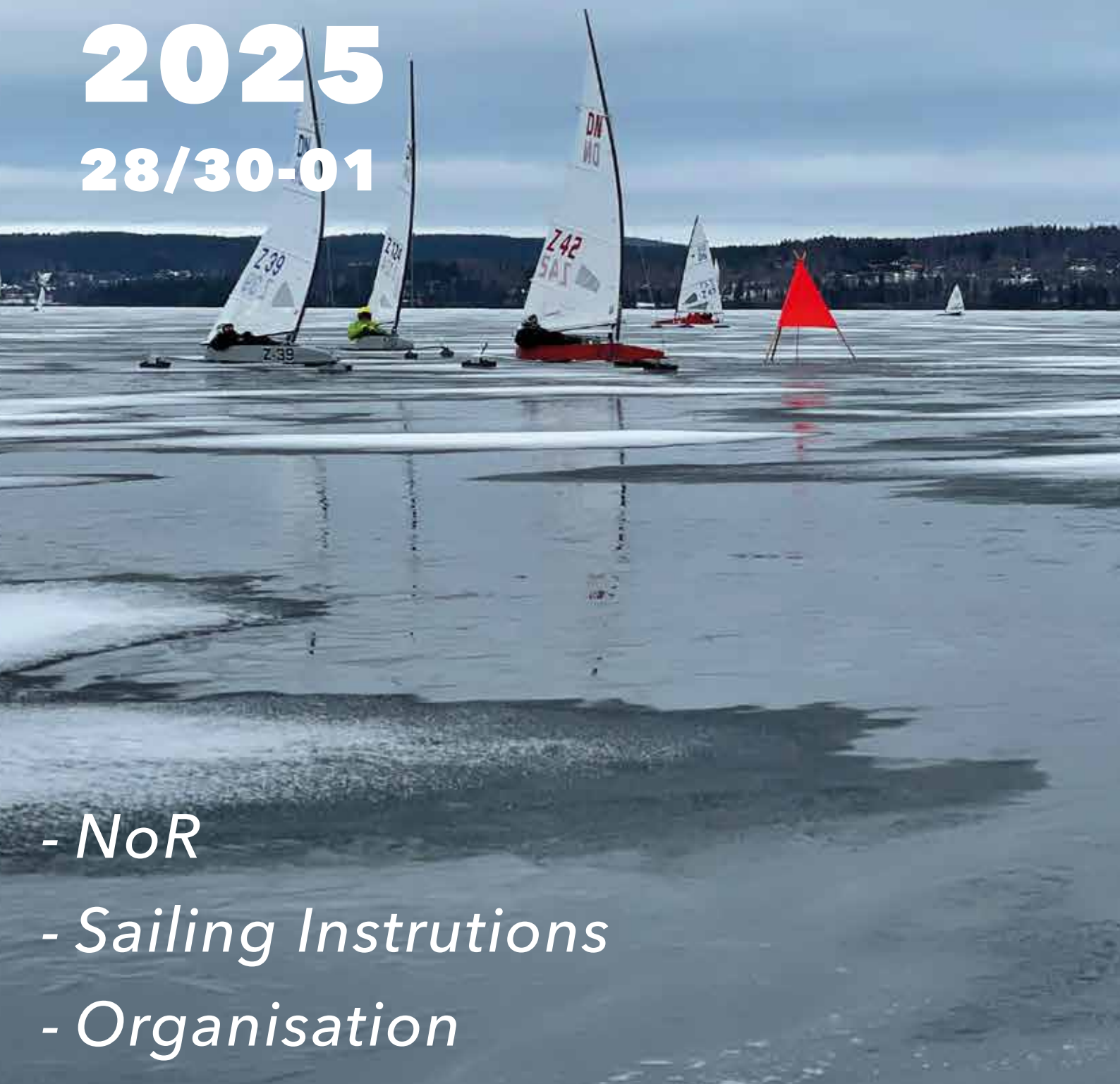


GRAND MASTERS CUP

2025

28/30-01



- NoR
- Sailing Instructions
- Organisation

GRAND MASTERS CUP 2025

Notice of Race

1. Rules

- 1.1. All races will be governed by the Racing Rules of the National Iceboat Authority, the Bylaws of the IDNIYRA, the Notice of Race, including any amendments to the NOR, (except as any of these are altered by the Sailing Instructions) and the Sailing Instructions.

2. Eligibility

- 2.1. Competitors must be over 60 years of age by the time of the first start.
- 2.2. All DN ice yachts shall meet the requirements of the Official Class Specifications. Sailors can use an unlimited amount of equipment.
- 2.3. Each competitor shall be insured with a valid third-party liability insurance with a minimum cover of €500.000, or equivalent value in other currency.
- 2.4. The organising authority will not accept any liability for material damage or personal injury or death, sustained in conjunction with, prior to, during or after the regatta.
All sailors must have a valid 3rd party liability insurance

3. Notices to Competitors

- 3.1. Prior to the event, official notices will be posted on dngrandmasters website. All who registered will be added to the GM 2025 WhatsApp group.
- 3.2. During the event, notices will be posted on a notice board in the starting area and in the GM 2025 WhatsApp group.

