

Sailing Instructions



of the
22nd Colin Archer Memorial Race

Organized by the
Colin Archer Memorial Race Foundation

Start on Saturday, July 11, 2026 at 09:00 AM from Lauwersoog (NL).

1. Rules

- 1.1 The race is subject to the rules mentioned in the Notice of Race, which can be found on the website: www.camr.nl
- 1.2 These Sailing Instructions.
- 1.3 Any amendments that will be published.

2. Notices to Competitors

- 2.1 Notices to competitors before the start will be posted on the official notice board. The notice board is located in or near the race office in Lauwersoog (NL).
- 2.2 Notices to competitors after the finish will be posted on the official notice board near the race office in Stavern (N).

3. Amendments to the Sailing Instructions

- 3.1 Amendments to the sailing instructions will be published on the website: www.camr.nl. Starting from July 6, 2026, these amendments will also be posted on the official notice board in Lauwersoog.

4. Signals Ashore

- 4.1 Signals ashore will be displayed in or near the race office. When announcements or amendments to the sailing instructions are made, flag 'L' will be hoisted and a sound signal will be given. Each skipper is personally responsible for taking note of this information.

5. Time Zones

- 5.1 There is no time difference between the Netherlands and Norway (Larvik). All times mentioned are local times.

6. Race Schedule

- 6.1 On Friday, 10 July 2026, from 18:00 to 19:00, a skippers' meeting will be held. The location of the skippers' meeting will be announced at a later date.
- 6.2 The first start of the first starting group will take place on Saturday, July 11, 2026, at 09:00 AM in front of the harbor entrance of Lauwersoog. For the division of starting groups and the starting procedure, see Appendix A.

7. Racing Area and Starting Area

- 7.1 The racing area consists of the Wadden Sea, North Sea, and Skagerrak between Lauwersoog and Stavern (Norway).
- 7.2 The starting area is defined as the zone 50 meters before, behind, and on either side of the starting line.

8. Start

- 8.1 The starting vessel is identifiable by the flag of the CAM Race Foundation and is positioned on the starboard side of the starting line. There may also be a committee boat on the port side of the starting line. This vessel is identifiable by an orange flag with the letters "RC." The start will be conducted in accordance with Rule 26 (RRS), with the class flag replaced by the flag in the color of the starting group. No significance may be attached to the black starting flag as referred to in Rule 30.4 (RRS).

The different starting groups will start at intervals of 10 minutes. See Appendix A for the starting procedure.

8.2 From 30 minutes before the first start until passing the line formed by buoys WG1 and WG2, participants must monitor VHF channel 88 for any announcements from the race committee. During the race, the international distress, urgency, and calling channel, VHF channel 16, must be monitored at all times. For the first leg, from the start to buoy WG (the scout buoy), VHF channel 5, Schiermonnikoog Vessel Traffic Service, must be monitored for calls and announcements.

8.3 Prior to the warning signal of the relevant starting group, VHF channel 88 will announce which group should prepare for the start. Boats from other groups must avoid the starting area at that time.

8.4 If a boat is wholly or partially on the course side of the starting line during its group's start and does not return to the pre-start side after flag 'X' is hoisted and one sound signal is given (individual recall), 2% will be added to its sailed time.

8.5 Boats that do not return within 30 minutes after a general recall to start properly will be scored DNS.

8.6 The starting vessel will remain in position for a maximum of 30 minutes after the last start.

9. The Course

9.1 The starting line runs approximately North–South and is an imaginary line between two yellow buoys located north of the light beacon on the eastern breakwater of Lauwersoog's outer harbor.

9.2 The starting line must be crossed from east to west.

9.3 Two minutes before the warning signal of the relevant starting group, the designated course will be displayed on the starting vessel using a white board with a black letter (A or B). This board will remain visible until two minutes after the start of that group. The designated course will also be announced via VHF channel 88.

9.4 After the start, the route through the Zoutkamperlaag and the Westgat must be followed. Buoys along the course must be passed on the side of the navigable channel. After buoys WG 1 and WG 2, the course continues toward the Shipping Lanes "TSS Terschelling-German Bight and TSS East Friesland"

9.5 Crossing the traffic separation schemes is subject to strict regulations. If, due to weather conditions, safety within the traffic separation schemes is at risk, minimal use of the engine is permitted within the buoys of the traffic separation schemes (see rule 42.3.i (RRS)). This engine use must be recorded on the finish declaration. Furthermore, rule 56.2 (RRS) applies, which refers to Rule 10 of the COLREGs Traffic Separation Scheme: "A vessel shall, so far as practicable, avoid crossing traffic lanes, but if obliged to do so, shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow."

9.6 Keep buoy EF-B (position 54° 06.6' N and 05° 39.9' E) to starboard. If the buoy is not at this position, then keep the point with the stated coordinates to starboard.

9.7 Boats assigned to course A must set course toward Larvik.

9.8 For course B, after passing buoy EF-B, the platforms Syd Arne (approx. 56° 04' N / 04° 13' E) and Harald (approx. 56° 21' N / 04° 16' E) must be kept to starboard before heading toward the finish.

