



ROYAL DANISH YACHT CLUB



KDY WOMEN'S MATCH RACE – GRADE 1

Women's World Match Racing Tour 2026

7-10 May, 2026

Rungsted Havn 42, 2960 Rungsted Kyst
Northern Zealand, Denmark

NOTICE OF RACE

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

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

ORGANIZING AUTHORITY

The Organizing Authority (OA) will be the Royal Danish Yacht Club

VENUE

The venue will be KDY – Royal Danish Yacht Club, Rungsted
Rungsted Havn 42, 2960 Rungsted Kyst – Denmark

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. If one boat has finished and is no longer racing, and the other boat has a penalty outstanding, the umpires may cancel that penalty. This changes RRS C7.4(c).
- 1.5. If there is a conflict between languages the English text takes precedence.
- 1.6. The event has applied for World Sailing Grade 1. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.
- 1.7. An International Jury (IJ) will be appointed. The right of appeal from a Jury decision is denied in accordance with RRS 70.3 (a).



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2. SAILING INSTRUCTIONS

The SIs will be available after 16:00 on 5 May, 2026 on the Official Notice Board

3. COMMUNICATION

3.1. Notices to competitors will be posted on the online official notice board which is located at [WWMRT Denmark manage2sail](https://www.wwmrt.com/management2sail)

3.2. Signals made ashore will be displayed from *Royal Danish Yacht Club base*

4. ELIGIBILITY AND ENTRY

4.1. Up to Twelve (12) skippers will be invited including up to two wild card entries.

Skippers wishing to receive an invite may register their request with the OA by emailing <mailto:amm@kdy.dk> no later than March 25th 2026.

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

4.3. All competitors shall meet the eligibility requirements of World Sailing regulation 19.4

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. All sailors shall wear PFD's or life vests while afloat and during racing.

4.6. Registration fees - A non-refundable entry fee shall be paid as specified in the Letter of Invitation.

Early entry fee before 1st April € 1,300

After 1st April entry fee is € 1400

Latest accepted registration 7th April 2026

4.7. The skipper shall complete registration, arrange the damage deposit of € 1,100 and shall ensure that all crew complete crew weighing, all between 15:00 to 18:00 on May 6th or between 0800 to 0930 on 7 May unless extended by the OA. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.8. When a skipper accepts an invitation and later withdraws within two weeks of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d)).

5. DAMAGE / DAMAGE DEPOSIT

5.1. Each supplied boat is insured by the OA for third-party liability insurance.

5.2. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ. The amount of the damage deposit detailed in NoR 4.7 is the limit of liability as a result of any one incident and may be divided between more than one skipper. 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. An initial damage deposit of € 1,100 shall be paid at registration, unless extended by the OA.

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



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6. CREW (INCLUDING SKIPPER)

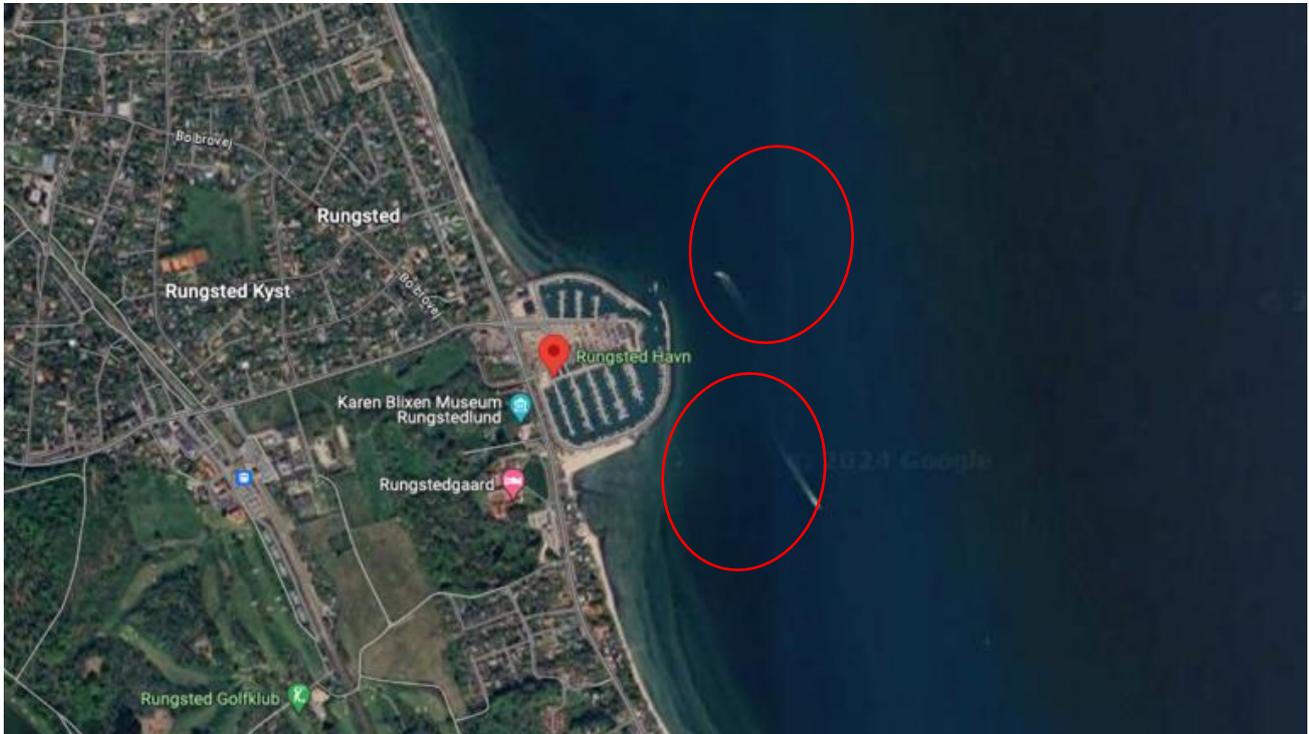
- 6.1. The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 6 or 7 crew. All registered crew shall sail all races.
- 6.2. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 6.3. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 6.4. When a registered crew member is unable to continue in the event, the OA 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 408 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 (6) *DS37* type boats for racing in the event. Each boat will have the following sails: *Mainsail, Jib or Genoa, 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 course will be windward/leeward with starboard rounding, finishing downwind.
- 7.7. The intended racing area will be East or South of Rungsted Havn and is shown below



