



Sail Training International

*... the international voice of sail training
... changing young people's lives*

SAILING AND COMMUNICATION INSTRUCTIONS FOR THE TALL SHIPS RACES 2018 STAVANGER – HARLINGEN

RACE COMMITTEE FOR RACE 2

Race Committee Members

Sigurd Dale (Chairman)
Ben Stuart (Race Director)
Raúl Mimbacas (Communications Officer)
Katarzyna Salaban (Communications Officer)
Jørn Snorre Andersen – (Country Representative)

RACE DIRECTORATE TEAM

Sigurd Dale - Race Chairman
Jørn Snorre Andersen – Country Representative
Ben Stuart – Race Director
Amanda Goodden – Race Administrator
Raúl Mimbacas – Communications Officer & Life Saving Appliance Inspector
Katarzyna Salaban – Communications Officer & Life Saving Appliance Inspector
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SAILING INSTRUCTIONS

RACE 2 – STAVANGER - HARLINGEN

1. Description of Classes (Extract from Sail Training International Racing & Sailing Rules and Special Regulations, 2017 Rule 2)

CLASS A

All square-rigged vessels with a length of hull (LOA) over 24m, and all other vessels over 40m LOA.

CLASS B

Traditionally-rigged vessels with an LOA of less than 40m and square rigged vessels with an LOA of less than 24m.

CLASS C

Modern-rigged vessels with an LOA of less than 40m and not carrying spinnaker-like sails (see Rule 28.3).

CLASS D

Modern-rigged vessels with an LOA of less than 40m and carrying spinnaker-like sails (see Rule 28.3)

Note: The minimum waterline length for any vessel is 9.14m.

2. General

The Race will be sailed under the Sail Training International Racing and Sailing Rules and Special Regulations 2017 Edition as distributed to competitors, and the International Regulations for Preventing Collisions at Sea. ISAF Rules do NOT apply at any time during the Sail Training International Tall Ships Races.

3. National Ensigns (R&SR 14.1)

National Ensigns must be worn when crossing the Start and Finishing Lines.

4. Postponement (R&SR 18)

In the event of a postponement of the start being necessary, the following signals will be made from the vessel from which the starting signals are being made:

4.1 30 Minute Postponement. Two sound signals made and a call from Race Control on VHF CH 77.

4.2 Other Postponement. Two sound signals made and a call from Race Control on VHF CH 77.

4.3 Notes

4.3.1 The postponement signals given above will apply to all classes which have not started at the time the signals are made.

4.3.2 These postponements may be repeated at the discretion of Race Control.

4.3.3 Race Control will make a call on VHF CH 77 at the conclusion of the postponement period.

4.3.4 In addition, other relevant announcements may be made by VHF radio. Details will be given at the Captains' Briefing.

5. Recalls (R&SR 19)

Should any vessel be over the Start Line when the signal to start is made, a sound signal will be made. No recall numbers will be displayed, but the vessel's name will be broadcast on the VHF start frequency by Race Control. **Any Class A vessel over the Start Line too soon shall not return over the Start Line**, it should proceed in accordance with Rule 19.2. Any non-Class A vessel should proceed in accordance with Rule 19.3. If she fails to do so to the satisfaction of the Race Committee, the Standard Time Penalty as in Rule 27 shall be added to her elapsed time in the race unless she be disqualified by the Race Committee.

6. **Alterations to the Sailing Instructions**

If it is necessary to make last minute alterations to the Sailing Instructions, announcements will be made by VHF radio. It is then the responsibility of Captains/Masters to acquaint themselves with the alteration before sailing.

7. **Timing (R&SR 33)** All times will be **UTC**

The Finish Time must be taken when the Finish Line is crossed and this time must be recorded, clearly stating the Time Zone being used, on the Race Declaration Form provided, immediately after the vessel has finished. The time should be taken to the nearest second. The Captain/Master is to complete and sign the Race Declaration Form and the time entered is to be verified by another member of the crew. A time check is to be obtained as close to the finish as possible.

8. **Time Limit (R&SR 32)**

Elapsed times of vessels which have not crossed the Finish Line by the time limit will be calculated as in Paragraph 32 of the Racing and Sailing Rules. Vessels which have not crossed the Finish Line by the time limit should proceed to the Finishing Port as quickly as possible.

9. **Race Declaration Forms (R&SR 34)**

A completed Race Declaration Form shall be lodged with the Race Committee at the Sail Training International Race Office as soon as the vessel berths at the Finish Port. Failure to do so will result in the vessel receiving a Standard Time Penalty or being treated as having failed to complete the course. Any contravention, however trivial, of any of these Racing and Sailing Rules, the Sailing and Communication Instructions or any contravention of the COLREGS must be reported.

