

1st – 12th July 2006

with Stavanger Sailing Club, Royal Gothenburg Yacht Club,
Århus Sailing Club, the Royal Danish Yacht Club and
Warnemünder Sailing Club

The Baltic Sprint Cup Committee is proud to announce port sponsorship of
Århus and Copenhagen presented by

Bank **DnB NORD**

Notice of Race

Nomenclature: the words “yacht” and “boat” are interchangeable; the masculine gender shall be assumed to include also the feminine gender. Times are local times unless otherwise stated.

1 The Event

The event builds on the highly successful image and reputation of the NORD/LB BALTIC SPRINT CUP 2005 with the 2006 course essentially in the western Baltic. Great competition, friendship and excellent stopover parties are the hallmarks, in 2006 with the addition of a 2-handed division.

2 Race Programme

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	0955	163	Århus
3	Århus	Friday 7 th July	1555	103	Copenhagen
4	Copenhagen	Monday 10 th July	1555	257	Warnemünde
		Total Mileage		775	

3 Social Programme

Date	Place	Party
Friday 30 th June	Stavanger	Welcome Party at Stavanger celebrating the Jubilee of Stavanger Sailing Club & Prizegiving Party for the North Sea Yacht Race from Macduff Scotland & feeder races
Tuesday 4 th July	Gothenburg	Prizegiving Party for leg 1
Thursday 6 th July	Århus	DnB NORD Prizegiving Party for leg 2
Sunday 9 th July	Copenhagen	DnB NORD Prizegiving Party for leg 3 and World Cup Football big screen show
Wednesday 12 th July	Warnemünde	“Final Showdown” Prizegiving Party

4 Feeder Races

(for information only –these events are not organized by the Baltic Sprint Cup Committee)

- 4.1 The North Sea Yacht Race 280 miles Monday 26th June to Stavanger from Macduff (Banff) in Scotland (Banff Sailing Club www.banffstavangeryachtrace.org.uk)

- 4.2 Kiel-Stavanger 435 miles Sunday 25th June (Kieler Yacht-Club – details as soon as possible at www.KYC.de).
- 4.3 Cuxhaven-Stavanger (details to be announced) 340 miles. Sunday 25th June

5 Eligibility & Handicap System

- 5.1 An eligible boat shall comply with ISAF Offshore Special Regulations (OSRs) Category 3 as modified in paragraph 15 below, and hold an ORC (Offshore Racing Congress) Club certificate of max 650 GPH. The minimum LOA (length overall) is 35ft (a boat which is nominally 35ft LOA may be accepted at the discretion of the organizers).
- 5.2 Stability. Proof is required of the minimum stability characteristics of each boat. A boat shall have either
 - o an RCD (Recreational Craft Directive) category A or B, or
 - o a minimum STIX (Stability Index) of 23 in accordance with ISO 12217-2 with a minimum AVS of $130-0.005 \cdot m$ (where m is minimum sailing weight in kg of not less than 1500kg and AVS is = or > 95), or
 - o a RORC minimum SSS (Stability and Safety Screen) value of 20.

Stability details of a boat are usually available from the builder or designer or the organizers will be pleased to assist.

- 5.3 The handicap system will be time-on-time using the formula 600/GPH to generate a TMF (time multiplication factor).

Corrected time = elapsed time x TMF.

- 5.4 Crew experience. At least half the crew in the race shall have sailed at least 50 miles together in one voyage in the 12 months preceding the start. In the 2-handed division both crew members shall have completed in the race boat at least 250 miles together in one voyage in the 12 months preceding the start. The organizers may at their discretion accept alternative crew experience qualifications.

6 Important Notice

Offshore Racing can be dangerous. The attention of owners, skippers, persons-in-charge, crew members and all concerned with the Baltic Sprint Cup 2006 is in particular drawn to:

- 6.1 **ISAF Racing Rules of Sailing (RRS) Fundamental Rule 4: The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.**
- 6.2 **ISAF OSRs (Offshore Special Regulations) including 1.02.1 - Responsibility of the Person-in-Charge: The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.**
- 6.3 **NoR paras 34 Insurance and 36 Liability.**

7 Entries / Closing Date / Check-in at Stavanger

- 7.1 It is strongly recommended that entries are made direct via the organizers web site www.Baltic-Sprint-Cup.com.

