**STANDAARDMODEL GECOMBINEERDE NOTICE OF RACE EN SAILING INSTRUCTIONS VAN EEN NATIONAAL BOARD KAMPIOENSCHAP 2025**

**DE STANDAARD**

Dit standaardmodel boardzeilen voorziet in een gecombineerde aankondiging en wedstrijdbepaling die woordelijk gebruikt moet worden voor een Nationaal Kampioenschap.

Deze aankondiging en wedstrijdbepaling is op een “klassieke” wedstrijdbanen geënt, maar andere banen kunnen natuurlijk ook beschreven en gebruikt worden.

De bepalingen met xxx gemerkt mogen niet gewijzigd worden. De overige bepalingen kunnen aangepast worden.

**AANVULLENDE WEDSTRIJDBEPALING**

Omdat mogelijk nog niet alle informatie beschikbaar is (boeien, organisatie e.d.) kunnen deze ook in de Supplemental Sailing Instructions (SSI) worden gezet. In deze aankondiging en wedstrijdbepalingen dient daar dan naar te worden verwezen. Voor de SSI is eveneens een standaardmodel beschikbaar dat gebruikt dient te worden. Uiteraard moeten de aanvullingen in de SSI zoveel mogelijk worden beperkt (1-2 pagina’s).

**LEIDRAAD**

De principes, waarop alle wedstrijdbepalingen gebaseerd moeten zijn, zijn de volgende:

1 Zij moeten slechts twee soorten uiteenzettingen bevat­ten: de bedoe­lingen van het wedstrijdcomité en de ver­plichtin­gen van de zeilers.

2 Zij moeten alleen betrekking hebben op het wed­strijdzei­len. Infor­matie over gezelligheidsbijeen­komsten, toewij­zing van ligplaatsen, etc. moeten afzonderlijk worden verstrekt.

3 Zij moeten de wedstrijdregels niet ver­ande­ren tenzij dit duidelijk wenselijk is.

4 Zij moeten de wedstrijdregels niet her­ha­len of her­schrijven.

5 Zij moeten zichzelf en de bepalingen in de aankondiging niet herhalen.

6 Zij moeten in chronologische volgorde zijn; dat is de volgorde, waarin de deelnemer ze gebruikt.

7 Zij moeten waar mogelijk woorden en zinswendingen van de wed­strijdregels gebruiken.

Kijk voor het gebruik van deze leidraad eerst naar regel J1 en J2 en beslis welke bepalingen nodig zijn.

Laat alle niet toepasbare en onnodige bepalingen vervallen. Selecteer de voorkeurskeuze als er een keuze is. Vul daarna de plaatsen in waar een gele markering staat (\_\_\_\_\_\_\_\_\_) en selecteer de bewoording van uw voorkeur als een keuze of optie getoond wordt tussen haakjes ([\_\_\_\_\_\_\_\_\_]).

Aanwijzingen zijn aangegeven met een groene markering xxx.

**HERNUMMEREN**

Hernummer de artikelen niet maar vermeld weggevallen artikelnummers als ‘SPARE’. Binnen het artikel wel hernummeren.

**OVERIGE PUBLIKATIES**

De hieronder genoemde onderwerpen, wanneer van toepassing, moeten met de Notice Of Race worden gepubliceerd (bijvoorbeeld in een bijlage), maar moeten niet als een genummerde bepaling in de aankondiging worden opgenomen.

1. Een inschrijfformulier, dat getekend moet worden door de eigenaar van de boot of zijn vertegenwoordiger, dat woorden bevat als: 'Ik verklaar te zijn gehouden aan de Regels voor Wedstrijdzeilen en alle andere regels, die op dit evenement van toepassing zijn '.

