

2027 NJK Open Spring Cup -
Zacca Memorial

21-23 May 2027
Nyländska Jaktklubben (NJK)
Blekholmen, Helsinki, Finland

NOTICE OF RACE

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury
NoR: Notice of Race
OA: Organising Authority
RRS: Racing Rules of Sailing
SI: Sailing Instruction
RC: Race Committee
TD: Technical Delegate
[NP]: A boat may not protest as per NoR 1.3

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C

1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.

1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1.4 -

1.5 -

1.6 If there is a conflict between languages the English text takes precedence.

1.7 The event has applied for World Sailing Grade 2. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

1.8 An International Jury may be appointed in accordance with RRS 91(b) and RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.1.

2 SAILING INSTRUCTIONS

The SIs will be available latest at the registration.

3 COMMUNICATION

3.1 Notices to competitors will be posted on the official notice board on Blekholmen.

3.2 Signals made ashore will be displayed from a flagpole on Blekholmen.

4 ELIGIBILITY AND ENTRY

4.1 12 skippers will be invited.

Latest World Sailing match race rankings and nationality of the skippers will be used as criterion for sending out invitations to satisfy the grading criteria of World Sailing.

The OA reserves the right to issue two wild cards.

Skippers wishing to receive an invite may register their request with the OA as soon as possible, but **before March 1st** by using the electronic form at https://forms.gle/4dFjUE2nsuXcRm6H6 .

4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.

4.3 Competitors shall have Competition Eligibility as detailed in the World Sailing Eligibility Code.

All participating Finnish skippers and crew members must be members of the Finnish Match Race Association (matchracing.net).

4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at https://www.sailing.org/sailors/world-sailing-profile/. Skippers shall inform the OA of their World Sailing Sailor ID at registration.

4.5 The skipper shall complete registration, pay any entry fee, arrange the damage deposit of 1800 euro and shall ensure that all crew complete crew weighing, latest at the registration unless extended by the OA.

A non-refundable entry fee of 800 Euro shall be paid as specified in the Letter of Invitation. The entry fee includes the planned social dinner(s).

The teams are given a discount of 20 € for each crewmember who is a full season member of NJK Sailing Center.

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.6 When a skipper accepts an invitation and later withdraw within two months of the event, or leaves the event before the end without the written approval from the OA, it is possible for a zero score to be applied to the skipper's Ranking points for that event by World Sailing (World Sailing Policy H1 5.3).

5 DAMAGE / DAMAGE DEPOSIT

5.1 -

5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.

5.3 The OA will refund any remaining damage deposit within 10 days after the event.

6 CREW (INCLUDING SKIPPER)

6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be four (4) or five (5). All registered crew shall sail all races.

6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

6.3 When a registered skipper is unable to continue in the event, the PC may authorise an original crew member to substitute.

6.4 When a registered crew member is unable to continue in the event, the PC may authorise a substitute, a temporary substitute or other adjustment.

6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration or such time as required by the RC.

6.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

6.7 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

7 EVENT FORMAT

7.1 The OA intends to provide six modified J/80 type boats for racing in the event. Each boat will have the following sails: Mainsail, Genoa, Jib, Symmetric spinnaker.

7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.

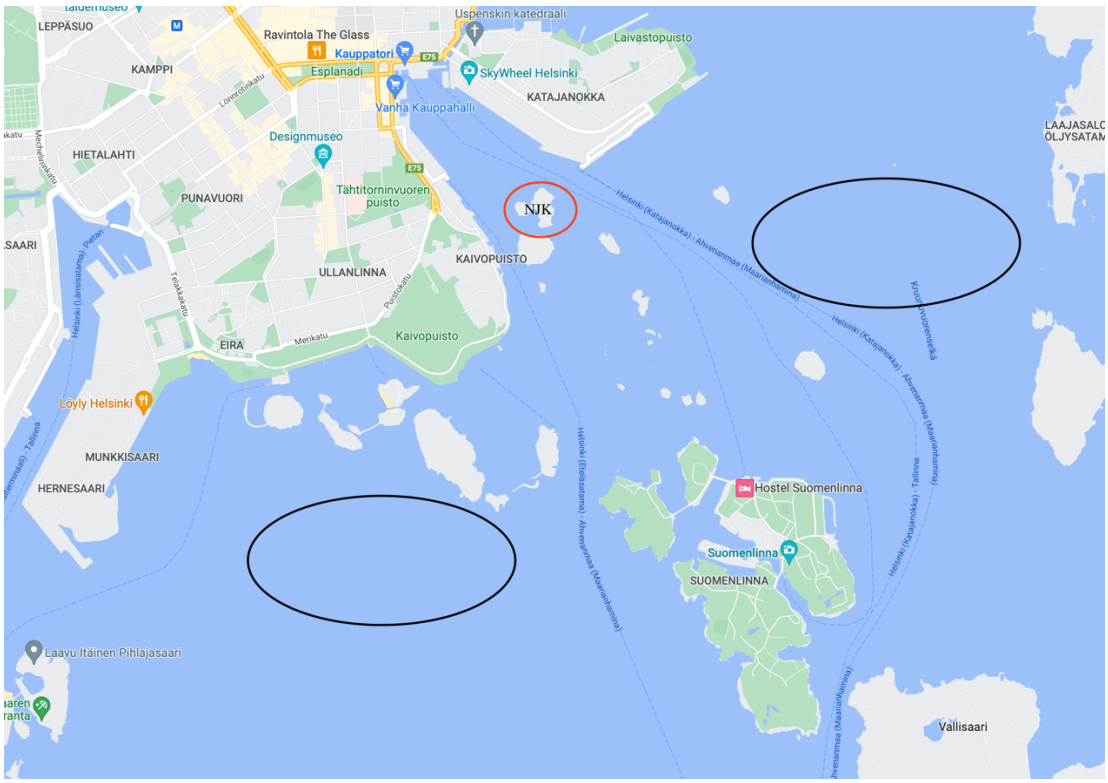
7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.

