



## SAILING RACE: Wielka Żeglarska Bitwa o Gotland 2019 (Great Battle of Gotland)

### NOTICE OF RACE & RULES

#### 1. Place and date:

The competition will take place at the Baltic Sea open waters with start near Gorki Zachodnie entrance. The route of race is arround Gotland and Faro islands (including north cardinal sign: Salvorev) - all to be taken by starboard - and back to the finish line near Gorki Zachodnie entrance nonstop and singlehanded. Details concerning the start and finish lines will be provided during skippers' check-in. Start of the race scheduled at September 15th 2019 at 12.00 local time.

#### 2. Organizer and application:

The race is organized by **MARISTO.PL Spółka z o.o.** (KRS 0000570506) with honor patronage of Klub Żeglarzy Samotników (Singlehanded Sailors' Club)

**Application and contact:** Krystian Szypka, tel.501 664 314, e-mail: [krystian@oceanteam.pl](mailto:krystian@oceanteam.pl)  
or Jacek Zieliński, tel. 601671128, e-mail: [jacek@sailbook.pl](mailto:jacek@sailbook.pl) or Radek Kowalczyk tel. 668 454 650, e-mail: [radek@oceanteam.pl](mailto:radek@oceanteam.pl) The only accepted way of application is by the on-line form at: [www.bitwaogotland.pl](http://www.bitwaogotland.pl)

Applications are welcome by August 15th 2019 but the Organizer keep the right to make the limit of the competitors and to close the reception of applications earlier.

**Race Fee:** each competitor is obliged to pay the race fee of 1200PLN (VAT included) which must be paid with the application application's submission to keep application considered as confirmed. In case of resignation after payment of the fee it is possible to use the fee for another application in the same race edition (payback of the fee after resignation is not possible).

Fee should be paid to the following account:

MARISTO.PL

Bank PKO BP, account numer: 52 1020 1909 0000 3102 0178 6250

with the payment tittle: "race fee Bitwa o Gotland – yacht's name"

Current information will be presented at the official website [www.bitwaogotland.pl](http://www.bitwaogotland.pl)

**Commercial promotion on yacht** – in case of having commercial promotion signs on the yachts (hull, sails) which are not connected with official Race's Partners the Organizer keeps the right to charge the competitor with the Promotion's Fee 1500PLN (including VAT). If such promotion signs be found during yacht inspection before start the competitor will have to put them away or pay the promotion's fee otherwise will be disqualified without race fee payback.

By the application the competitor agrees to put official signs of the race and race's partners on the yacht for the race duration.

3. Competitors:

The race is only for singlehanded competitors (skipper must stay alone onboard since start till passing the finish line). Only yachts with 21-59 feet (LOA) are accepted and all yachts must comply with the safety requirements described in point 7 of this NOR. Each competitor confirms by himself that due to his knowledge and experience the yacht and the skipper are properly prepared and capable for the race (area of sailing, weather conditions and duration of the race). Each yacht and skipper will be examined before start by Race Technical Inspector to confirm the compliance with all safety requirements based on WS OSR Category 2 requirements modified by the Organizer (detailed in point 7 of NOR). If during inspection an important non-conformity will be found the competitor can be called to solve the problem before start or disqualified.

4. Classification:

Main classification is based on the time duration of the race since passing the start line till passing the finish line using the ORC handicap index. Additionally, other classification (s) can be put by Organizer on the request of competitors (class or brand, etc) if at least 2 yachts can compete in such additional classification including class OPEN. If actual annual ORC certification exists for the yacht – it cannot be classified in OPEN. Skipper is responsible for accordance of ORC certification with reality and it will be controlled during pre-start inspection.

5. Race office: in the Organizer's seat. For the race duration the official race office will be open in the marina.

6. Race schedule (all in local time):

15.08.2019 at 1200 – end of application reception (the date can be changed and the list can be closed earlier and can be shortened by Organizer taking safety conditions as the priority)

14.09.2019 at 1000 – Race Office opening in the marina, skippers check-in, start of yachts' inspection and satellite trackers distribution

14.09.2019 at 1800 – skippers' Briefing (NOR, safety, communication and weather as well as SAR information) After briefing: skippers' integration with BBQ dinner (included in race fee)

15.09.2019 at 0900 – breakfast for skippers (included in race fee), meteo briefing, last organization issues

15.09.2019 at 1200 start of the race.

Start and finish line Gdańsk – Górkı Zachodnie: according to sailing instruction which will be provided by 14.09.2019

16-20.09.2019 – welcome of competitors at finish line Gdańsk – Górkı Zachodnie

Official race summary event with prize gala will be organized in the place and the date announced by Organizer.

The Organizer keep the right to change the schedule or even cancel the race in case of an important risk of danger for competitors' life (very bad weather conditions or other risks like war, terrorism, closing of water area by authorities, etc). In such case the Organizer is not responsible for any costs related to competitors' arrival etc.