2. Bij een internationaal evenement de bepalingen van de nationale autoriteit, die van toepassing zijn, in het Engels.(of een link naar de website van World Sailing waar de Engelse vertaling van de Nederlandse Bepalingen staat. <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>

3. Een lijst van de sponsors, indien van toepassing.

4. Informatie betreffende huisvesting en kamperen.

5. Informatie over de mogelijkheden om maaltijden te verkrijgen.

8. Mogelijkheden voor het repareren van boards en zeilen en watersportwinkels.

9. Beschikbaarheid van charterboards.

**NOTICE OF RACE AND SAILING INSTRUCTIONS**

 **[Open] Dutch Championship**

\_\_\_\_\_\_\_ class \_\_\_\_\_\_\_ disciple

organised by \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

under the auspices of the RNWA

**DATES AND LOCATIONS**

from \_\_\_\_\_\_\_\_ to \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 2025 at [location]

from \_\_\_\_\_\_\_\_ to \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 2025 at [location]

from \_\_\_\_\_\_\_\_ to \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ 2025 at [location]

1. **RULES**
	1. The event is governed by the rules as defined in *\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_* . including appendix [\_\_\_\_\_] The Prescriptions of the RNWA can be found at: <https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>

Voor Kitesurfen, Windsurfen courserace of marathon: *Racing Rules of Sailing (RRS) appendix F of B*

Voor Windsurfen slalom: *Windsurfing Slalom Racing Rules (WSRR)*

* 1. The ‘Rules for Championships Sailing, Windsurfing and Kiteboarding’ (available at [reglement-voor-kampioenschappen](https://www.watersportverbond.nl/media/rmxdy253/reglement-voor-kampioenschappen-20191101-v5-docx.pdf) (watersportverbond.nl) will apply.
	2. [RRS] [WSRR] rule(s) \_\_\_\_\_ will be changed .as follows: \_\_\_\_\_.
	3. Under [RRS] [WSRR] 87, rule(s) \_\_\_\_\_ of the \_\_\_\_\_ class (are) changed as follows: \_\_\_\_\_ .
	4. If there is a conflict between languages the text in the English language will take precedence.
	5. Every person on board who has his domicile in the Netherlands shall have the appropriate license.
	6. RRS Appendix T, Arbitration, applies.

NB Alleen voor kitesurfen en fleetracen en als arbitrage wordt gebruikt, anders weglaten.

* 1. [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.
	2. The GDPR which can be found on the website www……

N.B De hiergenoemde website is de site van de Organiseerde Autoriteit waar de AVG verklaring te vinden is. Een conceptverklaring is te vinden op de site van het watersportverbond. avg-wedstrijdorganisatie-modeltekst-v2.docx (live.com)

1. **ELIGIBILITY AND ENTRY**
	1. The event is open to all boards of the \_\_\_\_\_ class(es).
	2. Eligible boards may enter by completing the attached entry form and submitting it, together with the required fee, to \_\_\_\_\_ by <date> <time>.

**OR**

* 1. Boards may enter the event by registering online at <URL>. The required fee shall be transferred to the following bank account: IBAN NL \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_. Please state class and sail number.
	2. To be considered an entry in the event, a board shall complete all registration requirements and pay all fees.
	3. Late entries will be accepted under the following conditions: \_\_\_\_\_.
	4. The following restrictions on the number of boards apply: <restrictions>.
	5. The following divisions apply:

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

* 1. A minimum of \_\_\_\_\_ competitors are required to constitute a division
1. **FEES**
	1. Entry fees [including <description>] are as follows:

|  |  |  |
| --- | --- | --- |
| Class | Early Entry Fee until <*date*> | Standard Fee |
| *<class 1>* | *<fee>* | *<fee>* |

* 1. Other fees:

<description> <fee>

1. **QUALIFYING SERIES AND FINAL SERIES**
	1. The event [will][may] consist of a qualifying series and a final series.
2. **SCHEDULE**
	1. Registration:

|  |  |  |
| --- | --- | --- |
| Date | From | To |
| *<date>*  | *<time>* | *<time>* |

* 1. Equipment inspection and event measurement:

Day and date \_\_\_\_\_

From \_\_\_\_\_ To \_\_\_\_\_.

Competitors shall be available with their board on\_\_\_\_\_\_\_\_\_\_\_ at \_\_\_\_\_\_\_.