7.4 While all reasonable steps are taken to equalise the boats' variations will not be grounds for redress. This changes RRS 61.

7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.

7.6 The intended course will be windward/leeward with starboard rounding, leeward gate, finishing downwind.

7.7 The intended racing area will be Kruunuvuorenselkä, or area south of Skifferholmen/Särkkä, Helsinki and is shown below.



7.8 (a) Skippers will be seeded into a round robin (and possibly divided into groups) based on the latest World Sailing ranking list prior to the event.

(b) After the First Stage the following will apply:

(1) Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.

(2) In reference to RRS C4.1, the highest ranked skipper from the first stage shall be assigned starboard end for the first match.

(3) The higher placed skipper in the First Stage in each match may be given the choice of boat pair unless the boat pairs are allocated by the OA.

(4) Crews will exchange boats after the first match of a first to two points series or after the second match of a first to three point series, unless otherwise agreed by both skippers.

(5) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

7.9 The event will consist of the following stages:

(a) First Stage - Round Robin(s)

(1) Each group / all skippers will sail a round robin.

(2) Skippers placed 1-4 in stage 1 shall qualify for stage 3 (the Semi-Finals).

(b) Second Stage – Fifth to Twelfth Place

(1) The skippers not advancing to the Third Stage shall sail for fifth to twelfth places.

(2) The skipper placed 12th after the First Stage shall sail against the skipper placed 11th. Winner sails against skipper ranked 10th etc.

(3) In each series the first skipper to score at least one point will be the winner.

(4) In all these matches the higher scored skipper from Stage 1 will be starboard entry.

(c) Third Stage - Knock-Out Semi-Finals

(1) The skipper finishing first in Stage One shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.

(2) The first skipper of each series to score at least three (3) points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.

(d) Fourth Stage – Knock-Out Third and Fourth Place (Petit Final)

(1) The losing semi-finalists shall race to determine third and fourth place.

(2) The first skipper to score at least three (3) points shall be awarded third place, the losing skipper awarded fourth place.

(e) Fifth Stage – Knock-Out Final

(1) The first skipper to score at least three (3) points shall be awarded first place, the losing skipper awarded second place.

7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

8 PROVISIONAL PROGRAMME

8.1 Schedule

(a) Race office open Thursday May 20 from 15:00 until 21:00 and during racing days as practicable.
(b) Registration Thursday from 15:00 until 21:00
(c) Crew weighing Thursday from 15:00 until 21:00, or between 09:30-09:45 on Friday
(d) Practice on Thursday from 16:00 until 21:00
(e) First briefing on Friday at 10:05 (after the 10:00 ferry arrives), on Saturday and Sunday at 9:05
(f) First meeting with umpires following the first briefing
(g) Regatta dinner on Friday or Saturday on Blekholmen
(h) Racing days from 21 to 23 May
(i) Time of the first race on each day will be as soon as possible after the skippers' briefing.
(j) The latest time for an attention signal on the last day of racing will be approximately 16:30.
(k) -
(l) Prize giving as soon as possible after the last race

8.2 [NP] Unless excused by the OA, attendance at the following is mandatory:

(a) Initial briefing for skippers.
(b) Daily briefing, for skippers.
(c) -
(d) Regatta dinner, for skippers and crews.
(e) Prize giving for the final and petit final skippers and crews.

9 ADVERTISING

9.1 [NP] Boats shall display advertising chosen and supplied by the Organizing Authority.

10 [NP] CODE OF CONDUCT

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.

10.2 Competitors and support persons shall handle any equipment, place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 [NP] SUPPORT PERSON

11.1 Support person vessels shall conspicuously display identification of the team being coached.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.

11.3 The OA will not provide berths for support person vessels.

12 [NP] MEDIA, IMAGES, and SOUND

12.1 If required by the OA:
(a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
(b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
(c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

13 DATA PROTECTION

The OA has the right to use any images and sound recorded during the event free of any charge.

14 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

15 PRIZES

There will be prizes for first (1st), second (2nd) and third (3rd) place. The principal prize for first place will be the AGA Challenge Cup trophy. The trophy will remain as property of NJK and remain in the custody and care of NJK after the regatta.

16 FURTHER INFORMATION

For further information please consult https://njk.fi/sailingcenter/regattas/ or contact sailingcenter@njk.fi, or Juuso Leivonen at firstname.lastname at gmail.