

Sailing Instructions - Guldborgsund Baltic Race 2023

1. SKIPPER'S MEETING

Skipper's meeting will be held in English at the Sailing Center

For course 136 nm and 206 nm participants Thursday the 24th of August 2023 at 14.00 and for course 86 nm participants on Friday the 25th of August 2023 at 14:00.

2. RULES

The race is governed by the statutes and safety regulations for the Guldborgsund Baltic Race and the International Seaway Regulation (COLREGS) including the special regulations for navigation in Danish waters.

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

Contravention of the above-mentioned rules and regulations will result in disqualification. Participants are requested to pay attention to commercial traffic as well to other participants in the race.

These sailing instructions and the statutes for the Guldborgsund Baltic Race will be available in Danish and English. If a conflict between language versions should occur, the Danish version shall prevail.

2.1. USE OF ENGINE

Engines and other machines like generators must be used until the start signal is given (4 minutes before the actual start). It is allowed to use the engines to load up the batteries of the boats. It must be written in the handed-out charging sheet, from when and to when the engines have been running.

If the boat has an engine, it must be turned on and stay in idle running when passing the bridge Guldborgbroen.

It is permitted to put the engine in gear if a dangerous situation should occur. It is maximum permitted to sail with a speed of 2 knots with engine through the bridge.

Two yellow buoys: one south of and one north of the bridge mark where the engine must be on standby.

As there is very shallow water on several spots on both the courses of the race, it is twice permitted to sail free after a grounding with the engine. As soon as the boat is free of the ground the engine must be put in idle running and turned off.

Use of the engine at grounding gives an addition to the sailing time of 20 minutes per incident. External assistance gives an addition to the sailing time of 60 minutes per incident.

The engine may be used to help a person or another vessel when being in danger or distress. Immediately after active use of the engine (except the passage of the bridge Guldborgbroen) either for own help or for assistance the incident has furthermore to be reported on phone to the Sailing Center on +45 6055 2953.

No later than 1 hour after passing the finishing line this must be reported on the form which is picked up and handed to the Sailing Center.

Timely handed in and approved forms will be displayed on the official information board for orientation of the other participants.

The participants are allowed to row paddle or swim their vessels using oars, paddles or finns powered only by power from the participants bodies.

2.2 NAVIGATION LIGHTS

All participating boats must be equipped with fixed statutory navigation lights according to The International Rules for Preventing Collisions at Sea (COLREGS). Boats less than 7m length must also be equipped with fixed navigation lights as described for boats of 7m length and more.

Vessels, which are not equipped with navigation lights as prescribed according to COLREGS will be disqualified.

Boats which have failing navigation lights during the race must instantly withdraw from the race and contact the Safety Committee on +45 6055 2953.

3. REJECTION

The Safety Committee has the right to reject a vessel considered unfit for the race.

4. MESSAGES

Messages for the participants concerning relevant changes, corrections and warnings are continuously displayed on the official information of the board, which is to be found at the Race Center.

Important messages in connection with the start are announced via VHF Channel 72.

5. COURSES

5.1 SAILING DIRECTION – COURSE CHANGES

The sailing direction and eventual course changes will be informed at the skipper's meetings for respective courses.

5.2 Single, doublehanded and full crew 86 – counterclockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Falster on SB

- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- Through Storstrømmen
- Passing of Farø bridge
- **Mandatory:** Rounding of red buoy north of Stubbekøbing harbor, 54°53.59'N – 12°02.74'E. The buoy must be kept on the **port** side of boat.
- Back towards W in Grønsund
- Passing of Farø bridge
- Back towards W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Femø on port (North of Femø)
- Fejø on port (West of Fejø)
- Femø on port (South of Femø)
- Lolland on SB
- Back towards Guldborgsund and Nykøbing F (finish)

5.3 Single, doublehanded and full crew 86 – clockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Lolland on port
- Femø on SB (South of Femø)
- Fejø on SB (South of Fejø)
- Femø on SB (North of Femø)
- Falster on SB
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- Through Storstrømmen
- Passing of the Farø bridge
- **Mandatory:** Rounding of red buoy north of Stubbekøbing harbor, 54°53.59'N – 12°02.74'E. Buoy must be kept on **port** side of boat.
- Back towards W in Grønsund
- Passing of Farø bridge
- Back toward W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Falster on port side
- Back towards Guldborgsund and Nykøbing F (finish)

The merchant naval traffic must be respected, in particular where the conditions make it difficult for larger ships to maneuver.