* 1. Dates and times of racing:

|  |  |  |
| --- | --- | --- |
| *Date*  | *First possible warning signal*  | *Last possible warning signal* |
| *<date>*  |  |  |
| *<date>*  |  |  |
| *<date>*  |  |  |
| *<date>*  |  |  |

* 1. Number of races:

|  |  |  |  |
| --- | --- | --- | --- |
| *Class* | *Number* | *Races per day**Scheduled* | *Races per day**Maximum* |
| *<class>* | *<number>* | *<number>* | *<number>* |
| *<class>* | *<number>* | *<number>* | *<number>* |

* 1. A daily skippers meeting will be [60] minutes before the first possible warning signal at that day.
	2. To alert boards 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.
1. **CLASS FLAGS**
	1. The Class flags are:

|  |  |
| --- | --- |
| *Class* | *Flag* |
| *<class>* | *<flag>* |
| *<class>* | *<flag>* |

1. **RACING FORMAT**
	1. The racing format is [fleetracing] [marathon] [slalom with eliminations].
2. **SCORING**
	1. The scoring system is as follows: <\_\_\_\_\_\_\_\_\_\_\_\_\_>.

NB gebruik dit alleen als het scoring systeem anders is dan het systeem in appendix A anders weglaten

* 1. Four races are required to be completed to constitute a series.

OR

* 1. One elimination serie is required to be completed (including the finals) to constitute a series.
	2. Discards
		1. When fewer than 5 races have been completed, a board’s series score will be the total of her race scores.
		2. When 5 , 6, 7 or 8 races have been completed, a board’s series score will be the total of her race scores excluding her worst score.
		3. When 9, 10, 11 or 12 races have been completed, a board’s series score will be the total of her race scores excluding her two worst scores.
		4. When 13 or more races have been completed, a board’s series score will be the total of her race scores exclud­ing her three worst scores.

Dit alleen opnemen voor kitesurfen. Voor het windsurfen is dit in RRS appendix B geregeld.

* 1. [RRS] [WSRR] [WERR] A5.3 applies.

Dit alleen opnemen als het evenement uit meerdere niet aaneengesloten dagen bestaat anders weglaten

1. **VENUE AND RACING AREA**
	1. The race office is located at the following address:\_\_\_\_\_\_\_\_\_\_\_\_\_\_.

NB vermeld hier het adres inclusief postcode en telefoonnummer.

* 1. The normal opening hours of the race office are 09:00 – 17:00.
	2. Unless otherwise directed by the organising authority, boards and equipment shall be launched and retrieved from the designated area at the event site.
	3. The traffic rules, in particular those concerning parking will be strictly enforced.
	4. Addendum A shows the plan of the event venue.
	5. Addendum B shows the location of the racing areas.
1. **OBSTRUCTIONS, RACING AREA AND COURSES**
	1. The following [object(s)][line(s)][area(s)] [is][are] designated as [an] obstruction(s):\_\_\_\_\_\_\_\_\_\_\_.
	2. The racing area is <description>][Addendum <. . .> shows the location of the racing area(s).
	3. Boards not racing shall stay approximate 75 meters outside the racing area.
	4. The diagram(s) in Addendum \_\_\_\_\_ 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 approximate course length is\_\_\_\_\_.]

**OR**

* 1. The courses to be sailed will be as follows:

Olympic Triangle/Trapezoid Course/Upwind Downwind/\_\_\_\_\_\_\_.

* 1. Courses will not be shortened. This changes [RRS] [WSRR 32.
	2. Legs of the course will not be changed after the preparatory signal. This changes [RRS] [WSRR] 33.
1. **MARKS**
	1. Marks 1, 2, 3, 4S and 4P will be **\_\_\_\_\_.**
	2. New marks, as provided in SI 13.1, will be \_\_\_\_\_.
	3. The starting and finishing marks will be \_\_\_\_\_.
	4. A race committee vessel signalling a change of a leg of the course is a mark as provided in NOR/SI 12.

NB. Alleen van toepassing als 10.6 (geen baan wijzigen) niet van toepassing is

* 1. The following marks are rounding marks: <list>.
	2. New marks, as provided in NOR/SI 12, are <description>.
1. **CHANGE OF THE NEXT LEG OF THE COURSE**

NB. Alleen van toepassing als 10.6 (geen baan wijzigen) niet van toepassing is

* 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.

