

## Nederlands Club Kampioenschap Teamzeilen (<18) October 19-20, 2019

### NOTICE OF RACE

Abbreviations:

OA – organising authority  
NoR – Notice of Race

RRS – racing rules of sailing  
SSI – Standard Sailing Instructions

#### 1 ORGANISING AUTHORITY

The Organising Authority (OA) is Kralingsche Zeilclub (KZC), in association with Stichting World Port Sail (WPS) under the auspices of the Royal Netherlands Yachting Union.

Contact: [info@nckteamzeilen.nl](mailto:info@nckteamzeilen.nl)

Website: [www.nckteamzeilen.nl](http://www.nckteamzeilen.nl)

#### 2 VENUE

The venue will be the Kralingsche Zeilclub (KZC. Langepad 25, Rotterdam, the Netherlands

#### 3 EVENT GRADING

The event has applied to be a 2K Team Racing International Association graded event  
The final grading assigned to the event will be in accordance with the 2K Grading Criteria published on the Association website.

#### 4 PROVISIONAL PROGRAMME

- (a) The Race Office will be open on October 19 and October 20, 2019 from 08:00.
- (b) Registration will be on October 19 from 08:00 until 08:30 unless extended by the OA
- (c) The first briefing for the team captains and skippers will be on October 19 at 08.45.
- (d) The first meeting with umpires will be immediately on completion of the first briefing.
- (e) Racing days are from October 19 to October 20, 2019.
- (f) The time of the warning signal of the first race on each day will be 09:30.
- (g) A debrief will be organised as soon as possible after the last race of the day.
- (h) The latest time for a warning signal on the last day of racing will be approximately 17:30.
- (i) Prize giving will be on October 20 at approximately 18.00.

4.2 Unless excused by the OA, attendance at the following is mandatory :

- (a) Daily briefing for the team captains and skippers.
- (b) Debriefing
- (c) Prize giving for all teams.

## 5 TEAMS ELIGIBILITY

- 5.1 A maximum of eight teams will be invited. Only teams invited by the OA will be eligible to enter this event. All entries are to be from clubs. These clubs shall be member of the Royal Netherlands Watersport Association.

One place is reserved for a team representing the host club.

One place is reserved for the club that finished on 1<sup>st</sup> position in the NCK Teamzeilen U18 2018 until Oktober 1, 2019.

After Oktober 1, 2019 the remaining places are available and will be allocated on a "first come, first serve" basis.

- 5.2 Team members must be born after 01-01-2002
- 5.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.2.
- 5.4 All skippers shall obtain an World Sailing Sailor ID by registering online at [www.sailing.org/isafsailor](http://www.sailing.org/isafsailor). Skippers shall inform the OA of their World Sailing Sailor ID at registration.

## 6 ENTRIES

### 6.1 Entering

The team shall be entered on completion of registration, the payment of all fees and deposits and signing of the "Sailing Agreement". The entry fee and the damage deposit shall be received on the bank account as specified under 17 of this NoR before the Closing Date

### 6.2 Entry Procedure

- The minimum number of teams needed to hold the event is six. There is a strict maximum of eight teams.
- The Closing Date for the event is October 5, 2019.
- If at 18.00 on the Closing Date the minimum number of teams have entered the event will proceed.
- If at 18.00 on the Closing Date there are insufficient entries the event will be cancelled, and the entry fee less any bank charges will be returned.
- If on the Closing Date the event is oversubscribed the OA will inform the team(s) concerned. These teams may request to be placed on a waiting list or have their entry fee less bank charges returned. All teams that have entered correctly and are not offered a place will have their entry fee less bank charges refunded.

### 6.3 Entry Fee

- A non-refundable entry fee of € 235,- shall be received on the bank account as specified under 17 of this NoR before the Closing Date.

### 6.4 Withdrawal

- When a team accepts an invitation and later withdraws before the Closing Date, the entry fee (less any bank charges) will be returned.
- When a team accepts an invitation and later withdraws after the Closing Date, the entry fee will not be returned unless the team is able to find a replacement team that meets the requirements of this NoR.

### 6.5 Damage deposit

- An initial damage deposit of € 500,- shall be paid prior to sailing, by issuing a debit for damage, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident.
- If a deduction from the damage deposit is decided by the OA, it may require the deposit to be restored to its original amount before the team will be permitted to continue in the event.

- (c) Any remaining deposit after the event will be refunded within 10 days after the event.

#### 6.6 Sailing Agreement

A "Sailing Agreement" (see Addendum A) shall be signed by each team at registration before going afloat

#### 6.7 Insurance

All competitors are required to have adequate third party insurance.

