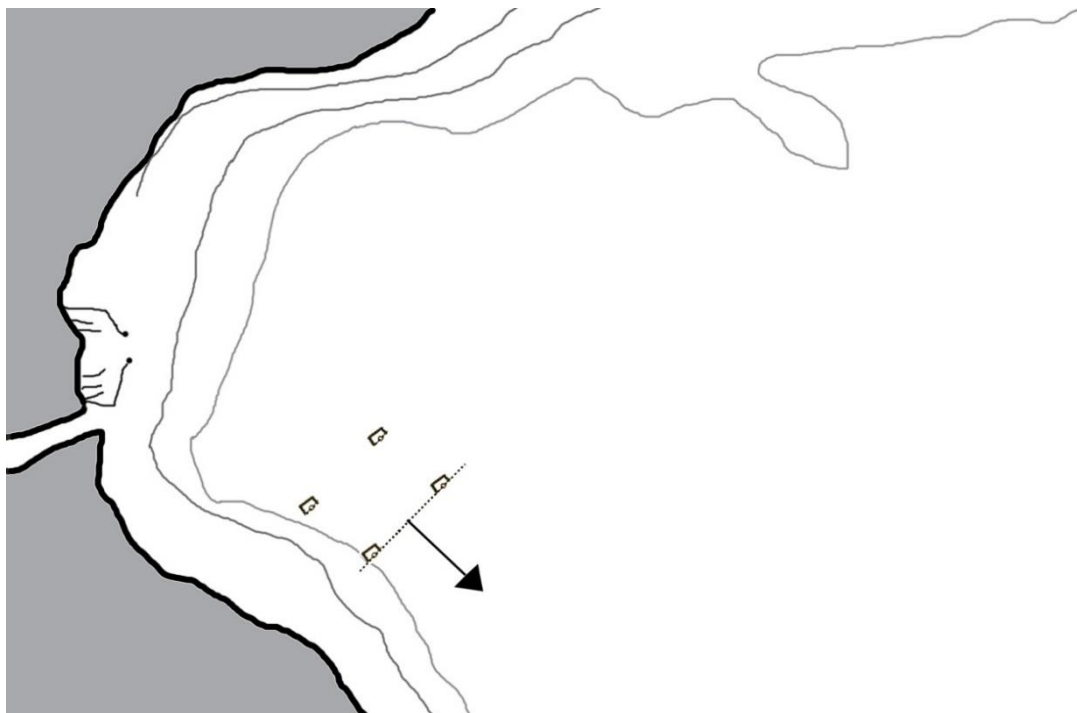
**Bjørn Stephensen, Jægerspris Sejlklub**

