



SAILING INSTRUCTIONS
Open Dutch Championship
Contender class
organised by **Watersportvereniging Makkum**
under the auspices of the RNWA
from June 16 to June 18 (inclusive) 2023
location: IJsselmeer Makkum

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)*.

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.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at the Race Office

3.2 The race office is located at

WV Makkum,

Suderseewei 10, 8754 GK Makkum

Phone: +31 6 16 52 06 82


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 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 the race office

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

5.3 [DP] Flag D  with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 90 minutes after flag D is displayed.



6 SCHEDULE OF RACES

6.1

Friday 16 June 2023	Registration	08:30 – 10:00
Friday 16 June 2023	Race 1, First warning signal	11:55
	Race 2, First warning signal	a.s.a.p
	Race 3, First warning signal	a.s.a.p
Saturday 17 June 2023	Race 4, First warning signal	11:25
	Race 5, First warning signal	a.s.a.p
	Race 6, First warning signal	a.s.a.p
Sunday 18 June 2023	Race 7, First warning signal	10:25
	Race 8, First warning signal	a.s.a.p
	Race 9, First warning signal	a.s.a.p
	Price giving	a.s.a.p after last race

- 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 on Friday is 11:55, 11:25 on Saturday and 10:25 on Sunday.
- 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 15:00
- 6.6** On Friday the 16th, only the Contender class will be racing.

7* CLASS FLAGS / NUMBERS

7.1 For all classes, flag “W” will be used. Classes are identified by number. The class number will be shown on an electronic or other sign at the start from the warning signal until the start. The class number sign is only visible from the side of the starting line.

7.2 CLASS NUMBERS

Flying Dutchman	No.: 1
Contender	No.: 2
Spanker	No.: 3
Sailhorse	No.: 4
Efsix	No.: 5

- 7.3** The first start of the day will be in the order of the class numbers. The order of subsequent starts may be different.
- 7.4** On Friday 16th the Contender class will be the only class starting, it will be the first start of the day. The first warning signal will be as scheduled in 6.1



8 RACING AREA

- 8.1 Addendum B shows the location of the racing areas. The default race area will be Race Area B. Changes to the Race Area will be announced on the notice board not later than 0900 on the day it will take effect.

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 target sailing time will be approximately 1 hour.
- 9.2 No later than the warning signal, the race committee vessel will display the approximate compass bearing of the first leg of the course.
- 9.3 On Saturday the 17th and Sunday the 18th, the championship will be combined with a class event (MKE). Other classes will either share the course, or use some of the marks as indicated in the course diagram. On Friday the 16th the marks not used by the Contender class will not be present.

10 MARKS

- 10.1* Marks 1, 2, 3, 4,5 will be orange cylinder, mark 6 is a yellow cylinder
- 10.2 New marks, as provided in SI 13.1, will be round yellow
- 10.3* The starting and finishing marks will be round orange
- 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: 1,2,3,4,5,6

11 OBSTRUCTIONS

- 11.1 The following areas are designated as an obstruction(s):
- The starting line - before the warning signal of a class due to start and 5 minutes after the start of that-class
 - The finishing line – when a class is not due to finish

12 THE START

- 12.1 The starting line is between a staff displaying an orange flag on the signal vessel and an orange float at the port-end starting mark.
- 12.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.3 A boat that does not start within 5 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.
- 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 finishing mark and a blue flag on the finishing vessel.

15 RESERVE

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
20 minutes	75 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 75 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 *the race office* beginning at the time posted.

18 [NP][DP] SAFETY REGULATIONS

18.1 Check-out and check-in is by means of a tally system. Every competitor will be assigned a tally number. Upon departure a boat checks out by removing it's tally number from the tally board located at the race office. Check in is done by returning the tally back at the tally board. The tally must be returned to the tally board no later than 75 minutes after the last boat in that class finishes the last race of the day. Failure to check in or check out will be penalized with a discretionary penalty.