4. Entry

- 4.1. Pre entry shall be made via dngrandmasters.eu / manage2sails.com
- 4.2. Entry fee will be based on actual costs of organizing the regatta. The amount will be announced at the site of the registration, at latest. The fee will be declared in Euros and it is to be paid in cash in connection with the registration

5. Registration

- 5.1. Registrations shall be made on site in the launching area no later than times announced in the schedule of events.
- 5.2. Competitors shall display a valid third-party liability insurance certificate covering at least €500.000. Requirements for the certificate are those published on the IDNIYRA Europe website idniyra.eu/rules/ Competitors without a valid insurance certificate are not allowed to participate in the regatta.
- 5.3. All sailors must be well aware of the rules of DN sailing. The Race Committee has the right to make competitors take a rules test before/during the regatta.

GRAND MASTERS CUP 2025

Notice of Race

6. Schedule of Events

- 6.1. Final venue selection: no later than 25.01.2025
- 6.2. 9 races are scheduled during the 3 days event.
- 6.3. 3 races are required to constitute a regatta.

7. Scoring

- 7.1. Discards: if 4 races are completed, the points for each yacht's poorest race will be eliminated from the scoring, with the exception of DNE. In that case the next-worse race shall be eliminated. If 8 races are completed, the points for each yacht's two poorest races will be eliminated from the scoring, with the exception of DNE. In that case the next-worse race shall be eliminated.

8. Prizes

- 8.1. Prizes will be awarded to the DN Grand Master and top 3 sailors 60 -67 years, top 3 sailors 68-75 and top 3 sailors over 75, A special prize for the oldest Grand Master on the starting line.

9. Organization & contact

- 9.1. The regatta is organized by DN Switzerland.
- 9.2. Website: dngrandmasters.eu

GRAND MASTERS CUP 2025

Sailing Instructions

1. Rules

- 1.1. Races and scoring will be managed according to IDNIYRA By-Laws, NIA racing rules, the Sailing Instructions and the Skippers' Meeting.

2. Starting Times

Opening ceremony venue and time will be announced on the notice board

- Check-in on Tuesday 28.01.2025 8:30-10:30 at the landing site
- Skippers meeting on Tuesday 28.01.2024 at 11:00 at the landing site
- Skippers meeting on Wednesday and Thursday 29.-30.1.2025 at 10:00

- 2.1. A lunch break will be arranged each day, approximately 30 min.
- 2.2. Starting times of subsequent races each day will be announced by the Sailing Race Committee Chairman, reference IDNIYRA By-Laws.

3. Race committees

- 3.1. The organizers will appoint a Race Committee for the regatta
- 3.2. A Sailors Race Committee consisting of three sailors from three different countries will be elected before the first skippers meeting.. This committee will have a short meeting prior to each race to decide if it is safe to start the next race based on ice and wind condition. If one of the members vote for postponing or cancelling next race, that will be decision of the group. The Race Committee will immediately be informed and thereafter take appropriate actions.
- 3.3. A Protest Committee consisting of 3 sailors from different counties will be elected at the skipper meeting day 1.

4. Course & Race Area Location

- 4.1. The course shall be the 'Darling Course' of NIA as described in attachment A.
- 4.2. Details and eventual hazards of the course will be further explained at the Skippers' Meeting.

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Sailing Instructions

5. Marks

- 5.1. Marks will be described at the Skippers' Meeting.
- 5.2. Darling-marks will be used near the windward and leeward marks. The darling-mark will be part of the mark. Sailors are not allowed to pass between mark and darling-mark. Crossing the line between the mark and darling-mark means disqualification by the Race Committee without a protest hearing. In order to increase safety at mark roundings, the darling-marks may be located off the straight line between the marks.

6. Starting Line

- 6.1. The starting line will be marked by flags described at the Skippers Meeting. The "wire" starting line system will be used. All sailors shall put their leeward runner next to the starting position indicated on the starting line. Sailing over the starting line means disqualification by Race Committee without a protest hearing.
- 6.2. Competitors must go to the right (looking upwind) of the starting line after finishing a race.

7. Parking Area

- 7.1. A yacht sailing inside of the parking area may be disqualified by the Race Committee without a protest hearing.

8. Fleet Splitting

- 8.1. If more than 40 competitors are registered or if the Race Committee assesses the conditions better suited for smaller groups, the competitors will be divided into two groups. If there is a need for two groups, the splitting will be made at a start position lottery. After first races of both groups, the first 40 % of sailors in both groups will join the A-group. The next start is for the rest of the sailors. After the race the best sailors will go to A-group so that the groups are the same size. This race is also the first B-group race. The winner of this start is the first, who stays in the B-Group. The next start is for the A-Group, then B etc.