5.4 Single, doublehanded and full crew 136 counterclockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Falster on SB

- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- Through Storstrømmen
- From here **optional** sailing direction around Møn – north through Bøgestrømmen or south through Grønsund
- **Mandatory:** At passage of Stubbekøbing - rounding of red buoy north of Stubbekøbing harbor, pos. 54°53.59'N – 12°02.74'E. Buoy must be kept on **port** side of boat.
- **Mandatory:** in- or outwards passage though Hestehoved Dyb, rounding of light barrel east of Hestehoved Dyb, pos. 54°49.78'N - 12°11.36'E. The buoy must be kept on the **port** side of boat (by Møn port side of the boat) / **SB** side (by Møn on the SB side of the boat)
- Back towards W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Falster on port
- Femø on port (North of Femø)
- Vejrø on port (West of Vejrø)
- Fejø on port (South of Fejø)
- Femø on port (South of Fejø)
- Lolland on SB
- Back towards Guldborgsund and Nykøbing F (finish)

5.5 Single, doublehanded and full crew 136 clockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Lolland on port
- Femø on SB (South of Femø)
- Fejø on SB (South of Fejø)
- Vejrø on SB (West of Vejrø)
- Falster on SB
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- From here **optional** sailing direction around Møn – north through Bøgestrømmen or south through Grønsund
- **Mandatory:** At passage of Stubbekøbing - rounding of red buoy north of Stubbekøbing harbor, pos. 54°53.59'N – 12°02.74'E. Buoy must be kept on **port** side of boat.
- **Mandatory:** in- or outwards passage though Hestehoved Dyb, rounding of light barrel east of Hestehoved Dyb, pos. 54°49.78'N - 12°11.36'E. The buoy must be kept on the **port** side of boat (by Møn port side of the boat) / **SB** side (by Møn on the SB side of the boat)
- Back towards W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Falster on port side
- Back towards Guldborgsund and Nykøbing F (finish)

The merchant naval traffic must be respected, in particular where the conditions make it difficult for larger ships to maneuver.

Notice! – the height of the lower part for the Farø bridge in the marked passageways is stated as 21 meters. It is not mandatory to pass through the marked passageways.

5.6 Doublehanded and full crew 206 counterclockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Femø on SB (West of Femø)
- Falster on SB
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- Through Storstømmen
- Passing of Farøbridge
- **Mandatory:** Rounding of red buoy north of Stubbekøbing harbor, 54°53.59'N – 12°02.74'E. Buoy must be kept on **port** side of boat.
- Back towards W in Grønsund
- Passing of Farø bridge
- Back towards W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- From here **optional** sailing direction around Langeland
 - South - Langeland on SB
 - Omø on port (North of Omø)
 - Langeland on SB
 - Agersø on SB (North of Agersø)
 - North - Langeland on port
 - Agersø on port (North of Agersø)
 - Langeland on port
 - Omø on SB (North of Omø)
 - **Mandatory:** all crossings of the T- and H-routes (deep water routes) shall take place without creating any dangerous situations, and perpendicular to the route (east-west)
- Vejrø on SB (East of Vejrø)
- Fejø on port (West of Fejø)
- Femø on port (South of Femø)
- Lolland on SB
- Back towards Guldborgsund and Nykøbing F (finish)

5.7 Doublehanded and full crew 206 clockwise:

- From the start line in Nykøbing F. to Guldborg bridge, the courses are common and where the route through Guldborgsund is followed
- Lolland on port
- Femø on SB (South of Femø)
- Fejø on SB (West of Fejø)
- Vejrø on port (East of Vejrø)
- From here **optional** sailing direction around Langeland
 - South – Langeland on SB
 - Omø on port (North of Omø)

- Langeland on SB
 - Agersø on SB (North of Agersø)
- North – Langeland on port
 - Agersø on port (North of Agersø)
 - Langeland on port
 - Omø on SB (North of Omø)
- **Mandatory:** all crossings of the T- and H-routes (deep water routes) shall take place without creating any dangerous situations, and perpendicular to the route (east-west)
- Falster on SB
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Passing of the old Storstrøms bridge through the marked passageways
- Through Storstrømmen
- Passing of Farøbridge
- **Mandatory:** Rounding of red buoy north of Stubbekøbing harbor, 54°53.59'N – 12°02.74'E. Buoy must be kept on **port** side of boat.
- Back towards W in Grønsund
- Passing of Farø bridge
- Back towards W in Storstrømmen
- Passing of the old Storstrøms bridge through the marked passageways
- The marked route at the construction-site of new Storstrøms bridge must be respected
- Femø on port
- Lolland on SB
- Back towards Guldborgsund and Nykøbing F (finish)

The merchant naval traffic must be respected, in particular where the conditions make it difficult for larger ships to maneuver. Therefore, all crossings of T- and H-routes (deep water routes) shall take place without creating any dangerous situations, and also perpendicular to the route.