10. **Protests (R&SR 30)**

Protests arising out of the race must be **reported to Race Control immediately (i.e. during the following race schedule at the latest)** and then be confirmed in writing, accompanied by the Protest Fee of €100 (Euros) and handed to the Race Director at the Race Office as soon as practicable after the arrival of the protesting vessel.

11. **Radio Communications (R&SR 16)**

All competitors must conform to the Communication Instructions attached at page 7. Twice daily position reporting is essential to ensure that the Race Committee can be certain the fleet is safe. Position reporting also makes the race much more interesting for crews.

12. **Vessels Finishing a Race or Retiring (R&SR 31)**

When a vessel has finished it shall remain on the Communications Schedule and must continue to report her position and ETA, unless given permission to leave the Communications Schedule by Race Control. Any vessel retiring must notify the Communications Officer immediately by radio or telephone, or alternatively the race office at the finishing port. Vessels must remain on the Communications Schedule until given permission by the Communications Officer to close down.

13. **Standard Time Penalty (R&SR 27.2)**

Race Two – 2 hours 42 mins

14. **Start Line – NOTE: THE START IS ON Sunday 29th July**

The Start Line will be in the area of 59° 02'N 005° 15'E between the foremast of the start vessel stationed in the area and the leeward vessel (details to be given at the Captains' Briefing in Stavanger.) One vessel will fly a GREEN flag (kept to STARBOARD) and the other a RED flag (kept to PORT). The Start Line will be approximately 1.5 miles long. The attention of captains is drawn to the No-Go-Zone (NGZ) and the need to keep clear.

15. **Communications at the Start**

The Race Start will be conducted using VHF Channel 77, to be confirmed at the Captains' Briefing in Stavanger at 1600 hrs local time on Saturday the 28th July.

16. **Starting Signals and Times Sunday 29th 2018**

All times are UTC.

CLASS A
UTC

The Starting Gate for Class A Vessels will be between 1800 hours and 1820 hours UTC.

17:50

The Class Flag (10 Minute Signal) - A sound signal and an announcement on VHF CH 77 will be made.

Note: This is the time from which the Racing & Sailing Rules 2018 Edition must be obeyed. Rule 17.1 refers.

17:55

A sound signal and an announcement on VHF CH 77 will be made.

1800

START. A sound signal and an announcement on VHF CH 77 will be made. This marks the opening of the Starting Gate.

1820

A sound signal and an announcement on VHF CH 77 will be made. This marks the closing of the Starting Gate.

Note: Class A Vessels' Elapsed Time for the race will be calculated using their actual recorded Starting Time between 1800 and 1820 UTC. Vessels starting after 1820 will be calculated as having started at 1820 UTC.

CLASS B

18:20

A sound signal and an announcement on VHF CH 77 will be made.

18:25

A sound signal and an announcement on VHF CH 77 will be made.

1830

START. A sound signal and an announcement on VHF CH 77 will be made.

CLASS C & D

18:35

A sound signal and an announcement on VHF CH 77 will be made.

18:40

A sound signal and an announcement on VHF CH 77 will be made.

18:45

START. A sound signal and an announcement on VHF CH 77 will be made.

17. **COURSE**

Cross the Start Line in the specified direction

Approximate Starting Area

59° 02'N 005° 15'E

18. **Way Points**

WP 1: 57° 00'N 006° 26'E to Starboard

WP 2: 55° 00'N 006° 30'E to Starboard

19. **Finish Line**

Between 54°13''N 004° 57'E and 54°13''N 004° 50'E
North of the German Bight TSS

20. **Ships' Routing**

Captains/Masters are advised to take due care when
Negotiating the Traffic Separation Schemes.

21. **Course Distance**

320 nautical miles (approx.) (N.B the finish line is approx.
70 n.miles to Harlingen)

21. Time Limit for course

CLASS A 2000 2nd August

CLASS B 2030 2nd August

CLASS C&D 2045 2nd August

REMEMBER!!

- CONTINUE TO MAINTAIN A LISTENING WATCH AND PARTICIPATE IN THE COMMUNICATION SCHEDULE UNTIL YOUR VESSEL IS ALONGSIDE IN THE FINISH PORT.
- IF YOU RETIRE, DO NOT FORGET YOUR RESPONSIBILITY TO KEEP THE COMMUNICATIONS OFFICER OR RACE COMMITTEE INFORMED OF YOUR INTENTIONS.