- 7.2 An on-line credit card payment system is available and should be used in order to help to reduce management work.
- 7.3 In the unlikely case that an entry will be submitted on paper entry an official form is attached to this Notice of Race and may be posted to the organizers (see para 38). The entry form may alternatively be downloaded as an excel file from the web site. However, in all cases online entry is much preferred at www.Baltic-Sprint-Cup.com !
- 7.4 Entries may be accepted either
- o for the entire event, or
 - o for leg one (only for boats in the North Sea Yacht Race), or
 - o for any 2 sequential legs.
- 7.5 Closing date for entries is **31st May 2006** but early entry is encouraged so that information can be sent to the entrant.
- 7.6 Late entries may be considered only when the number of entries has not reached the limit. A late entry fee of 50% (of the basic fee) will be payable.
- 7.7 A condition of entering and participating in the Baltic Sprint Cup 2006 shall be the acceptance of and agreement to be bound by the race rules on the basis that they comprise a fair and reasonable framework including in particular the statement of exclusion of liability (see official entry form).
- 7.8 **Check-in at Stavanger:** yachts shall report to the committee desk (details to be advised) at Stavanger before 1100 on Friday 31st June. Inspections of yachts will be made at Stavanger and at random at other ports.

8 Entry Fees

- 8.1 Entry fees comprise basic fees plus crew fees and must be paid on or before **10th June 2006**. In the case of cancellation a fee of €200 is payable and any other fees received will be refunded.
- 8.2 The basic fee for each boat is €4,50 per foot length over all (LOA) per leg – that is € 18,00 per foot for the entire event
- 8.3 A late entry fee of 50% of the basic fee as mentioned in paragraph 8.2 will be payable in addition – that means € 2,25 per foot length over all (LOA) per leg – that is € 9,00 per foot for the entire event.

plus:-

- 8.4 Crew fees: € 32 per person for each port visited. A crew member under the age of 14 years on 1st July 2006, accompanied by a parent/or skipper from the same boat will pay € 16. Crew fees include admission to crew parties.
- 8.5 Youth crews with at least 50% crew members under the age of 25 on 1st July 2006 will get a crew fee reduction of 50% by approval of the crew list.
- 8.6 Guest cards € 45 – advance purchase only: together with the entry fee and not later than 10th June 2006 an entrant may order and pay for not more than one guest card per crew member per port. There is no youth reduction for guest cards and no possibility to purchase guest cards at the port concerned.
- 8.7 All fees includes 16% German VAT.

9 Payments

- 9.1 In order to simplify and speed up the management process it will be appreciated if payment is made by credit card during the entry process online at www.Baltic-Sprint-

Cup.com. In this case the paper versions of the entry form and payment form are not required.

- 9.2 Payment not made via the web site must be made to the organizers account
SAIL & RACE · Henning Rocholl · (VAT-IdNr. DE239308366)
Hamburger Sparkasse · Address: P.O.B. / D-20454 Hamburg
BLZ 20050550 · Account-No. 1043 216 520
IBAN: DE80 2005 0550 1043 2165 20 · SWIFT (BIC): HASPDEHHXXX

10 Classes

The fleet will be divided into classes and will include a 2-handed division.

11 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 comprise the number of legs required to complete the series.

12 Prizes

Prizes will be awarded for performance in both individual legs and in the event overall, and in classes and the fleet overall.

13 Trophies and Special Awards

- 13.1 Trophies will be announced in Sailing Instructions.
- 13.2 Youth Awards: for the best boat in each class with at least 50% crew members under the age of 25 on 1st July 2006.

14 Organizing Authority

The organizing authority is the Baltic Sprint Cup Committee, Copenhagen

15 Rules

The event will be governed by the:

- 15.1 RRS (Racing Rules of Sailing) noting 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
- 15.2 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
 - a GSM mobile phone with waterproof cover, 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) shall be provided as defined in OSR 4.19.1. *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*

15.3 The rules of ORC "Club"

15.4 Notice of Race

15.5 Sailing Instructions

Where there is conflict between items in the above list, the succeeding item shall take precedence

Sailing Instructions will be sent in June 2006 to each registered entry

16 Turns Penalty

RRS 44.2 shall apply 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.

17 Course

17.1 The course for each leg will be detailed in Sailing Instructions. In order to try to maintain the published schedule or for any other reason, the Race Committee may change or shorten a course in accordance with a procedure to be defined in Sailing Instructions.

17.2 A short "opening" course will if circumstances permit be sailed immediately after a start to allow spectators an opportunity to view the fleet. The 2-handed division will where possible take a more direct route.

18 Advertising, Media and Copyright

18.1 The event is open to all boats including those with advertising in under ISAF category C. Advertising chosen by a boat may be permitted provided that the organizing committee is satisfied in its opinion that the design does not contravene reasonable standards of good taste. Advertising in the banking sector chosen by a boat is not permitted. It shall be the responsibility of a boat to ensure that her advertising does not contravene a law applicable in any of the countries visited during the event.