**(OR)**

* 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.
	2. Except at a gate, boards shall pass between the race committee vessel signaling 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] [WSRR] 28.

(Als het merkteken aan bakboord moet worden gehouden)

**(OR)**

* 1. Except at a gate, boards shall pass between the race committee vessel signalling the change of the next leg and the nearby mark, leaving the mark to starboard and the race committee vessel to port. This changes rule [RRS] [WSRR] 28.

(Als het merkteken aan stuurboord moet worden gehouden)

1. **START AND FINISH**
	1. Races will be started as follows <description>. This changes [RRS] [WSRR] 26.

Alleen als er geen standaard startprocedure wordt gebruikt anders weglaten.

* 1. [The starting line is between staffs displaying orange flags on the starting marks.][The starting line is between a staff displaying an orange flag on the [starting mark][signal vessel] at the starboard end and the course side of the port-end starting mark.][The starting line is <description>.]
	2. Boards whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
	3. A board that does not start within <number> minutes after her starting signal will be scored Did Not Start without a hearing. This changes [RRS] [WSRR] A5.1 and A5.2.
	4. The finishing line is between staffs displaying [blue] [checkerd]   flags on the finishing marks.

**(OR)**

* 1. The finishing line will be between a staff displaying a [blue] [checkerd]   flag on the finishing mark at the starboard-end and the course side of the port-end finishing mark.
1. **TIME LIMITS [AND TARGET TIMES]**
	1. The Mark 1 Time Limit, Race Time Limit (see [RRS] [WSRR] 35), and the Finishing Window are shown in the table below.

|  |  |  |
| --- | --- | --- |
| Mark 1 Time Limit | Race Time Limit | Finishing Window |
| <time> | <time> | <time> |

* 1. If no board has passed Mark 1 within the Mark 1 Time Limit the race will be abandoned.
	2. The Finishing Window is the time for boards to finish after the first board sails the course and finishes. Boards 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 board scored TLE shall be scored points for the finishing place [one][two] more than the points scored by the last board that finished within the Finishing Window. This changes [RRS] [WSRR] 35, A5.1, A5.2 and A10.
	3. Failure to meet the Target Time will not be grounds for redress. This changes [RRS] [WSRR] 61.4(b).
1. **COMMUNICATION AND SIGNALS MADE ASHORE**
	1. Notices to competitors will be posted on the official notice board located at [<URL>][<location>].
	2. The race office is located at <location>[, telephone <phone number>][, email <email address>].
	3. [DP] [While racing][From the first warning signal until the end of the last race of the day], except in an emergency, a board shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boards.
	4. Signals made ashore will be displayed at \_\_\_\_\_.
	5. When flag AP  is displayed ashore, ‘1 minute’ is replaced with ‘not less than 15 minutes’ in the race signal AP.
	6. [DP] Flag D with one sound means boards [are requested not to][shall not] leave the [harbour][shore] until this signal is made. The warning signal will not be made before the scheduled time or less than <number> minutes after flag D is displayed.
	7. If no class flags or racing area flags are shown the signals will apply to all classes and race courses.
2. **CHANGES TO THE SAILING INSTRUCTIONS**
	1. Any change to the sailing instructions and the Supplemental Sailing Instructions (SSI) 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

- within the protest time limit or

- before AP  over A  is displayed whichever is later.

