STANDAARDMODEL SAILING INTRUCTIONS VOOR EEN NATIONAAL KAMPIOENSCHAP 2024

In **Addendum** **A** zijn baantekeningen opgenomen voor verschillende baanvormen.

In **Addendum B** staanregels indien boten ter beschikking worden gesteld door de organiserende autoriteit.

In **Addendum K** worden de regels voor kwalificatie wedstrijden beschreven.

Dit Standaardmodel voorziet in een beproefde set sailing instructions die gebruikt moet worden voor een Nationaal Kampioenschap dat op één enkele baan zal worden verzeild.

Aan het eind zijn in Addendum A baantekeningen opgenomen voor verschillende baanvormen.

De bepalingen met \* gemerkt mogen niet gewijzigd worden. De overige bepalingen kunnen aangepast worden.

*De principes, waarop alle wedstrijdbepalingen gebaseerd moeten zijn, zijn de volgende*:

1 Zij moeten slechts twee soorten uiteenzettingen bevat­ten: de bedoe­lingen van het wedstrijdcomité en de ver­plichtin­gen van de zeilers.

2 Zij moeten alleen betrekking hebben op het wed­strijdzei­len. Infor­matie over gezelligheidsbijeen­komsten, toewij­zing van ligplaatsen, etc. moeten afzonderlijk worden verstrekt.

*3 Zij moeten de wedstrijdregels niet ver­ande­ren tenzij dit duidelijk wenselijk is.*

*4 Zij moeten de wedstrijdregels niet her­ha­len of her­schrijven.*

*5 Zij moeten zichzelf en de bepalingen in de aankondiging niet herhalen.*

*6 Zij moeten in chronologische volgorde zijn; dat is de volgorde, waarin de deelnemer ze gebruikt.*

*7 Zij moeten waar mogelijk woorden en zinswendingen van de wed­strijdregels gebruiken.*

Kijk voor het gebruik van deze leidraad eerst naar regel J2 en beslis welke bepalingen nodig zijn.

Raadpleeg bijgevoegd document “aandachtspunten” voordat u beging met invullen.

Bepalingen die zijn vereist in Appendix J2.1 RvW zijn ge­merkt met een sterretje (\*). Laat alle niet toepasbare en onnodige bepalingen vervallen. Selecteer de voorkeurskeuze als er een keuze is. Volg de aanwijzingen om de geel gemarkeerde ruimten in te vullen. en selecteer de bewoording van uw voorkeur als een keuze of optie getoond wordt.

Hernummer de artikelen niet (eventueel ‘binnen ’ een artikel wel) maar vermeldt niet gebruikte artikelnummers als not applicable (de kop laten staan, overige tekst verwijderen).

Aandachtspunten bij de controle NoR/SI voor een (O)NK

De Reglementencommissie heeft een aantal aandachtspunten geformuleerd, die van toepassing zijn bij de controle van de Aankondiging en Wedstrijdbepalingen van een (open) Nederlands kampioenschap. Let op: Dit is een levend document, wat regelmatig gewijzigd kan worden.

Kijk vóór U een concept inlevert naar deze richtlijnen.