18.2 In accordance with ISAF (International Sailing Federation) regulation 20.3(d)(i) every boat may be required by the race committee to carry bow numbers and/or an event sponsors' sticker within 20% of the hull length from the bow, on each bow and also an event sponsors' flag during the event.

18.3 When an event sponsor's flag is issued to a boat it shall be flown on the backstay at least 2m above the deck day and night including at stopovers to identify the boat not only to race committees but also to official authorities.

18.4 Pictures published by the organizers in connection with the event, including those shown on the internet, are copyright and shall not be used copied or distributed without the express written permission of the organizers except that strictly limited copying for private use is permitted. All pictures given to the organizers in connection with the event or uploaded into the event web site shall be deemed to be available for reproduction copyright-free by the organizers.

19 Crew

A minimum of four persons shall be on board when racing except in the 2-handed division when the total crew shall be two persons. Provided that the race committee is informed in writing in advance and the crew experience qualifications are met (see NoR 5.4) there is no restriction on the number of changes allowed to the make-up of a crew (including the person in charge) between one leg and another.

20 Self-steering

Self-steering (including eg automatic and wind-vane devices) is not permitted except in the 2-handed division where its provision is mandatory.

21 Moving ballast, mechanical power

Provided it is declared and accepted by the rating authority, ballast and dead weight may be moved for the purpose of changing trim or stability. Mechanical power may be used for charging batteries, pumping bilges, loading, unloading or transferring water ballast, moving keel and rudder appendages or for weighing anchor. A self-steering system in the 2-handed division may be power driven. The operation of engines, motors or pumps must not provide any element of propulsion. The foregoing changes RRS 51 (moveable ballast) and RRS 52 (manual power).

22 Race Headquarters and Race Information

The location of an official notice board and Race HQ at each port will be described in Sailing Instructions. All official notices will be available on the organizers web site www.Baltic-Sprint-Cup.com.

23 Outside Help

There is no restriction on receiving information from outside the boat when racing but physical help is not permitted except for medical help of any kind (changes RRS 41).

24 Boat starting late

A boat may start a leg not later than 30 minutes after her valid starting time.

25 Mooring Fees

Mooring fees at the stopover ports are included in the entry fees.

26 Parades of Sail

A boat may be requested by the organizers to take part in a Parade of Sail en route from her moorings to a starting area. A boat shall if possible comply with such a request.

27 International Jury

An International Jury will be appointed whose decisions will be final as provided in RRS 70.4. The international jury shall have the authority to conduct hearings by voice, email or other communications systems. An arbitration system may be introduced under which competitors shall accept the decision of an arbiter. Details will be provided in Sailing Instructions. A penalty system will be described in Sailing Instructions and will include an option for the Jury to award a zero penalty.

28 Communications when racing

A VHF watch will be required at certain times and reports may be required via VHF or mobile telephone – details will be provided in Sailing Instructions.

29 Check-in desk at Stavanger

The check-in desk at Stavanger will be open on Friday 31st June 2006 – details to be announced.

30 Time Limit

Time Limits may be applied in Sailing Instructions. A yacht shall not be entitled to redress due to the fact that she is delayed by sailing on a previous leg when the start of a subsequent leg takes place (changes RRS 62.1(a)).

31 Dumping Rubbish

It is forbidden to dump into the sea any non-biodegradable material. *It is recommended that all rubbish is collected and properly disposed of ashore.*

32 Standards of Behaviour

Every person connected with a boat entered in the event shall show due and proper regard for accepted standards of behaviour. Failure to observe this requirement may result in a boat and/or a competitor being penalised or disqualified or a competitor being excluded from the event under RRS 69.

33 Youth crew register

A register will be maintained of young people under 25 years of age from countries visited by the event who are available to crew in the event. However the organizers do not guarantee the suitability of any person on the register and do not guarantee the suitability of any boat.

34 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.

35 Disputes

A competitor in dispute with the organizers, their employees and agents or the sponsors of the organizers and the sponsors' employees and agents that is not one to be determined under the rules shall not take such dispute to a civil court of law but may take a dispute to the Court for Arbitration in Sport.

36 Liability

The organizers, their employees and agents and their sponsors, employees and agents shall have no responsibility for loss of life or injury to crew members or others, or for the loss of or damage to any vessel or property.

37 Summary of changes to the RRS

(these will appear in full in Sailing Instructions) NoR 22 changes RRS 41, NoR 29 changes RRS 35.

38 Contact Us

If you may have any questions, don't hesitate to contact the Baltic Sprint Cup Organisation as follows – e-mail preferred: BalticSprintCup@SAIL-and-RACE.com

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