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Sailing Instructions

9. Starting & Finishing Signals

- 9.1. The starting signal shall be the swift lowering of the starter's flag after he raises his flag to signify the preparatory signal. If the start is to be delayed after the preparatory signal the starter will slowly withdraw his flag.
- 9.2. The finish of the first yacht shall be signaled by the raising of a checkered flag, which will remain raised for 10 minutes or until all yachts have finished, whichever is earlier.
- 9.3. The Grand Prix finishing style will apply. After the first yacht finishes, all consecutive yachts will finish regardless of how many laps they may have completed. In each race, a yacht will be scored ahead of all yachts with fewer laps. Any yacht not finishing within 10 minutes of the first yacht will be scored according to her finish in the previous lap (if no laps have been completed, she will be scored DNF).
- 9.4. A clear signal will be given by means of a flag and a signal whistle (loud and clear) 5 minutes before each start

10. Time Limit

- 10.1. The lap time limit (minutes) is 8 times the distance (km) between the leeward and windward marks.

11. Race Abandonment

- 11.1. A flag with a black cross displayed at the leeward and/or the windward mark shall signal abandonment of the race.

12. Protests

- 12.1. Intention to protest must be reported to the Race Committee immediately after the race. A written protest must be filed with the Race Committee Chairman within 60 minutes after the last race of the day.

13. Talking to the scorers

- 13.1. A skipper who attempts to speak to the scorers while a race is in progress may be liable to disqualification from the regatta.

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Sailing Instructions

14. Propulsion

- 14.1. A yacht may not employ any means of propulsion other than the action of the wind on the sails. However, the sailor (unassisted by anyone except for reasons of physical disability as authorized by the Judges) may push the yacht to leave the starting line. Running is not allowed. Sailors can use one leg only for creating speed for the yacht – the other leg must be kept on the plank. A maximum of 3 kicks is allowed. By same means the sailor can return the yacht to wind propulsion when necessary. This especially but not only means that pushing around marks or pushing across the finishing line is forbidden. The race committee will watch closely if any pushing is according to that rule and the present wind conditions/directions on the course. Other pushing shall be cause for disqualification.
- 14.2. The Swedish DN Regulations rule “Lex Viking” will apply (see figure in attachment B). Pushing the yacht below 90° relative the course between the marks looking upwind or at a higher course than normally sailed upwind (45° ±5°) is not permitted while racing. The wind direction is always presumed to be parallel the imaginary line between the windward and leeward marks. Violation of “Lex Viking” shall be cause for disqualification. “Lex Viking” also applies when pushing the yacht to start the race.

15. Parking Brake

- 15.1. Parking brake must always be available for immediate use. Any unattended yacht with sail up must have the parking brake engaged. Failure to do this shall result in DSQ in the race prior to the verdict and may result in disqualification from the entire regatta if damage or injury results and the Race Committee deems it appropriate.

16. Sailors Behavior

- 16.1. Any inappropriate behavior towards Race Committee or volunteers will be referred to Jury and may result in DSQ.