### 7 RULES

#### 7.1 General

- (a) The event will be governed by the 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
- (b) The 2K Team Racing International Association Standard Sailing Instructions (SSI) will apply. These change some rules in the RRS; they are available on the event website ([www.nckteamzeilen.nl](http://www.nckteamzeilen.nl)) and at registration.
- (c) The rules for Handling Boats (SSI Addendum A), will also apply to any practice sailing and sponsor races. Class Rules will not apply.
- (d) The prescriptions of the national authority will apply and shall be posted on the official notice board.
- (e) The right of appeal will be denied in accordance with RRS 70.5 (a).
- (f) All races will be umpired.
- (g) RRS 13 and 17 will be deleted. These changes have been authorised by World Sailing under RRS 86.2.
- (h) Under WS Regulation 28.1.5 (b), this event will test a test rule proposed for 2K team racing. See detailed wording for these rule change in Addendum I.

### 8 BOATS AND SAILS

- 8.1 The event will be sailed in RS Feva type boats.
- 8.2 Four or six boats will be provided.
- 8.3 Boats will be allocated by the Race Committee.
- 8.4 If code flag G is shown at the preparatory signal of the race, no gennaker may be used.

### 9 CREW

- 9.1 A team shall comprise a maximum of 4 persons, 2x2 sailing persons per boat. All team members must be member of the sailing club they represent since June 1, 2019. The registered crew shall sail all scheduled races.
- 9.2 There is no weight limit.
- 9.3 When a registered crew member is unable to continue in the event the OA may authorise a substitute, a temporary substitute or other adjustment.
- 9.4 Any team that is given permission to sail without the required number of crew may be allowed to sail, however they shall not be eligible to compete in any knockout stage and their results shall be discounted when final positions are calculated.

### 10 EVENT FORMAT

- 10.1 The event will consist of the following stages:

- Stage 1: Round robins
- Stage 2: Finals, knock out (first to score 2 race win points)

10.2 The OA may change the format, terminate or eliminate any round, when conditions or the remaining time scheduled do not permit the completion of the intended format.

## 11 COURSE

11.1 The course will be windward/leeward course with spreader mark, starboard roundings and finishing downwind.

11.2 The intended course area is shown in Addendum B.

## 12 ADVERTISING

12.1 As boats and equipment will be supplied by the Organising Authority, World Sailing regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OA.

12.2 While racing, competitors may be required to wear bibs supplied by the OA.

12.3 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

## 13 PRIZES

13.1 The winner will receive the title "NCK 2K Team Racing Champion (<18)" 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.

13.2 Other prizes may be awarded.

## 14 MEDIA, IMAGES and SOUND

14.1 If required by the OA, media equipment (or dummies) supplied by the OA shall be carried on board while racing.

14.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

14.3 Competitors may be required for interviews at the event.

14.4 The OA has the right to use any images and sound recorded during the event free of any charge.

## 15 PERSONAL BUOYANCY

Adequate personal flotation devices may be required to be worn by all crew members when afloat. Competitors are advised to contact the OA to see if they may be borrowed.

## 16 DISCLAIMER

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury

however it may have been caused, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters and, for the purposes of this clause, the umpires.

## 17 INVITATIONS

Entries will only be accepted from invited skippers. If you wish to be invited please enter your team as soon as possible but not later than the Closing Date by completing the entry form on the website: [www.nckteamzeilen.nl](http://www.nckteamzeilen.nl)

Also make sure that the entry fee is received on the bank account of Stichting World Port Sail before the Closing Date.

NAME OF ACCOUNT : Stichting World Port Sail Rotterdam

CITY : Rotterdam

IBAN: : NL 13 ABNA 0487 3223 12

Please ensure that you give the name of your team when making payment and include the invoice number, the words "NCK Teamzeilen" and your club team name.

## OA CONTACT INFORMATION

For answers to questions or more information regarding this event, please contact:

Website: [www.nckteamzeilen.nl](http://www.nckteamzeilen.nl)

E-mail: [info@nckteamzeilen.nl](mailto:info@nckteamzeilen.nl)

Facebook: [www.facebook.com/nckteamzeilen](http://www.facebook.com/nckteamzeilen)

## ADDENDUM A

### SAILING AGREEMENT

This sailing agreement is to be completed and signed by the person in charge before sailing a club-provided RS Feva

**Team name:** .....

**Name of person responsible for boat 1: (skipper 1)** .....

**Name of person responsible for boat 2: (skipper 2)** .....

In taking part in a RZV organised event using the Club-provided RS Feva and/or sailing in a Club-provided RS Feva, I declare that I and my team members are competent sailors and fit to sail in the conditions in which we will find ourself when leaving the mooring and coming to the starting area.