18.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 REPLACEMENT OF CREW OR EQUIPMENT

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

19.2 Substitution of 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.



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 RESERVE

22 OFFICIAL VESSELS

- 22.1 Official vessels will be identified as follows: *Showing a WVM Flag or pennant*

23 [DP] SUPPORT TEAMS

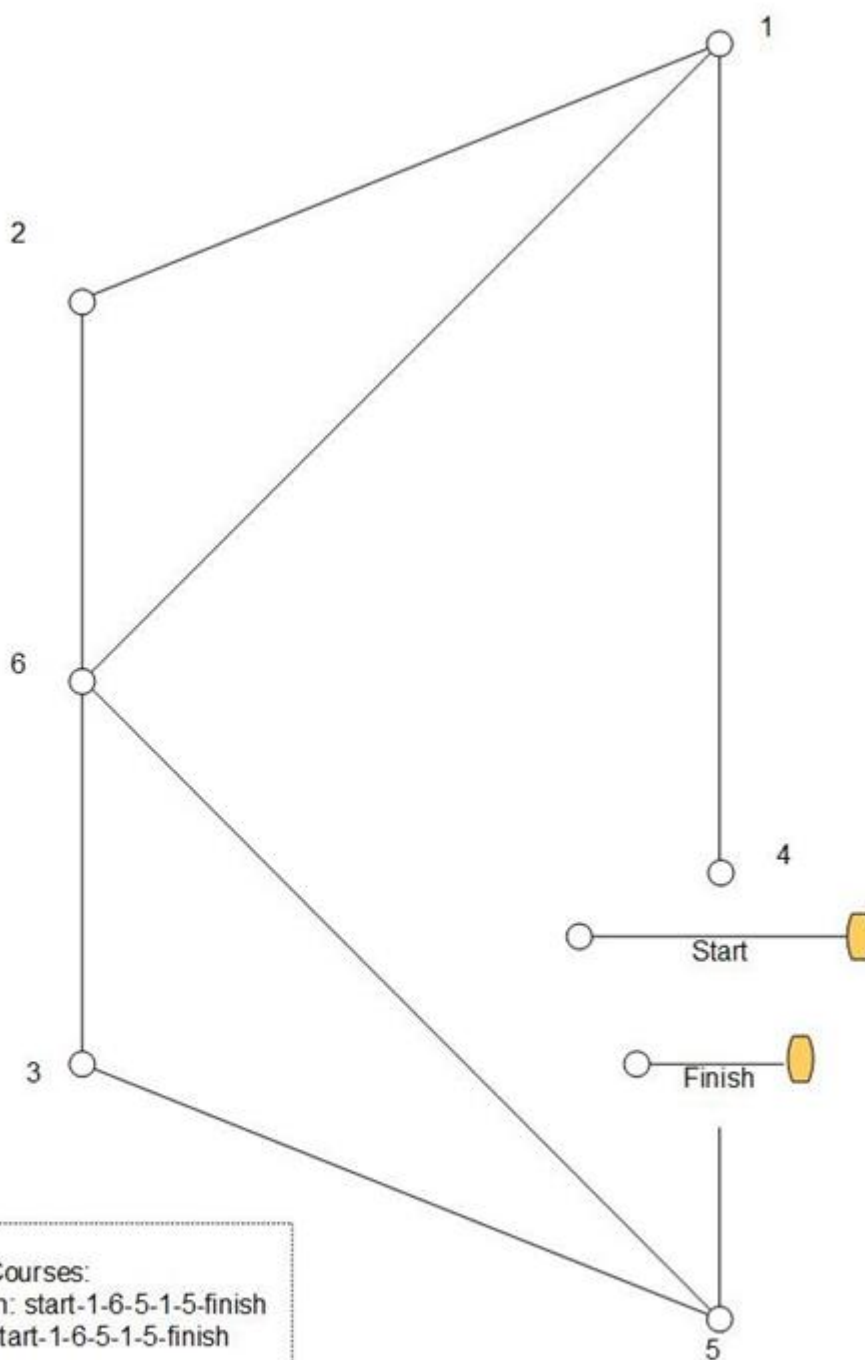
- 23.1 Support teams, including all support persons and support person vessels, shall comply with the support team regulations.
- 23.2 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

24 RESERVE

25 ORGANISATION

The race officer is : Willem Amels
The chairman of the protest committee is : Marcel Bult
The second member of the protest committee is : Geert Markx
The chairman of the technical committee is : Rep Boonstra

Addendum A: The courses



Courses:
Flying Dutchman: start-1-6-5-1-5-finish
Contender: start-1-6-5-1-5-finish

Spanker: 1-2-3-2-3-5-finish
Sailhorse: 1-4-1-2-3-5-finish
Efsix: 1-4-1-2-3-5-finish

All marks to be rounded port side

Addendum B: Race Areas

