



SAILING INSTRUCTIONS
Open Dutch Championship
Solo class
organised by Koninklijke Watersport Vereniging Sneek
under the auspices of the RNWA
from the 10th to 12th of September (inclusive) 2021
location: Sneekmeer

[NP] 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).

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing.

1. RULES

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

1.2 Racing rule(s) A5.1 & A5.2, 40, 62.1(a), 65.2 will be changed.

RRS 50.1(b) is substituted by Solo Class Rule C1.1(b) such that the total weight of worn equipment above the knee shall not exceed 10kg.

1.3 All competitors and support persons must adhere to the corona rules of the Dutch government for the for the rules see <https://www.government.nl/topics/coronavirus-covid-19>

1.4 [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. - Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions

2 CHANGES TO SAILING INSTRUCTIONS

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

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at the "Starttoren".

3.2 The race office is located at the Starttoren on the Starteiland.

3.3 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.




4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the Starttoren.

5.2 When flag AP  is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

6 SCHEDULE OF RACES

6.1 The scheduled time of the starting signal for the first race is as follows:

	<i>10 September</i>	<i>11 September</i>	<i>12 September</i>
<i>Race 1</i>	<i>11:30</i>	<i>10:00</i>	<i>10:00</i>
<i>Race 2</i>	<i>a.s.a.p after race 1</i>	<i>a.s.a.p after race 1</i>	<i>a.s.a.p after race 1</i>
<i>Race 3</i>	<i>a.s.a.p after race 2</i>	<i>a.s.a.p after race 2</i>	<i>a.s.a.p after race 2</i>
<i>Race 4</i>		<i>a.s.a.p after race 3</i>	

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 On the last scheduled day of racing no warning signal will be made after *1500 hrs.*

7 CLASS FLAGS

7.1 The Class flag that will be used is flag W.

7.2 In case of qualifying races, the group number will be displayed, no later than 1 minute before warning signal, on a digital board on the starting vessel.

8 RACING AREA

8.1 SI Addendum A shows the location of the racing areas.

9 COURSES

9.1 The diagram(s) in SI Addendum A shows the courses, 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 60 minutes.

9.2 No later than the warning signal, the race committee vessel will display the course number at the starting vessel on yellow board with black letters.

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

10 MARKS

10.1 Marks of the course area are cylinder-shaped red/yellow marks. Marks on the water are not numbered.

10.2 The starting marks will be 2 orange round buoys. The finish line will be between the cylinder mark and the finish vessel, with a blue flag, on course A and B. The finish line on course C and D will be between the two cylinder marks of the upwind gate. Next to the upwind gate, a finish vessels will show a blue flag.



11 OBSTRUCTIONS

- 11.1 The following area is designated as obstruction:
The water ski area and the fairway/channel marked with XXX on the map in Addendum A. Entering this area during a race will result in a DSQ without a hearing.

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 12.2 The starting line will be between the course side of the port end starting mark and the course side of the starboard end starting mark.
- 12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.4 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.
- 12.5 The decision to start or abandon a race rests with the RC, with an average (5-10 minutes) of a minimum wind speed of 5 knots and a maximum wind speed of 25 knots.

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.

14 THE FINISH

- 14.1 The finish vessel carries a blue flag during the finish procedure.
- 14.2 The finish line will be between the cylinder mark (course side) and the finish vessel displaying a blue flag on courses A and B. The finish line on courses C and D will be between the two cylinder marks (course side) of the upwind gate.

15 SPARE

16 TIME LIMITS [AND TARGET TIMES]

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

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 minutes	60 minutes	20 minutes

- 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 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 protest time limit is 60 minutes after the last boat 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 the Starttoren.
- 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 the race office "Starttoren", beginning as soon as possible.
- 17.4 A request for a decision in writing has to be delivered within one hour after the decision is given verbally. This changes RRS 65.2.
- 17.5 Decisions of the protest committee in the qualifying races will be final as provided in RRS 70.5. The RNWA has granted permission in accordance with the prescriptions of the RNWA to this rule.

18 SCORING

- 18.1 Four races are required to be completed to constitute a series.
- 18.2 (a) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
(b) When 5, 6, 7 or 8 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
(c) When 9 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

19 [NP][DP] SAFETY REGULATIONS

- 19.1 Personal Flotation Devices of at least 50 Newton shall be worn by all competitors, at all times while afloat, except for a short period whilst changing clothing. Flag "Y" will be displayed at all times during the event.
- 19.2 While afloat, all boats shall carry a floating towline of minimum length 10m and minimum diameter 6mm, with one end fixed to a strong point of the boat as close as possible to the bow.
- 19.3 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors will not be allowed without prior written approval of the race committee. Replacement of the responsible person is not allowed.

21 EQUIPMENT CHECKS AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

22 SPARE

23 OFFICIAL VESSELS

- 23.1 Official vessels will be identified with a "KWS flag"



24 [DP] SUPPORT TEAMS

- 24.1 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.

25 TRASH DISPOSAL

- 25.1 Trash may be placed aboard support or official boats.

26 SPARE

27 SPARE

28 SPARE

29 PRIZES

The crew of the winning boat acquires the title "Dutch Champion"
The RNWA supplies for the winning boat or team a blue pennant and a medal for every member of the crew of the first three boats or crews

30 RISK STATEMENT

- 30.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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.

31 INSURANCE

- 31.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of Euro 1.500.000 per incident or the equivalent.