I agree to be responsible for the safety of the boat and her crew, whether afloat or ashore, and that nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

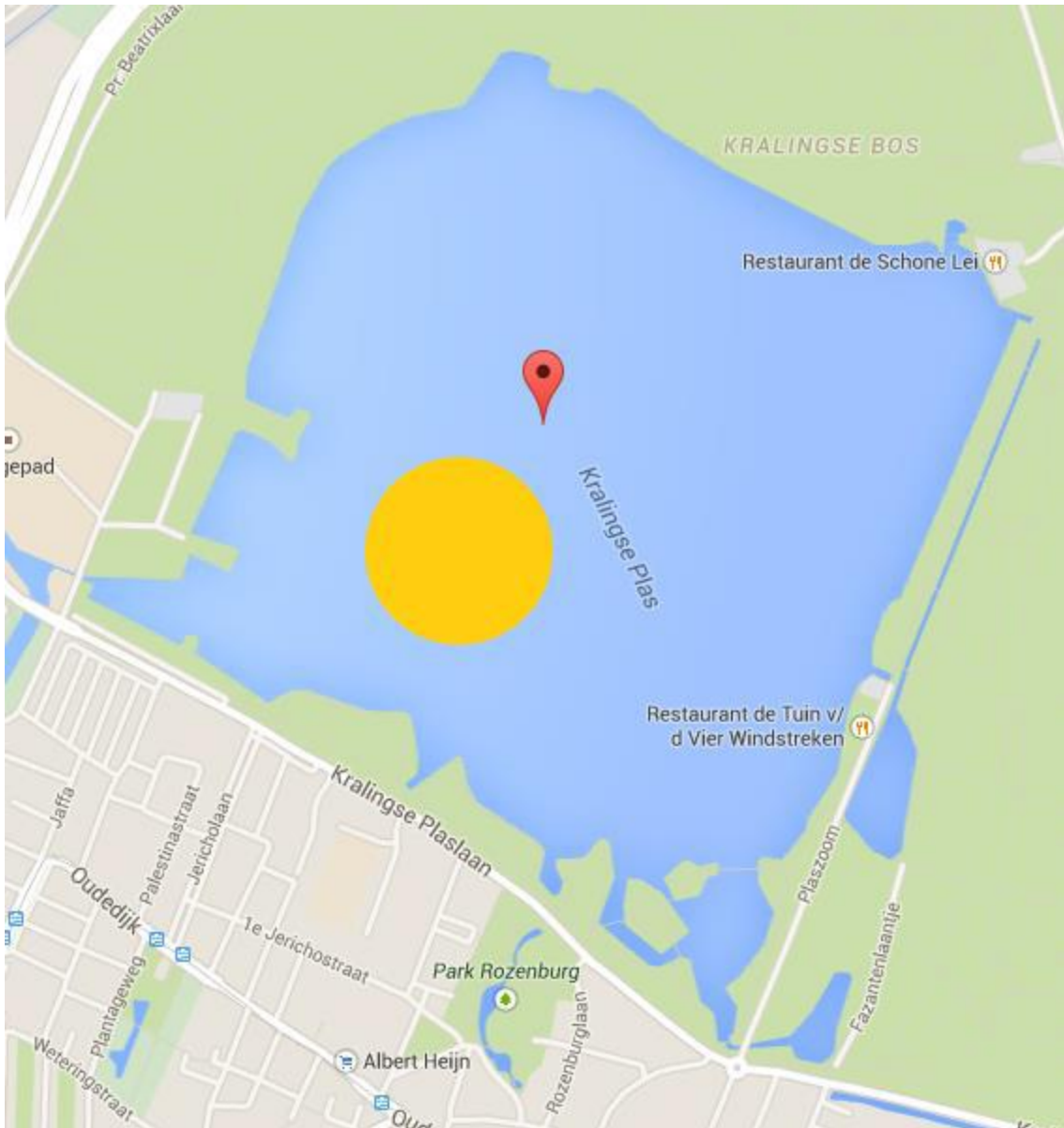
I agree to be bound by the Racing Rules of Sailing (when applicable), the national regulations "Binnenvaartpolitiereglement" (when applicable) and the byelaws of the RZV and WPS (when applicable).

In respect of damage, breakage or loss of equipment I agree to be bound by the following convention:

- To report to the designated person at the event any damage, breakage or loss of equipment, concerning either the boat in which I am sailing or another boat, of which I become aware.
- Where the damage, breakage or loss of equipment is identified as being my fault, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR in respect of that incident;
- Where the damage, breakage or loss of equipment is identified as being the result of an incident between two or more boats where responsibility cannot be apportioned, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR divided equally between all the parties involved in respect of that incident;
- Where the damage, breakage or loss of equipment is identified as having occurred during the event but a directly responsible party cannot be identified, the Club may debit my account or damage deposit up to the maximum payable sum as described in the NoR divided equally between all competing participants in the event in respect of that incident.

Signature skipper 1	Date
Signature skipper 2	Date

**ADDENDUM B**  
**COURSE AREA**





## 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.