

Nederlands Club Kampioenschap Teamzeilen

October 20-21, 2018

LOCAL SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	RRS – racing rules of sailing
SSI – standard sailing instructions	NoR – notice of race
LSI – local sailing instructions	RZV – Rotterdamsche Zeilvereniging

1. APPLICABLE SAILING INSTRUCTIONS

- 1.1 The Sailing Instructions for this event, as required by RRS 90.2, are constituted by these Local Sailing Instructions in conjunction with the 2K Standard Sailing Instructions which can be found on the website of the 2K Team Racing International Association (<http://2kteamracing.com/>).
- 1.2 The bylaws of the Rotterdamsche Zeilvereniging which can be seen on its website at www.rzv.nl shall apply to all participants

2. RACE OFFICE

- 2.1 The race office is located inside the clubhouse of the RZV.
- 2.2 The race office will be open:
 - (a) For registration between 08:00 and 08:30 on October 20, 2018.
 - (b) Daily between 08:00 and 18:00
- 2.3 The official notice board is located inside the clubhouse of the RZV.
- 2.4 Signals made ashore will be displayed from the flagpole of the RZV.

3. AMENDMENTS TO THE STANDARD SAILING INSTRUCTIONS

- 3.1 For signalling a protest under RRS D2.2 (a) (Protests by Boats) a Yankee flag shall be used.
- 3.2 RRS 13 and 17 will be deleted. These changes have been authorised by World Sailing under RRS 86.2.
- 3.3 Under WS Regulation 18.1.5 (b), this event will test a test rule proposed for 2K team racing. See detailed wording for these rule change in LSI Addendum I.

4. BOATS AND SAILS

- 4.1 The event will be sailed in Maxfun 25 type boats.
- 4.2 Boats will be identified by bow numbers.
- 4.3 Boats will be equipped with the items as detailed in LSI Addendum G
- 4.4 The boats can be equipped with a track and trace system.

5. CREW MEMBERS, NUMBER and SAFETY

5.1 The total number of crew for one team, including the skippers, shall be eight.

6. EVENT PROGRAMME, EVENT FORMAT AND STARTING SCHEDULES

6.1 A list of eligible teams and the starting schedule are detailed in LSI Addendum E.

6.2 The event programme and event format are detailed in LSI Addendum F.

6.3 The racing days are scheduled as on October 20 and 21, 2018.

6.4 The intended time of the first warning signal each day is 09:30.

6.5 The latest time for a warning signal on the last day of racing will be approximately 17:30.

7. RACING AREA and COURSE

7.1 The racing area will be indicated during the first briefing.

7.2 The courses as specified in the SSI will be used.

7.3 Description of Marks

(a) The RC boat will be identified by the RZV flag.

(b) The starting/finishing line mark will be a yellow stake mark.

(c) Marks 1, 2 and 3 will be orange cylindrical buoys.

(d) Course Limits: a number of yellow cylindrical buoys may be laid near the racing area marking the limit of safe pilotage for the purposes of Part 2 of the RRS. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course. There is no penalty for touching these buoys or objects defining these areas. A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3.

8. PRIZES

8.1 The winner will receive the title "NCK 2K Team Racing Champion" and will be awarded with the Blue Pennant, made available by the Royal Netherlands Watersport Association. Each crew member of the winning team receives a gold medal.

8.2 The crew members of the teams in 2nd and 3rd place will receive a silver or bronze medal respectively.

8.3 Other prizes may be awarded.

ADDENDUM E

LIST OF ELIGIBLE TEAMS and PAIRING LIST/KNOCK-OUT TABLE

LIST OF ELIGIBLE TEAMS

No.	Team name	Team captain	1 st -skipper	2 nd -skipper
1				
2				
3				
4				
5				
6				
7				
8				

PAIRING LIST ROUND ROBINS

The race schedule will be distributed during the first skippers briefing on Saturday October 20, 2018.

ADDENDUM F

EVENT PROGRAMME and FORMAT

F1. EVENT PROGRAMME

October 20, 2018

Registration, 8:00 – 8:30, Clubhouse RZV

Skippers briefing (mandatory) at 08:45 at the clubhouse of the RZV

First warning signal 09:30

Debriefing with umpires will be 30 minutes after the last race of the day

October 21, 2018

Skippers briefing (mandatory) at 08:45 at the clubhouse of the RZV

First warning signal 09:30

The latest time for a warning signal on the last day of racing will be approximately 17:30.