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- 7.8. Skippers will be seeded into a round robin based on the World Sailing ranking list 30 days prior to the event. After the First Stage the following will apply:
- Skippers will be paired in each stage as per NoR 7.9
 - In reference to RRS C4.1, the highest ranked skipper from the First Stage shall choose their end for the first match and boats shall alternate every odd match.
 - 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.
 - 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.
 - 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:

First Stage – Single Round Robin

All skippers will sail a single round robin.

The top four skippers shall qualify for the Quarter-finals

Second Stage – 5th-12th Place

The 5th-12th placed skippers after Stage 1 will sail a single RR for a spot in the Quarter-finals. The top four placed skippers shall proceed to the Quarter-finals.



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Third Stage – Quarter-finals

The top four skippers to score at least two (2) points shall proceed to the Semi-finals, the others will be scored 5, 6, 7 and 8 in accordance with the second stage results and shall proceed to the Queen of Castle.

Fourth Stage – Queen of Castle

For each match the highest placed skipper from the second stage will be assigned the starboard entry.

12 versus 11

Winner versus 10

Winner versus 9

Winner versus 8

Winner versus 7

Winner versus 6

Winner versus 5

Fifth Stage - Semi-Finals

The first two skippers to score at least two (2) points shall proceed to the Finals, the others to the Petite Final.

Sixth Stage – Petite Final

The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

Seventh Stage –Final

The first skipper to score at least three (3) points shall be awarded 1st place, the other 2nd.

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 during practice day and times indicated below
- (b) Registration during practice dates and times indicated below
- (c) Crew weighing during practice dates and times indicated below
- (d) Practice dates and times: **Wednesday May 6th** in following timeslots
10:00-12:00 / 13:00-15:00 / 16:00-18:00

Practice session should be agreed in advance with amm@kdy.dk

- (e) First briefing on May 7th at 09:00 am
- (f) First meeting with umpires following the first briefing May 7th at 09:30 am
- (g) Racing days:

May 7th at 11:00 am

May 8th at 10:00 am

May 9th at 10:00 am

May 10th at 10:00 am



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- (h) Time of the first race start will be at 11:00 on the first racing day, otherwise at 10:00
- (i) The latest time for an attention signal on the last day of racing will be approximately 15:00
- (j) Prize giving as soon as possible after the last race May 10th.
- (k) Food and beverage available during the day in the clubhouse
- (l) Social dinner for the teams is planned in the evening of May 9th 19:30

- 8.2 Unless excused by the OA, attendance at the following is mandatory:
- (a) Initial briefing, for skippers each day
 - (b) Regatta dinner, for skippers and crews
 - (c) Prize giving, for the top 4 skippers and crews

9. ADVERTISING

As boats and equipment will be supplied by the Organizing Authority, World Sailing regulation 20.4 applies. Each boat will be required to display advertising as supplied by the OA.

10. 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] [or][place advertising provided] by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.
- 10.3. The OA may reduce a prize or withhold deposits in the case of misconduct or refusal to comply with any reasonable request.

11. 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/will not provide berths for support person vessels.

12. MEDIA, IMAGES AND SOUND

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.

13. RISK STATEMENT

Competitors participate in this event entirely at their own risk and they are reminded of the provisions of RRS 3, Decision to Race. Racing in a Match Racing event is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:



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- (a) They are aware of the inherent element of risk involved in the sport (and these events in particular) and accept responsibility for the exposure of themselves, their crew and any boat supplied to them to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) By participating in any race, they are satisfied that any supplied boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, safety boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (f) The provision of safety boat support is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) They have considered their own personal insurance position and are satisfied they have adequate cover for the event.

14. PRIZES

Prizes will be awarded to the top 3 placed teams
World Sailing has been notified of these Prizes.

15. FURTHER INFORMATION

To register your interest and for further information please contact Ann-Marie Mohr on email:
amm@kdy.dk

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KDY Women's Match Race – Women's World Match Racing Tour will be held as Clean Regattas following more than 20 rules from Sailors for the Sea. All sailors are asked to show respect for the environment and our ocean.