9.9 The finish line near Larvik.

Warning: Near buoy EF-B there are wind farms (e.g., Gemini, Bard 1, etc.). These must not be entered. All wind farms and oil/gas production platforms must be passed at a minimum distance of **500 meters**. (United Nations Convention on the Law of the Sea (UNCLOS), Chapter V – Artificial Islands, Installations and Structures in the Exclusive Economic Zone, Article 60.5).

10. Finish

10.1 The finish line is an imaginary line from the Svenner Lighthouse (58° 58.2' N and 010° 9.0' E) on a bearing of 244° toward the Rakkebørne Buoy B.Y.B. (58° 56.9' N and 010° 04.2' E).

10.2 The finish line must be crossed from south to north. After crossing the finish line, course is set for the marina of Stavern.

10.3 A control vessel from the race committee may be located near the Rakkebørne Buoy but does not form part of the finish line. Monitoring from shore via the Stavernsodden Lighthouse is also possible.

10.4 Participants must report to the race committee in Stavern via VHF channel 88, callsign "Colin Archer," 30 minutes before their expected finish time, stating the name of the boat and sail number.

10.5 Upon crossing the finish line, participants must record their own finish time in the logbook and on the finish declaration form, and report the finish time via VHF channel 88 using the callsign "Colin Archer." While entering the harbor, the race office will assign a berth via VHF channel 88. Participants are required to follow this assignment. In the harbor, all applicable rules must be observed, and participants must respect the norms and values of a densely populated harbor. Due to the limited number of berths, participants are also required to allow fellow competitors to moor alongside. This is part of the sailing instructions.

10.6 Within 1 hour and 30 minutes after arrival in the harbor of Stavern, the fully completed finish declaration must be submitted to the race office. This declaration form can be downloaded from the website: www.camr.nl

11. Time Limit and Scoring

11.1 The time limit for boats to finish is 110 hours after the start of their starting group. Boats that do not finish within this time limit will be scored DNF. This modifies Rule 35 (RRS). These boats must report their intentions to the race office as soon as possible.

11.2 **Attention!** After Thursday, July 16, 2026, harbor fees will be charged in Stavern.

12. Protests and Requests for Redress

12.1 Protest forms are available at the race offices in Lauwersoog and Stavern.

12.2 Participants who withdraw from the race and return to Lauwersoog due to a request for redress must report this request within two and a half hours of arrival in Lauwersoog via the race organization's phone number: Tel.: +31 6 310 421 81. This request will be handled by the protest committee in Norway. This modifies Rule 61.2 (RRS).

12.3 Participants wishing to file a protest after arrival in Stavern must submit their protest form to the race office in Stavern within 2 hours and 30 minutes after crossing the finish line. This modifies Rule 60.3 (RRS).

12.4 The protester must pay € 25 per submitted protest. If the protest committee deems the protest valid, the € 25 will be refunded.

12.5 Contrary to Rule 65.2 (RRS), a request for a written decision must be submitted in writing within 45 minutes after the verbal decision.

12.6 A request for reopening must be submitted in writing, with justification, to the race office no later than 45 minutes after the protest committee has made its decision.

13. Propulsion

13.1 A boat participates by using only wind for propulsion.

13.2 At the start, sufficient fuel must be on board to propel the boat for at least 100 nautical miles in case of emergency. This modifies Rule 3.28.3 b (OSR).

13.3 The boat must be able to achieve a minimum speed of $1.8 \times \sqrt{\text{LWL}}$ (LWL in meters) knots under engine power.

13.4 Engine use is permitted for charging batteries, domestic purposes, bilge pumping, and operating anchor winches. During such use, the propeller must not be engaged.

13.5 Engine use for propeller propulsion is permitted in man-overboard situations, to provide assistance, to avoid collisions, or in other serious emergencies. However, the boat must not gain any advantage in the race as a result.

13.6 In all cases, detailed reports must be made on the race form and in the logbook.

14. Repairs and Resupply During the Race

14.1 A boat that enters a harbor due to an emergency or other reasons may take on food, water, fuel, or equipment, and repairs may be carried out. In such cases, a detailed report must be made on the race form and in the logbook. The race may be resumed from the point where engine use began. The race time will not be paused due to the interruption.

15. Prize Ceremony

15.1 The prize ceremony for the 22nd Colin Archer Memorial Race will take place on Thursday, July 16, 2026. The following prizes will be awarded:

- For classes with up to 5 participating boats: first and second prize;
- For classes with more than 5 participating boats: first, second, and third prize;
- The Sten Johnson Prize: awarded to the person who has made the most exceptional contribution to the CAM Race;
- The Martin Loos Challenge Trophy for Best Skipper. The skippers who won first prizes will sail a match against each other on Thursday, July 16, 2026, using boats provided by Larvik Seilforening, in or near the Gjestehavn in Stavern;

Each new participant (boat) that completes the race according to the rules will receive a plaque;
Each participating boat will receive a year plate;
Skippers who, including the 22nd CAM Race, have completed the race five times according to the rules will be recognized as CAMR veterans.