**7. Prizes:**

Main Cup of Wielka Żeglarska Bitwa o Gotland (challenge) for the winner in ORC class

OPEN class winner

Prizes in any other authorized classifications

Special prize - Edward Zajac Memorial – for the most persistent competitor (the last competitor in real time, which finished the race fulfilling the rules)

**8. Race Rules:**

- a. Bitwa o Gotland Race is sailing event for amateurs.
  - b. All competitors start at their own risk. Each competitor confirms by submission of the application, that realize the risk related to the difficulty of the event, especially realize limited possibility of help in case of emergency (as it is the off-shore reality) and set the Organizer free of any responsibility for the competitor's health, life and property damages.
  - c. Each competitor by submission of the application confirms that realize the level of difficulty of the race and confirms that due to his best knowledge his yacht and himself are capable to complete the race (including skills, capability and health condition of the skipper as well as technical condition of the yacht).
  - d. The Organizer has the right to make the technical control of the yacht at any time and in case of finding important discrepancy between the yacht's state and the information put in the application form or yacht survey the Organizer can disqualify the competitor without any responsibility of the Organizer
  - e. The Organizer will do its best to maintain high level of safety for the competitors but stays free of any responsibility for any injury or damage (concerning skipper, yacht, other property and third party)
  - f. The Organizer will provide all competitors with satellite trackers (tracking on-line) and each competitor is responsible for the damage, lose or delayed return of the trucker (the limit is 7 days up to the amount of 650GBP)
  - g. Each competitor must have actual and valid Third-Party Liability Insurance.
- h. SAFETY EQUIPMENT OBLIGATORY REQUIREMENTS:**
- i. VHF radio transceiver (DSC is recommended)
  - ii. Additional "ready to use" manual VHF radio transceiver
  - iii. 2 independent GPS receivers

- iv. EPIRB or PLB properly registered
  - v. AIS (at least receiver with acoustic anti-collision alarm)
  - vi. Pyrotechnic signals (min. 3 red parachute rockets, 2 orange smoke flares and 4 red handheld flares)
  - vii. Life raft automatically deployed and properly installed (class rules acceptable for non-sinkable boats)
  - viii. Emergency grab-bag filled in the way to keep it afloat and including following items: water resist torch with batteries, knife, 1 liter of water, attraction mirror, whistle i 3 red flares (additionally recommended: manual VHF, high-caloric food, red parachute rockets, TPA, waterproof first aid kit)
  - ix. Personal safety equipment: automatic life-jacket with min.150N buoyancy , attested life line, head- torch, knives (one worn on person all the time and one fixed and ready to use in cockpit)
  - x. Boat safety equipment: safety lines on both sides along the deck, life buoy or sling, first aid kit and instruction of first aid, extinguishers (1 if LOA <8.5m or min. 2 if LOA >8.5m, at least one easily accessible from the cockpit)
  - xi. TPS (or any other suit preventing against quick hypothermia in water such us dry-suit, dive suit etc.)
  - xii. Actual paper maritime maps for the sailing area with compass and navigation equipment
  - xiii. Equivalent anchor with proper chain/line combination ready to use in emergency
  - xiv. Storm sails, at least: storm jib and deeply reefed mainsail
  - xv. Passive radar reflector
  - xvi. Proper lifelines, pulpits and stanchions around the deck
  - xvii. Effective tool for rigging emergency cutting
  - xviii. Fixed bilge pump with proper capacity operated from the cockpit
  - xix. Emergency potable water (min 5 liters) independent from yacht's reservoirs
  - xx. Proper identification of the yacht (name and numbers)
- i. It is strongly recommended by the Organizer that the Skipper is properly trained in Sea Survival and Personal Off-Shore Safety (acc. to WS OSR) and first aid in the period no longer than 5 years before start of the race
  - j. Use of the engine is forbidden during whole race (since approaching start line till passing finish line). In case of emergency (loosing maneuverability in danger situation) short use of engine is allowed but competitor is obliged to inform Organizer immediately about such event giving the reason (explanation), position and time of engine start and stop and put this information in the logbook. In such case (only if the use of engine was the only way to avoid the danger) the Organizer will count extra 6h of penalty plus engine sailing time. If the use on engine was not actually necessary the competitor will be disqualified. Use of engine for battery charging is allowed but each case shall be noted in the logbook which can be the subject of the control after finish of the race.
  - k. Use of anchor is allowed but any help of other people is completely forbidden as well as leaving of the boat by competitor.
  - l. Each competitor is obliged to answer the control calls via VHF by safety yachts of the Organizer – directly all via other yacht if direct call is impossible. No answer can force the Organizer to release rescue action including SAR activity (on Competitor responsibility) and can be the subject of disqualification.

- m. It is absolutely obligatory for each competitor to stay safely joined with the yacht (against unexpected falling into water) during all the race when stay outside the cabin. Equipment for that is the subject of the technical inspection.
- n. Each competitor by submission of the application confirm that during all the race will follow the race rules as well as good seamanship rules and fair play rules as well as other off shore sea regulations like prevention against collision (COLREG), right of way and other international rules with special attention at special areas like: VTS and proximity of TSS (entrance to TSS is forbidden).

9. Information:

All current information for competitors and fans will be presented at the official Race Webpage [www.bitwaogotland.pl](http://www.bitwaogotland.pl), During the race any information will be provided by authorized person (contact data be announced before the race)

LAST UPDATE: 14.01.2019