5.8 GULDBORG BROEN

Guldborgbridge will be open for sailors and partly closed for all other traffic. After the starts on the 24th and 25th of August 2023 the bridge will stay open until all participants have passed through.

When entering Guldborgsund inbound for finish line in Nykøbing shall participants make contact to the bridge, either on VHF channel 12 or on telephone no. +45 5477 0017. Between 08.00 and 20.00 hours, contact the bridge 30 minutes before estimated arrival. Between 20.00 and 08.00 hours contact the bridge 60 minutes before eta.

Inform the bridge your name, name of your boat, number in the mainsail, your present speed and position.

When coming up to the bridge, following signals will be given:

2 flashing red lights indicate that the bridge will open for southbound traffic

2 fixed red lights indicate that the bridge is ready for southbound passage

In case of an emergency situation (passage of ambulance etc) can the bridge be closed for passage. Keep an eye out for such situation. Any loss of time due to an emergency situation at the bridge will be compensated in the total sailing time. Any participant claiming this will have to fill in a special form within 1 hour after passing the finish line.

5.9 STARTING LINE

Between signal mast with red and green signal and race buoy close to Lolland.

5.10 FINISH LINE

Between red flag on the terrace of Vikingen's club house and a race buoy approx. 30 meters perpendicular to the club house.

Buoy and flag will be lighted when needed

Finishing will be marked with a sound signal

Participant number shall be shown when passing the finish line

5.11 COURSE SIGNAL

See point. 5.9

5.12 COURSE SHORTENING

Eventual shortening due to weather circumstances will be published on the skipper meetings.

6. SIGNAL STATION

Signal station is just south of Sejlforeningen Vikingen club house. From here will all signals for this race be given, except 5.10.

7. START PROCEDURE

Start date for single- / doublehanded and fully crew 136 nm and 206 nm is **Thursday the 24th of August 2023.**

Start date for single- /doublehanded and fully crew 86 nm: **Friday 25th of August 2023.**

Starts will be transmitted on VHF channel 72.

All boats on the 136 nm and 206 nm course shall be out of the harbor by the latest on Thursday the 24th of August at **16.30.**

All boats on the 86 nm course shall be out of the harbor by the latest on Friday the 25th of August at **16.30.**

All boats, except startgroup 1, shall stay in marked "waiting position" south of starting area. The markings will be mentioned at skippers meetings.

Starting categories may enter start area 10 minutes prior to their respective starting time.

7.1 Start procedure for all categories:

1. start: Keelboats Mini

16.55 – Warning signal: Display of pennant 1 + 1 sound signal.

16.56 – Preparatory signal: Display of signal flag P + 1 sound.