DISTRESS, SEARCH AND RESCUE

In the event of an emergency within the fleet necessitating outside assistance, vessels are to contact Race Control on 4146 mHz or VHF Channel 16. The Communications Officer on board Race Control will give advice and co-ordinate assistance where possible.

If the assistance required cannot be provided from Race Control or from within the fleet, direct contact with the nearest MRCC or MRSC will be established on 2182mHz or VHF CH 16 by the Communications Officer, who may also use Satcom if necessary.

Telephone, e-mail and MMSI of the co-ordination centres for the areas covered by this Race are listed below.

Any vessel receiving a MAYDAY or PAN, should follow normal procedures.

IMPORTANT NOTE

If an emergency occurs during the race, the Communications Officer may impose radio silence ('SEELONCE') on the fleet. Only those vessels called by the Communications Officer and involved in the incident should broadcast, until radio silence is cancelled (SEELONCE FEENEE)

	Tel No.	MMSI	Inmarsat C (AOR-E)	Radio Callsign	Email
Denmark					
Als					
Anholt					
Lyngby Radio	+45 45289800	002191000	492380358	Lyngby Radio	lyngbyradio@mil.dk
England					
Humber COGC	+44 1262 672 317	002320007		Uk coastguard	Zone8@hmcg.gov.uk
Netherlands					
Den Helder	+31 223 542 300	002442000		Netherlands Coastguard	ccc@kustwacht.nl
Schiermonnikoog					
Germany					
MRCC Bremen	+49 421 536 870	002111240	492621021	Bremen Rescue	mail@mrcc- bremen.de
Norway					
Rogaland	475169004	002570300		Rogaland Radio	operations@jrcc- stavanger.no

COMMUNICATION INSTRUCTIONS

RACE 2 – STAVANGER – HARLINGEN

1. The reasons for carrying out communications between the Communications Officer and the fleet are:
 - 1.1 For navigational safety.
 - 1.2 To enable crews of participating vessels to know the positions and placings of other competitors.
 - 1.3 To enable "Race Control" to know the vessels' daily positions for relaying to the Race Committee.
 - 1.4 To allow up-to-date race information to be displayed on the race website for the public.

2. **TIME**

All times stated in this instruction are **UTC unless stated**

3. **COMMUNICATIONS VESSEL**

The Communications Vessel for Race 3 will be announced at the Captains' Briefing in Stavanger at 1600 hrs local time on Monday 31 July. She will maintain a listening watch on VHF Channel 16 and MF/HF 4146 when not conducting other business. She should be called using the call sign "**RACE CONTROL**".

4. **STAND-BY VESSEL**

Captains/Masters will be advised at the Captains' Briefing in Stavanger of the name of the stand-by vessel which will take over the duties of the Communications Vessel should it become necessary.

5. **COMMUNICATIONS SCHEDULE**

5.1 A Communications Schedule will be issued to each Captain/Master at the Captains' Briefing in Stavanger at 1600 hrs local time on Saturday 28th July.

5.2 **CONDUCT OF DAILY SCHEDULES: ALL TIMES ARE UTC**

PROCEDURE

The primary means of communication will be MF/HF on 4146 KHz. VHF Channel 77, email; commsofficer1@mailasail.com and Satcom number as published in the Communications schedule will also be used as an alternative means of communication.

Morning schedule:

UTC

0800 Vessels without MF/HF radio are to send their Lat and Long position as at 0800 UTC via email or Satcom.

0830 The Communications Officer will call each vessel in turn (as listed in the Communications Schedule issued at the Captains' Briefing in Stavanger) on MF / HF 4146 kHz and will ask each vessel to pass their Lat and Long position as at 0800 UTC. The Communications Officer will acknowledge the Lat/Long positions and will also confirm the vessel's race placings as at 0800 UTC (in class and overall).

After all vessels have been contacted, the Communications Officer might broadcast a meteorological forecast and any other current fleet information.

0900 The Communications Officer will make a call on VHF CH 77 to any vessel whose position has not been received on MF / HF 4146 kHz and repeat the above procedure.

NOTES:

- The Communications Officer will call vessels as listed in the Communications Schedule. A vessel having another vessel's position should pass it when the Communications Officer calls the name of that vessel. If he has more than one other vessel's position, he should pass each as the appropriate other vessel is called.
- If the vessel does not respond then this vessel will be treated as a 'No Report' and may be subject to a STP (see paragraph 10 below and Rule 16.2).