1. Indien een OA een regel wil wijzigen volgens RvW 86.3 moet hiervoor toestemming worden gegeven door het Platform Wedstrijdzeilen.
2. Splitsen in meerdere startgroepen mag bij een regulier NK pas bij > 30 deelnemers en bij een sprint NK bij > 13 deelnemers.
3. Bij een NK met > 10 wedstrijden splitsen na min. 5 wedstrijden of 2 dagen.
4. Als er een “ oneindige “ baan gevaren wordt mag er alleen gefinisht worden bij een boei/gate.
5. Zie voor Regels sprint NK de website van het Watersportverbond.
6. Bij een NK moet minstens 1 lid van het technische comité een erkende klasse controleur zijn.
7. Bij een NK moeten de wedstrijdleider en de voorzitter van het protestcomité kwalificatie niveau 4 hebben.
8. Wanneer er kwalificatiewedstrijden worden gevaren, waarbij hoger beroep wordt uitgesloten, moet de voorzitter en minstens één ander lid de kwalificatie protestcomitélid niveau 4 hebben
9. In het huidige format moet de keuze gemaakt worden of de baan wel/niet gewijzigd/afgekort kan worden. Indien het verkorten van een baan of een baan wijziging > 10 graden mogelijk is dan altijd met de daartoe voorgeschreven seinen. Baan wijzigen/verlengen/verkorten zonder seinen mag niet, behalve bij surfwedstrijden, mits vermeld wordt dat RvW 33 is gewijzigd..
10. Let op : bij SI 9.4 bestaat de optie om geen baan wijzigingen te doen. Dan uiteraard SI 13 laten vervallen. Of andersom SI 13 van toepassing dan SI 9.4 laten vervallen.
11. 1 – 2 ronden straf. Bij een regulier NK altijd 2 ronden m.u.v. de zeer slecht draaiende boten (b.v. skiffs, aken, skûtsjes enz. ) of klassen, die internationaal erkend zijn en in hun klassenregels vermelden, dat de Eén-Rondestraf van toepassing is.
12. Bij een baan met een gate boven moet in de wedstrijdbepalingen artikel 12.6 de volgende wijziging opgenomen worden. De RvW 30.2, 30.3 en 30.4 worden als volgt gewijzigd : “de driehoek gevormd door de uiteinden van de startlijn en het eerste merkteken” vervangen door “de vierhoek gevormd door de uiteinden van de startlijn en de eerste merktekens”.

**SAILING INSTRUCTIONS**

**[Open] Dutch Championship**

\_\_\_\_\_\_\_class

Organised by **\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

under the auspices of the Royal Netherlands Watersport Association (RNWA)

from \_\_\_\_\_\_\_\_ to \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ (inclusive) 2024

location: \_\_\_\_\_\_\_\_\_\_\_\_\_

NB Bij een open kampioenschap moeten de Wedstrijdbepalingen in het Engels worden geschreven.

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

The notation ‘[NP]’ in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

**1. RULES**

**1.1\*** The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.

**1.2** In addition to the Notice of Race the following *Rules* are changed: RRS <number> see <number>.

**2\* CHANGES TO SAILING INSTRUCTIONS**

**2.1** Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

**2.2** Changes to a sailing instruction may be made on the water by *<description of procedure>*.Dit vermelden indien van toepassing, anders weg laten.

**3 COMMUNICATIONS WITH COMPETITORS**

**3.1** Notices to competitors will be posted on the official notice board located at [*<URL>*][*<location>*].

**3.2** The race office is located at *<location>*[, telephone *<phone number>*][, email *<email address>*].

**3.3** On the water, the race committee intends to monitor and communicate with competitors on VHF radio. (channel no).

**3.4** The following communications [may][will] be made by the race committee on VHF channel *<number>*. <l*ist of items>*

Dit weglaten als geen VHF wordt gebruikt.

If the race committee displays flag <*flag>* alternate VHF channel *<number>* will be used.

**4 [DP] CODE OF CONDUCT**

**4.1** Competitors and support persons shall comply with reasonable requests from race officials.

**4.2** 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.

**5. SIGNALS MADE ASHORE**

**5.1** Signals made ashore will be displayed at \_\_\_\_\_.

**5.2** When flag AP  is displayed ashore, ‘1 minute’ is replaced with ‘not less than \_\_\_\_\_ minutes’ in the race signal AP.

**5.3** [DP] Flag D  with one sound means ‘Boats [are requested not to][shall not] leave the [harbour][shore] until this signal is made. The warning signal will not be made before the scheduled time or less than *<number>* minutes after flag D is displayed.

**6 SCHEDULE OF RACES**

**6.1 *<table>***

**6.2** One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 2.1.

**6.3** The scheduled time of the warning signal for the first race each day is *<time>*.

**6.4** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

**6.5** On the last scheduled day of racing no warning signal will be made after *<time>*.

**7\* CLASS FLAGS**

**7.1** The Class flags are:[table]

**8 RACING AREA**

**8.1** [The racing area is *<description>*][SI Addendum *<.number.>* shows the location of the racing area(s).]

**9 COURSES**

**9.1\*** The diagram(s) in SI Addendum A show(s) the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. [The approximate course length is\_\_\_\_\_.]