Prize-giving, will be approximately 18:00 at the clubhouse of RZV

F2. EVENT FORMAT

The event will consist of the following stages:

F2.1. Stage 1 - Preliminary

Teams shall sail a round robin until three hours before the time for the last warning signal on the final day. On conclusion of Stage 1 teams shall be placed in rank order according to SSI Addendum D.

F2.2. Stage 2 - Finals

Final and possibly petit final (knock out: first to score two (2) race wins).

The other teams will be ranked using the results of Stage 1.

ADDENDUM G

EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Small headsail
- Two headsail sheets
- Joystick
- Genoa cars

SAFETY GEAR

- One bucket

TOOLS

- Any supplied tools

MOORING LINES and FENDERS

- Two mooring lines
- One fender

ADDENDUM H

DAMAGE CHARGES

This appendix is included only for information and guidance and does not form part of this Notice or the Sailing Instructions. The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user

Damage	Definition	Cost
Hull	Gel coat or capping nicks	€ 50,00
	Minor hull damage not requiring lamination	€ 100,00
	Minor damage requiring lamination	€ 200,00
	Major damage or new capping – full cost of repair up to	€ 500,00
Deck	Minor damage	€ 50,00
	Major damage – full cost of repair up to	€ 500,00
	Minor winch damage	€ 35,00
	Major winch damage – full cost of replacement up to	€ 500,00
Sail damage	Rips smaller than 10cm	€ 25,00
	Rips larger than 10cm up to 40cm	€ 50,00
	Rips larger than 40cm – full cost of repair up to	€ 500,00
	Sail write off – full cost of replacement up to	€ 500,00
	Spinnaker write off – full cost of replacement up to	€ 500,00
Winch handles	Loss	€ 40,00
Bilge Pumps	Damage	€ 60,00
Flags	Loss	€ 20,00
Sheets	Damage or loss (per sheet)	€ 30,00
Spinnaker pole	End fitting damage (per fitting)	€ 50,00
	Pole break	€ 150,00
Deck fitting	Damage or loss - full cost of replacement up to	€ 500,00
Hatches	Minor damage	€ 50,00
	Major damage - full cost of replacement up to	€ 500,00
Radios	Loss	€ 150,00
Buoyancy aids	Loss	€ 40,00
Tiller extension	Break	€ 100,00
Bibs	Failure to Return at end of event (even if returned later)	€ 15,00
	Loss	€ 50,00

ADDENDUM I

TEST TEAM RACING RULE 16.2

This test rule is designed to overcome problems with rule 16.2 as it applies to team racing under Appendix D. Organizing authorities for umpired team racing events, particularly with keelboats, are encouraged to use this test rule and to report their view to World Sailing promptly after each event.

This test rule will apply only to umpired team racing when sailing instructions so state. It has been authorised by World Sailing in accordance with regulation 28.1.5(b).

Alternative Racing Rule 16.2

When stated in the sailing instructions, rule 16.2 is changed to

16.2 In addition, a *starboard-tack* boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the *port-tack* boat would immediately need to change course to *keep clear* of her.

When this rule applies the following changes to the Team Racing Call Book apply:

- Call D2 Delete call
- Call D5 In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics
- Call G7 Delete Q&A 1

Reasons for Test

Current Team Racing Call D2, particularly answer 2, is agreed as the correct interpretation of current Part 2 rule 16.2. However, the switch off of the rule when the boats are approaching each other as shown in Call D2 creates undesirable situations with a high risk of damage to the boats. This cannot be resolved without a significant change to the rule. The deletion of the rule is considered likely to make the situation worse where a dial-down by the starboard-tack boat is a common tactic. The recommendation builds on Racing Rules Committee discussions on submission 171-15. It minimises the restrictions on the right-of-way boat while providing an escape route for the keep clear boat.

Objectives for Proposed Rule

- Apply only when the starboard-tack boat is on a beat to windward (as defined in World Sailing Case 132)
- The rule shall apply in addition to rule 16.1 which will always apply
- Permit the starboard-tack boat to luff at any time
- Permit the starboard-tack boat to bear away to a course that is no more than 90 degrees from the wind
- Prohibit the starboard-tack boat from bearing away to a course more than 90 degrees from the wind if the port-tack boat will immediately need to change course to keep clear.