## SPONSORS

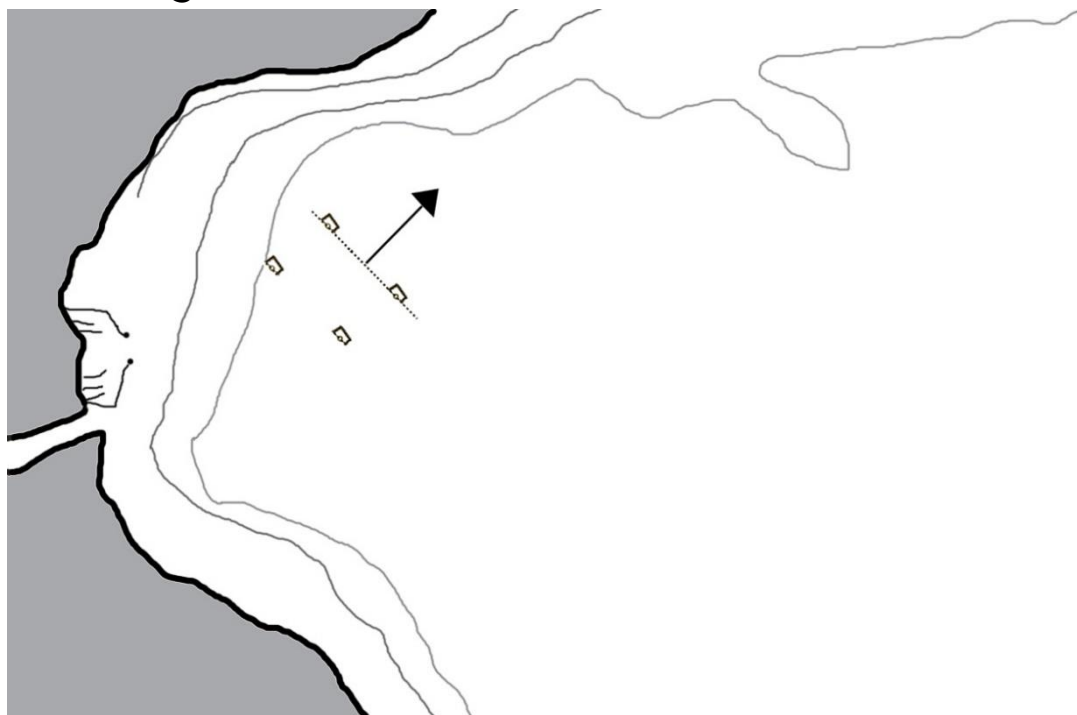


## ATTACHMENT 1: START DIAGRAMS

Start diagram 1 - Fyn on the starboard side

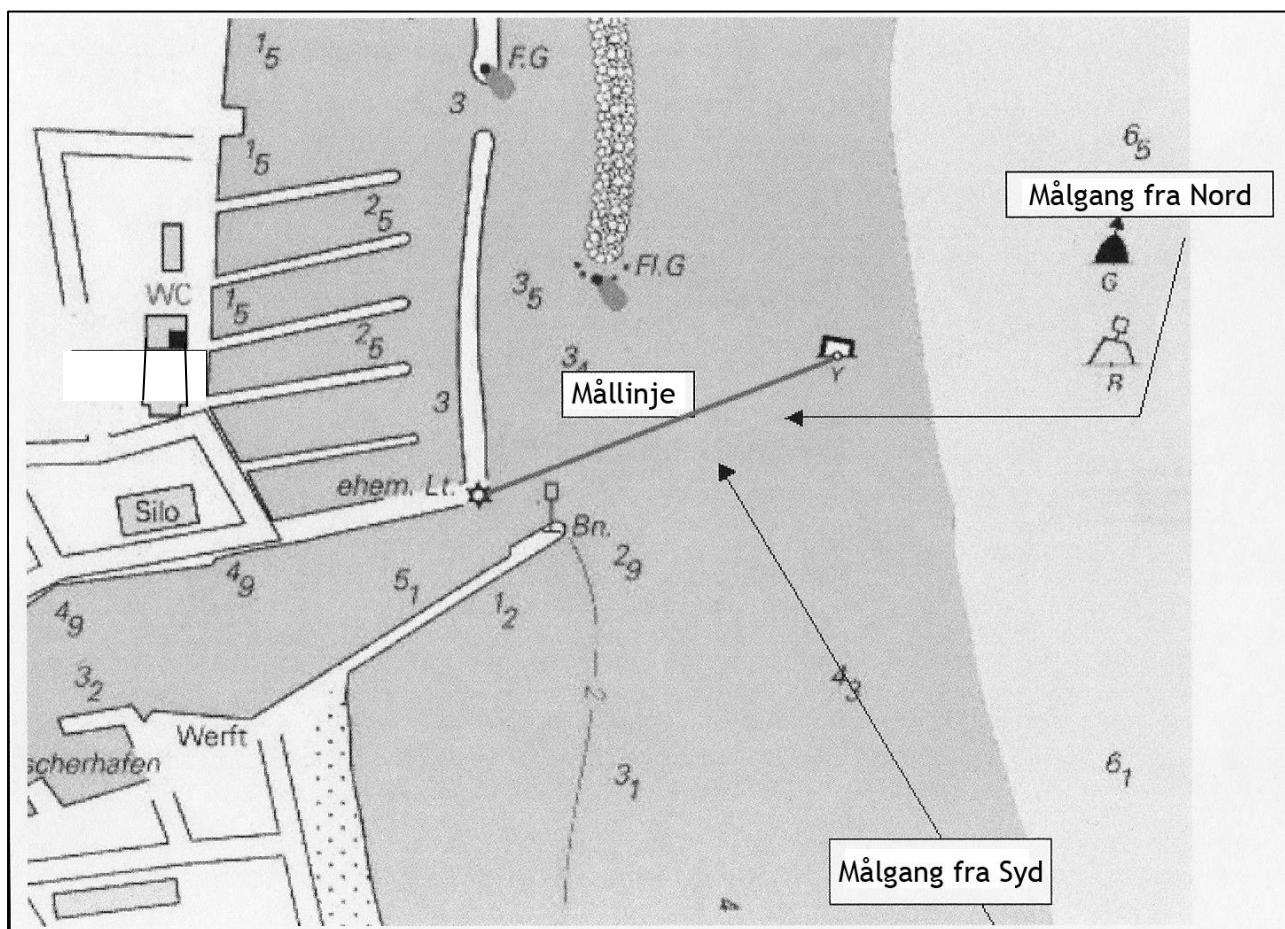


Start diagram 2 - Fyn on the port side



The diagram are only instructional

## ATTACHMENT 2: FINISHING LINE



The finishing line is between a yellow mark approx. on pos.  $55^{\circ}27.098'N - 10^{\circ}40.204'E$  and a signal mast on the northern pier of the industrial harbour.

The issued participation number shall be shown towards the Committee Hut on the pier when finishing.

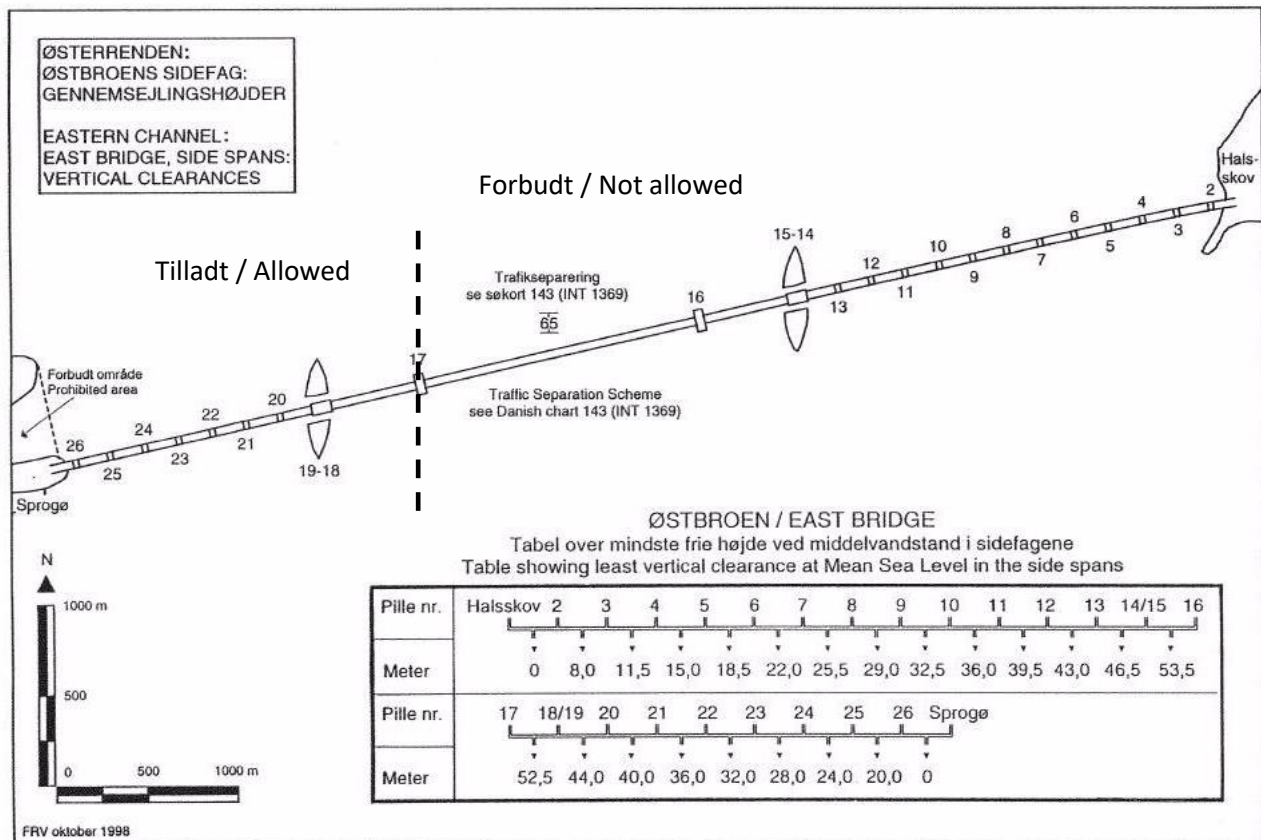
Please Notice!