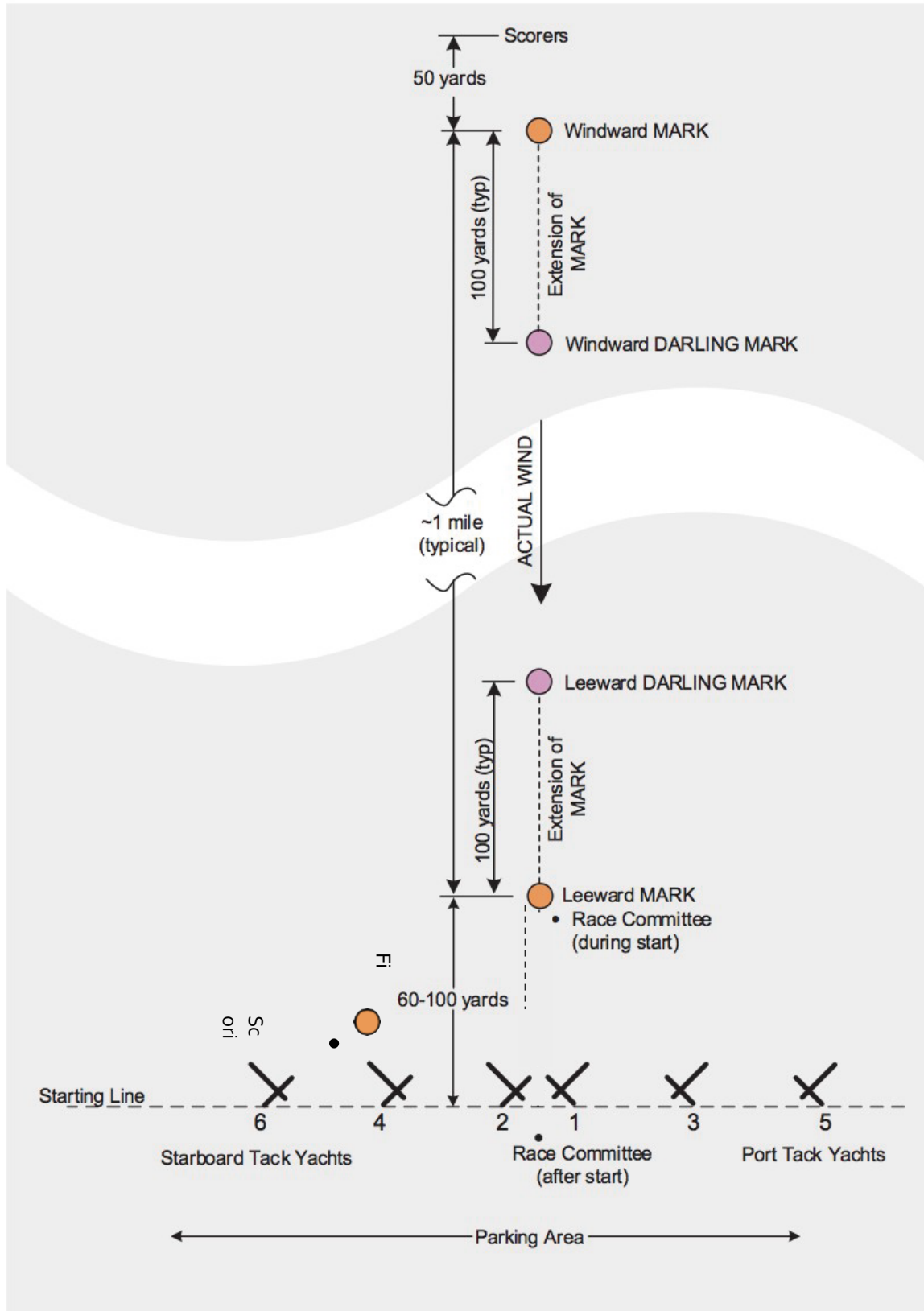
17. Safety

- 17.1. First aid kit and ice rescue equipment including a rescue board will be available in the safety zone.
- 17.2. In case of a collision, the race may be black flagged if one the sailors does not stand-up and wave to signify that they are OK.

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Attachment A

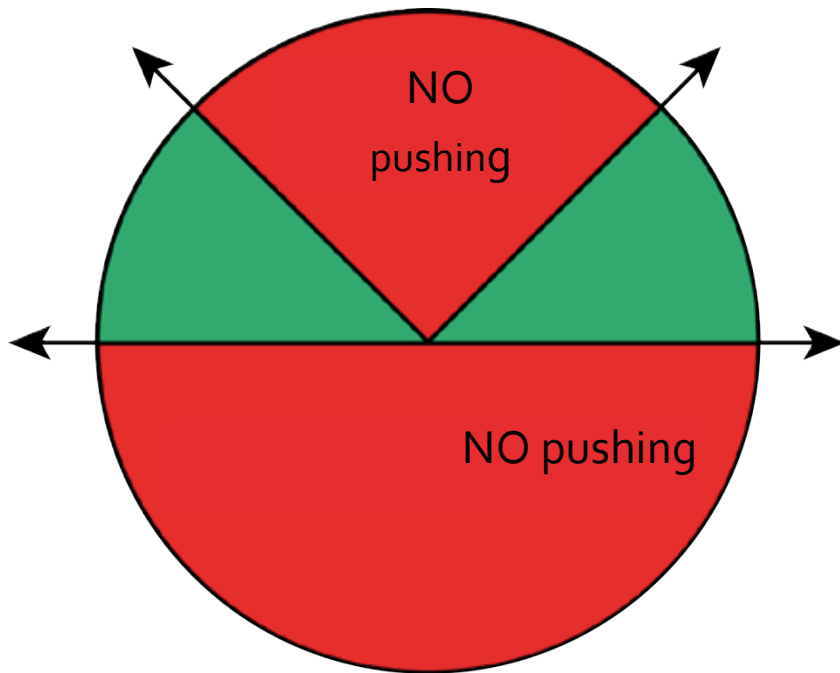
DARLING COURSE



GRAND MASTERS CUP 2025

Attachment B

Lex Viking



WIND

GRAND MASTERS CUP 2025

Organisation

Sailing Race Committee (3 persons)

Sailing Race Committee Chairman:

Race Committee

Vesa

Protest Committee (3 persons)

TBD

TBD

TBD

Prices

Sausages, beer and music