16.59 – One minute signal: Signal flag P is lowered + 1 sound

17.00 – Startsignal: Pennant 1 is lowered + 1 sound

2. start: Keelboats Small

16.55 – Warning signal: Display of pennant 2 + 1 sound signal

16.56 – Preparatory signal: Display of signal flag P + 1 sound

16.59 – One minute signal: Signal flag P is lowered + 1 sound

17.00 – Startsignal: Pennant 2 is lowered + 1 sound

3. start: Keelboats Medium

17.10 – Warning signal: Display of pennant 3 + 1 sound signal

17.11 – Preparatory signal: Display of signal flag P + 1 sound

17.14 – One minute signal: Signal flag P is lowered + 1 sound

17.15 – Startsignal: Pennant 3 is lowered + 1 sound

4. start: Keelboats Large

17.25 – Warning signal: Display of pennant 4 + 1 sound signal

17.26 – Preparatory signal: Display of signal flag P + 1 sound

17.29 – One minute signal: Signal flag P is lowered + 1 sound

17.30 – Startsignal: Pennant 4 is lowered + 1 sound

5. Keelboats Extra Large

17.25 – Warning signal: Display of pennant 5 + 1 sound signal

17.26 – Preparatory signal: Display of signal flag P + 1 sound

17.29 – One minute signal: Signal flag P is lowered + 1 sound

17.30 – Startsignal: Pennant 5 is lowered + 1 sound

6. start: Multihull Small

17.25 – Warning signal: Display of pennant 6 + 1 sound signal

17.26 – Preparatory signal: Display of signal flag P + 1 sound

17.29 – One minute signal: Signal flag P is lowered + 1 sound

17.30 – Startsignal: Pennant 6 is lowered + 1 sound

7. start: Multihulls Large

17.25 – Warning signal: Display of pennant 7 + 1 sound signal

17.26 – Preparatory signal: Display of signal flag P + 1 sound

17.29 – One minute signal: Signal flag P is lowered + 1 sound

17.30 – Startsignal: Pennant 7 is lowered + 1 sound

8. POSTPONEMENT

The race committee may postpone a start for any reason. Flag AP will be displayed along with

2 sound signals. The postponement will also be announced on VHF channel 72 prior to the programmed dock out.

End of postponement: When flag AP is lowered along with a sound signal, there will be 5 minutes to the warning signal indicating the next start. End of postponement will also be announced on VHF channel 72.

After end of postponement, the starting procedures will resume according to point 7.

9. RECALL

There will be no recalls and there will be no restarts. If any part of a boat's hull, crew or equipment is on the course side of the starting line at her starting signal, she will be penalized by a minimum of 30 minutes. A boat may not attempt to restart by returning to the starting line.

10. TIME LIMIT

There is a time limit for completion of the race at Saturday the 26th of August 2023 at 18.00.

11. PROTESTS

Protests between boats and protests regarding breach of the statutes and of the Sailing Instructions for Guldborgsund Baltic Race must be notified as prescribed in the World Sailing Racing Rules **2017-2020 rule no. 61**.

The protest form for the Guldborgsund Baltic Race is available from the bureau at the Race Center and must be returned no later than 1 hour after having completed the race. All protesting boats must display signal flag B.

The protest hearing will take place at the Race Center no later than 1 hour before the prizegiving ceremony.

Awards cannot be appealed to any other administrative authority.

12. REDRESS / ASSISTANCE

Participants in the SILVERRUDDER™ Challenge are obliged to render all possible assistance to any person or vessel in danger or distress. If such assistance is rendered during the race, redress can be applied. Redress will only be given, if it can be proven that the final result in the Guldborgsund Baltic Race has been affected, solely by the assistance rendered.

An application for redress must be made in writing describing the incident for which redress is being applied for. The application must be handed to the Race Center within the time frame for protests. A red flag is not required.

13. SAFETY

Upon receipt of a tracking system and start number, the participant declares that all statutory safety equipment on board fulfills the Statutes governing this race.

Participants **MUST** wear a CE or SOLAS approved lifejacket or buoyancy throughout the race.

The Safety Committee will undertake random checks of participating boats from 09.00 on the day before the start.

All participating skippers shall inform Race Center about telephone number to nearest relative at their home.

The safety committee is making random security checks of all boats on Thursday the 24th and Friday the 25th of August 2023, 09.00 – 16.00 in the marina of Nykøbing F.

Further security information – see Statutes point 12

14. WITHDRAWAL

A boat that withdraws from the race or in any other way suspends the race is obliged to report this to the Race Center +45 6055 2953 as SOON as possible.

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

No external assistance whatsoever is allowed during stay in port.

15. PRIZES

There will be prizes for the winners of each category for all three courses.

16. PRIZE GIVING CEREMONY

Prize giving ceremony takes place in Meeting Point estimated Saturday night the 26th of August 2022 at 19.00.

Any change of this time will be displayed at the notice board in Race Center and as well announced on VHF channel 72.

A text message with the same information will be sent to all participants.

17. DISCLAIMER

The participant confirms by his/her signature at the registration, that participation in Guldborgsund Baltic Race is entirely at their own risk. The race committee for Guldborgsund Baltic Race can in no way, whatsoever be held liable for any personal injury, for any damage to material, nor for death arising as a consequence of any accidental event before, during or after the race.

18. INSURANCE

Each participating boat must have a valid third-party liability insurance, and the insurance certificate must be shown on registration.

OBS – The race committee reserve the right to alter the sailing instructions until skippers meetings on either the 24th or the 25th of August 2023.