**9.2** No later than the warning signal, the race committee vessel will display the approximate compass bearing of the first leg and /or the course.

**9.3** Courses will not be shortened. This changes RRS 32.

Dit vermelden indien van toepassing, anders weg laten.

**9.4** Legs of the course will not be changed after the preparatory signal. This changes RRS 33.

Dit vermelden indien van toepassing, anders weg laten.

**10 MARKS**

**10.1\*** Marks 1, 2, 3, 4S and 4P will be \_\_\_\_\_.

**10.2** New marks, as provided in SI 13.1, will be \_\_\_\_\_.

**10.3\*** The starting and finishing marks will be \_\_\_\_\_.

**10.4** A race committee vessel signaling a change of a leg of the course is a mark as provided in SI 13.2.

**10.5** The following marks are rounding marks: *<list>*.

**11 OBSTRUCTIONS**

**11.1** The following [object(s)][line(s)][area(s)] [is][are] designated as [an] obstruction(s):\_\_\_\_\_\_\_\_\_\_\_.

**12 THE START**

**12.1** Races will be started as follows:*<description>*. This changes RRS 26.

Gebruik dit alleen als het van toepassing is.

**12.2** [The starting line is between staffs displaying orange flags on the starting marks.][The starting line is between a staff displaying an orange flag on the [starting mark][signal vessel] at the starboard end and the course side of the port-end starting mark.][The starting line is *<description>*.]

**12.3** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area is defined as … mtr windward and leeward en … mtr on both ends of the starting line. .

**12.4** If any part of a boat’s hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel *<designation>*. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

Dit vermelden indien van toepassing, anders weg laten.

**12.5** A boat that does not start within *<number>* minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

**13 CHANGE OF THE NEXT LEG OF THE COURSE**

**13.1** To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

**(OR)**

**13.1** To change the next leg of the course, the race committee will lay a new mark or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark

.

**13.2** (Als het merkteken aan bakboord moet worden gehouden).

Except at a gate, boats shall pass between the race committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28.

(OR)

**13.2** (Als het merkteken aan stuurboord moet worden gehouden).

Except at a gate, boats shall pass between the race committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to starboard and the race committee vessel to port. This changes RRS 28.

**14\*** **THE FINISH**

**14.1** The finishing line is between staffs displaying blue flags on the finishing marks.

**(OR)**

**14.1** The finishing line will be between a staff displaying a blue flag on the finishing mark at the starboard-end and the course side of the port-end finishing mark.

**15 PENALTY SYSTEM**

**15.1** An international jury is appointed as provided in RRS 70.5

. Dit vermelden indien van toepassing, anders weg laten.

OR

**15.1** The right of appeal from a protest committee decision is denied in the qualifying races as provided in RRS 70.5[(a)][(b)][(c)].

NB Deze toestemming wordt alleen onder bepaalde voorwaarden gegeven en alleen voor eventuele kwalificatiewedstrijden.

Denk eraan dat de toestemmingsbrief op het officiële mededelingenbord moet worden gepubliceerd.

NBAls er een internationale jury is benoemd deze bepaling schrappen.

NB Deze bepaling schrappen als er geen sprake is van kwalificatiewedstrijden of als RvW 70.5 niet van toepassing is.

**15.2** RRS Appendix P applies. Dit vermelden indien van toepassing, anders weg laten.

**15.3** RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one. Dit vermelden indien van toepassing, anders weg laten.