Afternoon schedule:

- 1700 Vessels without MF/HF radio are to send their Lat and Long position as at 1700 UTC via email or Satcom.
- 1730 The Communications Officer will call each vessel in turn vessels on MF / HF 4146 kHz and will ask each vessel to pass their Lat and Long positions as at 1700 UTC. And also The Communications Officer will acknowledge the Lat/Long positions and will also confirm the race placings as at 1700 UTC (in class and overall).
- After all vessels have been contacted, the Communications Officer might broadcast a meteorological forecast and any other current fleet information.
- 1800 The Communications Officer will make a call on VHF 77 to any vessel whose position has not been received on MF / HF 4146 kHz and repeat the above procedure.

NOTES:

- The Communications Officer will call vessels as listed in the Communications Schedule. A vessel having another vessel's position should pass it when the Communications Officer calls the name of that vessel. If he has more than one other vessel's position, he should pass each as the appropriate other vessel is called.
- If the vessel does not respond then this vessel will be treated as a 'No Report' and may be subject to a STP (see paragraph 10 below and Rule 16.2).

6. ENGLISH LANGUAGE SPEAKER

Every vessel must have on board at least one person with the ability to understand and speak the English language to a sufficient standard as to be able to deal with a distress situation and to carry out the requirements of this Communication Instruction.

7. SILENCE PERIOD

All vessels are required to observe a "Silence Period", and cease all transmission on 4146 kHz and VHF 77, except replies to the Communications Officer during both communications schedules to permit him to conduct the schedules without interruption. Vessels are to wait until they are called before passing their positions.

8. VESSELS UNABLE TO REPORT

If a vessel is unable to report its position either directly, via another competitor, or via a coast radio station or commercial shipping, then **she must use whatever means available** in order to draw attention to her position.

9. UNREPORTED VESSELS

If any vessel suspects that another competitor is unable to pass her 0500 or 1600 position, she should pass it to the Communications Officer when she passes her own position, or at the end of the schedule.

10. FAILURE OF A VESSEL TO REPORT ITS POSITION (Read R&SR Rule 16.2 carefully)

If the Communications Officer does not receive reports of a vessel's position, the following action will be taken:

- 10.1 If a vessel fails to report her position for one schedule, the Communications Officer will broadcast to the fleet for any information they may have on that vessel's situation. **The vessel will receive a Standard Time Penalty.**
- 10.2 If a vessel fails to report her position for two consecutive schedules, local coast radio stations and the coastguard may be informed. **The vessel will receive a second Standard Time Penalty.**
- 10.3 If a vessel's position is still unknown after the third schedule, the Race Committee will consider whether SAR procedures should be initiated. **The vessel may be disqualified by the Race Committee.**

11. **METEOROLOGICAL INFORMATION**

- 11.1 Although the Communications Officer will endeavour to obtain the latest weather information for transmission to the fleet, Captains/Masters should take steps to obtain their own weather information, but take careful note of Racing and Sailing Rule 25.4.
- 11.2 **Abnormal weather conditions.** Any vessel experiencing abnormal weather conditions must make every endeavour to inform the Communications Officer and, if appropriate, other competitors.

12. **GENERAL COMMUNICATIONS**

Because of the need to carry out the schedules quickly and efficiently, vessels are asked not to pass routine messages to the Communications Officer, or to each other, whilst the schedule is taking place on the frequencies used in the schedule. The Communications Vessel will keep a 24 hour listening watch on VHF Channel 16 and MF/HF 4146 when not engaged on a working frequency.

13. **SAIL TRAINING INTERNATIONAL RACE COMMITTEE**

The Communications Officer will be on board the Communications Vessel, details of which will be given at the Captains' Briefing in Stavanger, and organises these schedules on behalf of the Race Committee. He will help vessels as much as he can, but can only pass any traffic concerning the conduct of the race or its rules to the Race Committee ashore for their decision, which he may later relay back to vessels.

14. **FINISH TIMES**

Vessels are required to pass their Finish Time [UTC] to the Communications Officer as soon as possible, and certainly no later than the next communications schedule.

15. **VESSELS FINISHING AT SEA (R&SR 32)**

Vessels that are still at sea at the end of the race NEED NOT RETIRE. They are to pass their position at the time of the end of the race to the Communications Officer as soon as possible, and certainly no later than the next communications schedule. They should remain on the communications schedule and continue to pass their positions until they reach the finishing port.

16. **SATELLITE TRANSPONDERS**

Sail Training International will provide participating vessels with a YB satellite transponder which will transmit positions every hour. This feature is to allow up-to-date information to be displayed on the race website for the public, but it is not part of the formal race communications schedule.

17. **CAPTAINS' BRIEFING**

The Communications for the race will be explained at the Captains' Briefing to be held in Stavanger **at 1600hrs local on Saturday 28th July 2017.**