16. Safety

16.1 Every participating boat must comply with the safety and equipment requirements as set out in the World Sailing Offshore Special Regulations Extract for Race Category 2 Monohulls (or Multihulls), JANUARY 2024–DECEMBER 2025, Version 1.15 – 25 November 2025. The items that will be inspected prior to the race are listed in the Equipment Inspection Checklist for Monohulls or the Equipment Inspection Checklist for Multihulls.

16.2 During the race, the AIS transponder must be switched on. See Rule 56.3 (RRS).

16.3 Inspection of the keel, as described in the OSR (Monohull), is mandatory. See Rule 3.02.2 (OSR), Appendix L (OSR), the description of the inspection and control form can be found under "**Frequently Asked Questions and Answers – Competition Documentation**" on the website: www.camr.nl.

16.4 Instead of a heavy-weather jib, a storm jib is also permitted.

16.5 Wearing a life jacket by all crew members throughout the race is strongly recommended.

16.6 At least one crew member must be capable of fully replacing the skipper in case of emergency.

16.7 Boats that retire from the race must report this to the race committee as soon as possible and state their intentions.

16.8 Boats that have not finished by the fourth day after the start are requested to contact the race committee in Stavern daily around noon, stating the boat name, sail number, position, and further plans.

16.9 First Aid At least one crew member must be familiar with:

- first aid procedures;
- hypothermia;
- drowning;
- resuscitation;
- relevant communication systems.

In addition, another crew member must hold a valid first aid certificate obtained within the last five years. See also '**Frequently Asked Questions and Answers, race documentation**'.

16.10 Keeping a logbook in accordance with good seamanship is mandatory. The logbook must include at least:

- The (estimated) position at 00:00 AM, 06:00 AM, 12:00 noon, and 18:00 PM;
- Weather conditions at those times;
- Wind conditions at those times;
- Times of passing marks;
- Time of crossing the finish line;
- All received emergency communications.

The race committee may verify this.

Appendix A. Starting Schedule and Class Division **Startgroepen:**

Starting groups	Course	Times	Signals	Sound signals	Flags
		08:53 AM	Display course board B		
Starting group 1 (Red starting flag)	Course B	08.55 AM	Warning signal	1 sound signal	Hoist red flag
		08.56 AM	Preparatory signal	1 sound signal	Hoist flag P
		08.59 AM	1-minute signal	1 long sound signal	Lower flag P
		09.00 AM	Start	1 sound signal	Lower red flag
		09.02 AM	Remove course board B		
		09.03 AM	Display course board A		
Starting group 2 (Blue starting flag)	Course B	09.05 AM	Warning signal	1 sound signal	Hoist blue flag
		09.06 AM	Preparatory signal	1 sound signal	Hoist flag P
		09.09 AM	1-minute signal	1 long sound signal	Lower flag P
		09.10 AM	Start	1 sound signal	Lower blue flag
Starting group 3 (Yellow starting flag)	Course A	09.15 AM	Warning signal	1 sound signal	Hoist yellow flag
		09.16 AM	Preparatory signal	1 sound signal	Hoist flag P
		09.19 AM	1-minute signal	1 long sound signal	Lower flag P
		09.20 AM	Start	1 sound signal	Lower yellow flag
Starting group 4 (Black starting flag)	Course A	09.25 AM	Warning signal	1 sound signal	Hoist black flag
		09.26 AM	Preparatory signal	1 sound signal	Hoist flag P
		09.29 AM	1-minute signal	1 long sound signal	Lower flag P
		09.30 AM	Start	1 sound signal	Lower black flag
		09.32 AM	Remove course board A		

The provisional grouping will be as follows:

- IRC, ORC1, and ORC2 will start first in Start Group 1;
- ORC3 and DH-ORC in Start Group 2;
- Open Class 1 and Open Class 2 in Start Group 3; and finally
- Open Class 3 and Open Class 4 in Start Group 4.

This grouping depends on the number of entries per class and may be subject to change.
The final grouping will be determined after the registration deadline has passed.

Flag display at the start

		Starting procedure	
7 minutes before the start	A or B		Display of the course board, until 2 minutes after the start of the respective starting group
5-minute signal Warning signal		↑	Starting group 1, red flag. Starting group 2, blue flag. Starting group 3, yellow flag. Starting group 4, black flag.
4-minute signal Preparatory signal		↑	Flag 'P' is hoisted with one sound signal.
1 minute 1 minute signal.		↓	Flag 'P' is lowered with one sound signal.
Start.		↓	The starting group flag is lowered with one sound signal.

Recall signs

Individual Recall

Individual recall		↑ ↓	When the boats that were over the starting line at their starting signal have returned to the pre-start side of the line, flag 'X' is lowered. One sound signal is given when the flag is hoisted and when it is lowered.
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General Recall

General recall		↑ ↓	The 'EW' pennant is hoisted with two sound signals. The pennant is lowered 9 minutes after the original starting signal.
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Postponement of the race

Postponement signal		↑ ↓	The 'OW' pennant is hoisted with two sound signals. The pennant is lowered one minute before the warning signal of the (rescheduled) start
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