**16 TIME LIMITS [AND TARGET TIMES]**

**16.1** The Mark 1 Time Limit, Race Target Time (see RRS 35), and the Finishing Window are shown in the table below.

|  |  |  |  |
| --- | --- | --- | --- |
| Mark 1 Time Limit | Race target time |  | Finishing Window |
| *<time>* | *<time>* |  | *<time>* |

**16.2** If no boat has passed Mark 1 within the Mark 1 Time Limit the race will be aban­doned.

**16.3** The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place [one][two] more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

**16.4** Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

**17 HEARING REQUESTS**

**17.1** [The][For each class, the] protest time limit is *<. . .>* minutes after the last boat [in that class] finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

**17.2** Hearing request forms are available from the race office at *<URL or location>*.

**17.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at *<description>*, beginning at [the time posted][*<date and/or time>*].

**17.4** A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

Dit vermelden indien van toepassing, anders weg laten.

**18 [NP][DP] SAFETY REGULATIONS**

**18.1** Check-out and check-in: \_\_\_\_\_.

**18.2 [DP]** A boat that retires from a race shall notify the race committee at the first reasonable opportunity. [Promptly after returning to shore, the boat shall complete a retirement declaration form, which is available at *<URL or location>*.]

**19 REPLACEMENT OF CREW OR EQUIPMENT**

**19.1\*** Substitution of competitors will not be allowed without prior written approval of the [race committee] [protest committee] Replacement of the responsible person is not allowed.

**19.2** Substitution of marked damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

**NB:** Deze regel schrappen als er geen meting voor aanvang van het kampioenschap is, waarbij uitrustig wordt gemerkt.

**20 EQUIPMENT CHECKS AND MEASUREMENT CHECKS**

**20.1** A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

**20.2** [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

**21 SUPPLIED BOATS**

**21.1** Boats will be supplied by the organizing authority. See SI Addendum *<. . .>*.  Dit vermelden indien van toepassing, anders weg laten.

**22 OFFICIAL VESSELS**

**22.1** Official vessels will be identified as follows: *<description or table>*.

**23 [DP] SUPPORT TEAMS**

**23.1** Support teams, including all support persons and support person vessels, shall comply with the support team regulations [at <*URL or location*>][SI Addendum *<. . .>*].

**23.2** Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24 TRASH DISPOSAL

24.1 Trash may be placed aboard [official]or [support persons] boats.

**25 ORGANISATION**

The race officer is : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

The chairman of the protest committee is : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

The second member of the protest committee is : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

The chairman of the technical committee is : \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

NB: Het tweede (erkende) lid van het protestcomité moet worden opgegeven als er ontzegging hoger beroep is verleend.

**ADDENDUM K; Qualifying Races**

If stated in the Sailing Instructions qualifying races will be scheduled in the mentioned classes according to sailing instructions Addendum K.

Let op: Pas zo nodig de aantallen wedstrijden aan!

1. De groups are composed on the basis of the results of the Dutch Championships/ Annual trophy of last year using the system:

Group 1 Group 2 Group 3 Group 4

1 2 3 4

8 7 6 5

Etc.

Sail numbers, not mentioned in the results of last year will be added in numeric order to the groups.

b.. In the qualifying races is the start of Group II- the amount of boats as stated in the Sailing Instructions- \_\_\_ minutes after a valid start of Group I. In the final races is the start of the Silver fleet the amount of boats as stated in the Sailing Instructions \_\_\_\_ minutes after a valid start of the Gold fleet.

c.. The Sub Groups are sailing qualifying races according to this schedule:

|  |  |  |
| --- | --- | --- |
| Qualifying Race | Group I | Group II |
| 1 | Sub Groups a and b | Sub Groups c and d |
| 2 | Sub Groups b and d | Sub Groups a and c |
| 3 | Sub Groups a and d | Sub Groups b and c |

d. After the qualifying races boats will be assigned to final-series fleets Gold and Silver.

If three qualifying races are completed, the worst result in the qualifying races will (temporarily) be discarded.

If less than three races are completed, the ranking is based on the results without discard.

e. There will be the same number of fleets in the final series as in the qualifying series.

The final-series fleets will have, as nearly as possible, equal size but so that the Silver fleet is not larger than the Gold fleet.

