



# SAILING INSTRUCTIONS

## Class Event for Etchells class Pion class Dyas class

organised by **WSV Hoorn**  
under the auspices of the RNWA  
from 5<sup>th</sup> to 6<sup>th</sup> October (inclusive) 2024  
location: Hoornse Hop, Hoorn

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 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 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>.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by signals on the committee vessel "Voorzitter B".

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 the committee will do the notices at the Whatsapp Group "WSV Hoorn Keelboatevent" Register for the Whatsappgroup via <https://chat.whatsapp.com/D9gMBQGICshF8ZN8VB2t38>
- 3.2 The race office is located at [Julianapark 1; 1621 MR Hoorn. +31 229 213 540](#); <https://wsvhoorn.nl/route>

### 4 [DP] CODE OF CONDUCT



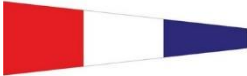
- 4.1 [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. - Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not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





**7 CLASS FLAGS**

7.1 The Class flags are:

	Pion	Dyas	Etchells
Flag	<i>Number pennant 1</i>	<i>Number pennant 2</i>	<i>Number pennant 3</i>
			

**8 RACING AREA**

8.1 Addendum A shows the location of the racing area.

**9 COURSES**

9.1 The diagram(s) in SI Addendum B 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.

9.2 No later than the warning signal, the race committee vessel will display the approximate compass bearing of the first leg and the course number on a white board with roman numerals.

**10 MARKS**

10.1 Mark1 and 3 are orange buoys. Mark 2 is a spreader and an small yellow buoy.

10.2 New marks 1 and 3, as provided in SI 13.1, will be green buoys. New mark 2 as provided in SI 13.1 will be a yellow buoy.

10.3 The starting marks will be a buoy with staff displaying an orange flag and a staff displaying an orange flag on the committee vessel with club flag WSV Hoorn

The finishing marks will be a buoy with staff displaying an orange flag and a staff displaying a blue flag on the committee vessel.

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

**11 SPARE**

**12 THE START**

12.1 The starting line is between a staff displaying an orange flag on the committee vessel at the starboard end and a buoy with staff displaying an orange flag at the port end.

12.2 Boats for which the warning signal has not yet been given must avoid the starting area during starting procedures for other races.

12.3 A boat that does not start within 4 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 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 Except at a gate, boats shall pass between the race committee vessel signalling 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.

### 14 THE FINISH

- 14.1 The finishing line will be between a staff displaying a blue flag on the committee vessel at the port end and a buoy with staff displaying an orange flag at the starboard end.

### 15 PENALTY SYSTEM

- 15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

### 16 TIME LIMITS [AND TARGET TIMES]

- 16.1 The targettime of race is 45 Minutes. 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
20 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 For each class, the protest time limit is 60 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.
- 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 Julianapark 1; 1621 MR in Hoorn (<https://wsvhoorn.nl/route>) beginning at the time posted in the Whatsappgroup

### 18 SPARE



## 19 [NP][DP] SAFETY REGULATIONS

- 19.1 [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 as follows: white flag with "RC"

## 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 official boats.

## 26 BERTHING

- 26.1 [DP] Boats shall be kept in their assigned places while in the harbour.

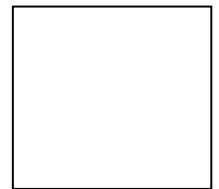
## 27 Spare

## 28 Spare

## 29 PRIZES

- 29.1 For all Classes: The WSV Hoorn supplies prizes as followed:  
For the winning boat or team, for the second boat or team, for the third boat or team  
  
Each class organisation can supply other prizes.

## 30 RISK STATEMENT



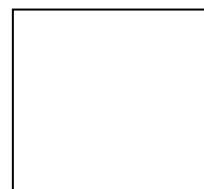
- 30.1** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds 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 or the equivalent per incident.

### **32 ORGANISATION**

The race officer is : Allert Mastebroek  
The chairman of the protest committee is : Bart Koolmeijer



## ADDENDUM A





**ADDENDUM B**

**Course I : Start-1p-2p-3s/p-1p-2p-Finish**

**Course II : Start-1p-2p-3s/p-1p-2p-3s/p-1p-2p- Finish**