32 ORGANISATION

The race officer is	: Erwin de Vries
The chairman of the protest committee is	: Marcel Bult
The second member of the protest committee is:	: TBC
The chairman of the technical committee is	: Eddy Huisman



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.

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

Yellow	Green	Red	Blue
1	2	3	4
8	7	6	5
Etc.			

- b. In the qualifying races is the start of Group II- the amount of boats as stated in the Sailing Instructions- 10 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- 10 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 Yellow and Green	Sub Groups Red and Blue
2	Sub Groups Green and Blue	Sub Groups Yellow and Red
3	Sub Groups Yellow and Blue	Sub Groups Green and Red

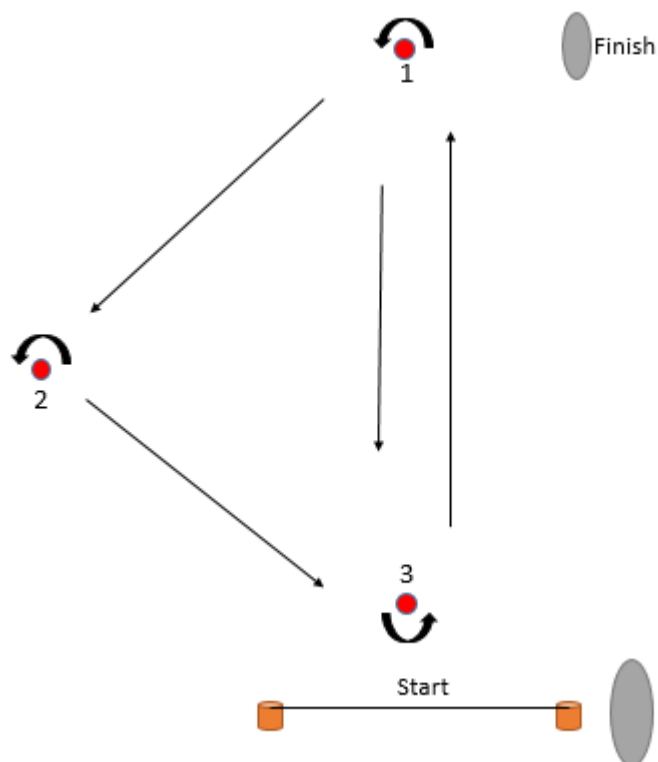
- d. After the qualifying races boats will be assigned to final-series fleets Gold and Silver. If three qualifying races are completed, the worst result in the qualifying races will (temporarily) be discarded. If less than three races are completed, the ranking is based on the results without discard.
- 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.
- 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. If after one day before the last day of racing only one qualifying race is completed, the qualifying series will be extended until two valid races are completed.
- 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

The location of the racing area



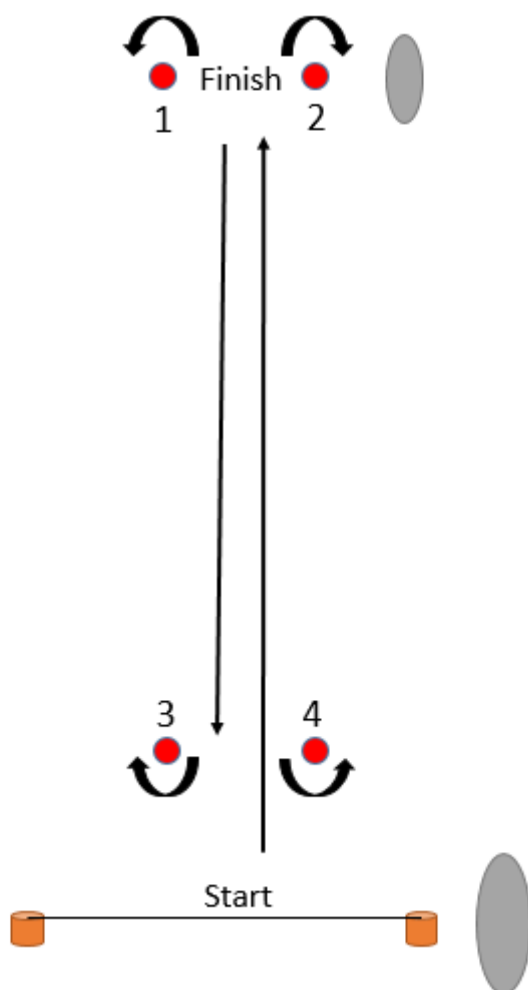
Area marked with "XXX" are forbidden for all sailors.



Course A: Start – 1(p) – 2(p) – 3(p) – 1(p) – 3(p) – Finish

Course B: Start – 1(p) – 2(p) – 3(p) – 1(p) – 3(p) – 1(p) – 2(p) 3(p) – Finish

Note: Marks on the water are not numbered. Courses A and B will be used with 12 knots or more.



- Course C:** Start – Gate 1(p) 2(s) – Gate 3(s) 4(p) – Gate 1(p) 2(s) – Gate 3(s) 4(p) – Finish
- Course D:** Start – Gate 1(p) 2(s) – Gate 3(s) 4(p) – Gate 1(p) 2(s) – Gate 3(s) 4(p) – Gate 1(p) 2(s) – Gate 3(s) 4(p) – Finish

Note: Marks on the water are not numbered. Courses C and D will be used in case of average wind speeds below 12 knots.