Boats with the best qualifying-series ranks will race all final-series races in the Gold fleet, boats with the next-best qualifying-series ranks will race in the Silver fleet.

f. As long as three qualifying races are completed on the date stated in the Sailing Instructions, the assignment to Gold- and Silver fleet will be posted the following day before 0900. If at that time only two or less qualifying races are completed, the races on the next day are also qualifying races until three races are completed. The assignment to Gold- and Silver fleet will be announced as soon as possible.

g. If after one day before the last day of racing only two qualifying races are completed, the assignment to the Gold and Silver fleet will be made after one day before the last day on the basis of two qualifying races. The assignment to Gold- and Silver fleet will be posted the following day before 9.00.

Dit artikel laten vervallen als het evenement uit minder dan 3 dagen bestaat

If after one day before the last day of racing only less than two qualifying races are completed, the qualifying series will be extended until two valid races are completed. The assignment to Gold- and Silver fleet will be posted as soon as possible.

h. Points for letter scores as mentioned in RRS A11 are the same as points given in the biggest possible fleet +1. This changes RRS A4.2 .

i. Scores in the qualifying series are carried forward to the final series.

**ADDENDUM A**

NBGebruik de banentekeningen en -beschrijvingen in dit Addendum bij het maken van het Attachment, zoals genoemd in Artikel 8.

ILLUSTRATING THE COURSE

*Shown here are diagrams of course shapes. Any course can be simi­larly shown. When there is more than one course, prepare a separate diagram for each course and state how each will be signalled.*

**A Windward-Leeward course**

****

**Start-1-2-1-2-finish**

*Options for this course include*

*(1) increasing or decreasing the number of laps,*

*(2) deleting the final windward leg,*

*(3) using a gate instead of a leeward mark,*

*(4) using an offset mark at the windward mark, and*

*(5) using the leeward and windward marks as starting and finishing marks.*

**A Windward-Leeward-Triangle Course**

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**Start – 1 – 2 – 3 – 1 – 3 – Finish**

*Options for this course include*

*(1) increasing or decreasing the number of laps,*

*(2) deleting the last windward leg,*

*(3) varying the interior angles of the triangle (45º–90º–45º and 60º–60º–60º are common),*

*(4 ) using a gate instead of a leeward mark for downwind legs (but not reaches).*

*(5) using an offset mark at the beginning of downwind legs (but not reaches), and*

*(6) using the leeward and windward marks as starting and finishing marks.*

*Be sure to specify the interior angle at each mark.*

**Trapezoid Courses**

**Start – 1 – 2 – 3 – 2 – 3 – Finish Start – 1 – 4 – 1 – 2 – 3 –Finish**

*Options for these courses include*

*(1) adding additional legs,*

*(2) using gates instead of leeward marks for downwind legs (but not reaches),*

*(3) varying the interior angles of the reaching legs,*

*(4) using an offset mark at the beginning of downwind legs (but not reaches), and*

*(5) finishing boats upwind rather than on a reach.*

*Be sure to specify the interior angle of each reaching leg. It is   
recommended that Mark 4 be different from the starting mark.*

**ADDENDUM B**

NB Gebruik de artikelen uit dit Addendum, als er boten ter beschikking worden gesteld.

**BOATS PROVIDED BY THE ORGANIZING AUTHORITY**

*The following sailing instruction is recommended when all boats will be provided by the organizing authority. It can be changed to suit the circumstances. When used, it should be inserted after instruction 3.*

**21.2 BOATS**

**21.3** Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that

(a) a compass may be tied or taped to the hull or spars;

(b) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;

(c) hulls, centreboards and rudders may be cleaned, but only with water;

(d) adhesive tape may be used anywhere above the water line; and

(e) all fittings or equipment designed to be adjusted may be adjusted, provided that the class rules are complied with.

**21.4** All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

**21.5** The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.

**21.6** Competitors shall report any damage or loss of equipment, however slight, to the organizing authority’s representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the [protest committee] [jury] is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

**21.7** Class rules requiring competitors to be members of the class associ­ation will not apply. See RRS 87.