The red buoy is a part of the course (re. SI clause 9.1) and must be passed on the starboard side before finishing.

The diagram is only instructional



# ATTACHMENT 3: PASSAGE OF THE EAST BRIDGE CROSSING THE GREAT BELT



## ATTACHMENT 4: PASSAGE OF THE SVENDBORG SUND BRIDGE

Due to changes in the form of underwater sand- and stone reefs at the Svendborg Sund Bridge the participants are requested to be vigilant when the sail under the Svendborg Sund Bridge.

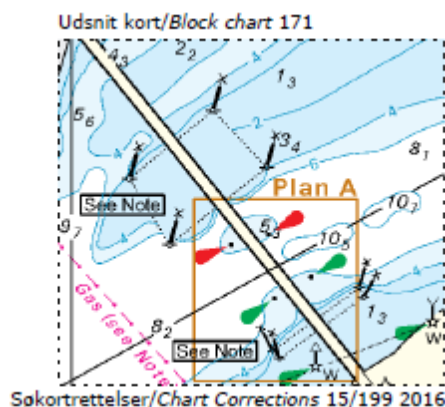
Instructional diagram from the Danish Road Directorate:

<http://www.vejdirektoratet.dk/DA/vejprojekter/Svendborgsund/Sider/default.aspx>



Principskitse viser placering af de kunstige stenrev

### Søkortrettelse kort 171 / Correction to chart 171



#### Note kort/Note chart 171

##### SVENDBORGSUNDBROEN

Til sikring af bropillerne NW og SE for broens gennemsejlingsfag findes kunstige stenrev, over hvilke der er dybder på ca. 0,5 m. Stenreneve er afmærket med gule stager med krydstopbetegnelse.

##### SVENDBORG SUND BRIDGE

Artificial stone reefs are situated NW and SE of the bridge passage span to protect the bridge piers. Depths of approximately 0,5 m exist over the reefs. The reefs are marked with yellow spar buoys with topmarks.

Søkortrettelser/Chart Corrections 15/199 2016

Kilde: [http://www.danskehavnelods.dk/soekortret/SORET2016/15\\_2016.pdf](http://www.danskehavnelods.dk/soekortret/SORET2016/15_2016.pdf)



See you again  
May 31<sup>st</sup>-June 2<sup>nd</sup> 2019  
for  
Classic Fyn Rundt



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