* 1. If oral instructions or changes to the sailing instructions will be given on the water, flag L  shall be shown at least 5 minutes before the instructions or changes. Sufficient effort has to be made to inform all the competitors involved.
1. **[NP][DP] SAFETY REGULATIONS**
	1. Check-out and check-in: \_\_\_\_\_.
	2. [DP] A board that retires from a race shall notify the race committee at the first reasonable opportunity. Promptly after returning to shore, the board shall complete a retirement declaration form, which is available at <URL or location>.
	3. [SP] Flotation devices: When flag “Y”  is displayed, every competitor shall wear a personal flotation device that shall conform to the minimum standard ISO 12402-5 (Level 50).
	4. [SP] If either one of the signals “N”  over H”  , “N over A”  , “AP  over H”  or “AP  over A“  is made on one or more RC vessels, boards shall return to the competitors area on the beach as soon as reasonably possible.
	5. Competitors in the <\_\_\_\_\_\_> class shall where a helmet with the minimum standard EN1385 or EN1077 or equivalent with at least 300 square centimetres of the exterior surface in a high visibility colour at all times when afloat.
	6. Competitors in the <\_\_\_\_\_\_> class are strongly recommended to wear an impact vest
2. **EQUIPMENT INSPECTION, CLOTHING, EQUIPMENT AND REPLACEMENT**
	1. Each board shall have an unique ISAF registration number.
	2. [SP] The Equipment inspectors will pay special attention to sail identification rule compliance. A penalty of 1 point may be imposed without a hearing for every race sailed with sail numbers that are not complying.
	3. [DP] Boards shall be available for equipment inspection from <day, date, time>.
	4. Boards may be inspected at any time.
	5. The following equipment [may] [will] be inspected or measured: <list>.
	6. [DP] Boards shall also comply with [RRS] [WSRR] 78.1[when presented for inspection][at <date(s), time(s)>].
	7. A competitor’s clothing and equipment shall not weigh more than <number> kilograms, as permitted by [RRS] [WSRR] 50.1(b).
	8. Substitution of competitors will not be allowed without prior written approval of the [race committee] [protest committee] Replacement of the responsible person is not allowed.
	9. 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.

Dit alleen vermelden als er een meting voor aanvang van het kampioenschap is, waarbij uitrustig wordt gemerkt anders weglaten.

* 1. A board or equipment may be inspected at any time for compliance with the Class Rules, Notice of Race and Sailing Instructions.
	2. [DP] When instructed by a race official on the water, a board shall proceed to a designated area for inspection.
1. **HEARING REQUESTS**
	1. [The][For each class, the] protest time limit is <. . .> minutes after the last board [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.
	2. Hearing request forms are available from the race office at <URL or location>.
	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 <description>, beginning at [the time posted][<date and/or time>].
	4. RRS Appendix P applies. Dit alleen vermelden als volgens de klassenregels RRS 42 van toepassing is (Windsurfer LT,/KONA) anders weglaten.
	5. RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one. Dit alleen vermelden als volgens de klassenregels RRS 42 van toepassing is (Windsurfer LT,/KONA) anders weglaten.
	6. A list of boards that have been penalized for breaking [RRS] 42 under Appendix P will be posted.

Dit alleen vermelden als volgens de klassenregels RRS 42 van toepassing is (Windsurfer LT,/KONA) anders weglaten.

* 1. The right of appeal from a protest committee decision is denied as provided in rule 70.3[(a)][(b)][(c)]][(d)].

 **(OR)**

* 1. An international jury is appointed. Decisions of the international jury will be final as provided in [RRS] [WSRR] 70.3(a).
1. **ADVERTISING**
	1. Boards [shall] [may] be required to] display advertising chosen and supplied by the organizing authority while afloat.

Dit alleen vermelden indien van toepassing, anders weglaten

* 1. The organizing authority may provide bibs that competitors are required to wear while afloat as permitted by the World Sailing Advertising Code.

Dit alleen vermelden indien van toepassing, anders weglaten

[DP] 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.

1. **[DP] SUPPORT TEAMS**
	1. Support teams, including all support persons and support person vessels, shall comply with the support team regulations [at <URL or location>][SI Addendum <. . .>].
	2. Team leaders, coaches and other support persons shall stay outside areas where boards are racing from the time of the preparatory signal for the first start until all boards have finished or retired or the race committee signals a postponement, general recall or abandonment.
	3. Support person vessels shall be identified with <description>.
2. **TRASH DISPOSAL**
	1. Trash may be placed aboard [official]l [or support persons] vessels.
3. **PRIZES**
	1. The RNWA supplies for the winning board or team a blue pennant and a medal for every member of the crew of the first three boards or crews.
	2. Other prizes will be given as follows: \_\_\_\_\_.
4. **INSURANCE**
	1. Each participating board shall be insured with valid third-party liability insurance with a minimum cover of Euro 1.500.000 or the equivalent per incident.
5. **RISK STATEMENT**
	1. [RRS] [WSRR] 3 states: ‘The responsibility for a board’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, board handling errors, poor seamanship by other boards, 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.
	2. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
6. **DATA PROTECTION**
	1. By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.
7. **ORGANISATION**
	1. Official vessels will be identified as follows: <description or table>.
	2. Officials

|  |  |
| --- | --- |
| The race officer is: | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| The chairman of the protest committee is: | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| The second member of the protest committee is: | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |
| The chairman of the technical committee is: | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ |

NB: Het tweede (erkende) lid van het protestcomité moet worden opgegeven als er ontzegging hoger beroep is verleend.

1. **FURTHER INFORMATION**
	1. For further information please contact \_\_\_\_\_.

**Addendum A: the map of the event venue**

**Addendum B: the location of the racing area**

**Addendum C: the courses**

**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.

Let op: Pas zo nodig de aantallen wedstrijden aan!

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

|  |  |  |  |
| --- | --- | --- | --- |
| Group a | Group b | Groep c | Group d |
| 1 | 2 | 3 | 4 |
| 8 | 7 | 6 | 5 |
| etc |  |  |  |

Sail numbers, not mentioned in the results of last year will be added in numeric order to the groups.

1. In the qualifying races is the start of Group II- the amount of boards as stated in the Sailing Instructions-\_\_\_ minutes after a valid start of Group I. In the final races is the start of the Silver fleet the amount of boards as stated in the Sailing Instructions-\_\_\_\_ minutes after a valid start of the Gold fleet.
2. The Sub Groups are sailing qualifying races according to this schedule:

|  |  |  |
| --- | --- | --- |
| Qualifying Race | Group I  | Group II |
| 1 | Sub Groups a and b | Sub Groups c and d |
| 2 | Sub Groups b and d | Sub Groups a and c |
| 3 | Sub Groups a and d | Sub Groups b and c |

1. After the qualifying races boards 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.
2. 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. Boards with the best qualifying-series ranks will race all final-series races in the Gold fleet, boards with the next-best qualifying-series ranks will race in the Silver fleet.
3. 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 09:00. 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.
4. 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.
5. Points for letter scores as mentioned in [RRS] [WSRR] A10 are the same as points given in the biggest possible fleet +1. This changes [RRS] [WSRR] A4.
6. Scores in the qualifying series are carried forward to the final series.

NBGebruik de banentekeningen en -beschrijvingen in dit Addendum bij het maken van het Attachment, zoals genoemd in Artikel 8.

**ADDENDUM A**

ILLUSTRATING THE COURSE

*Shown here are diagrams of course shapes. Any course can be simi­larly shown. When there is more than one course, prepare a separate diagram for each course and state how each will be signalled.*

**A Windward-Leeward course**



**Start-1-2-1-2-finish**

Options for this course include

*(1) increasing or decreasing the number of laps,*

*(2) deleting the final windward leg,*

*(3) using a gate instead of a leeward mark,*

*(4) using an offset mark at the windward mark, and*

*(5) using the leeward and windward marks as starting and finishing marks.*

**A Windward-Leeward-Triangle Course**



**Start – 1 – 2 – 3 – 1 – 3 – Finish**

*Options for this course include*

*(1) increasing or decreasing the number of laps,*

*(2) deleting the last windward leg,*

*(3) varying the interior angles of the triangle (45º–90º–45º and 60º–60º–60º are common),*

*(4 ) using a gate instead of a leeward mark for downwind legs (but not reaches).*

*(5) using an offset mark at the beginning of downwind legs (but not reaches), and*

*(6) using the leeward and windward marks as starting and finishing marks.*

Be sure to specify the interior angle at each mark.

**Trapezoid Courses**

**Start – 1 – 2 – 3 – 2 – 3 – Finish Start – 1 – 4 – 1 – 2 – 3 –Finish**

*Options for these courses include*

 *(1) adding additional legs,*

*(2) using gates instead of leeward marks for downwind legs (but not reaches),*

*(3) varying the interior angles of the reaching legs,*

*(4) using an offset mark at the beginning of downwind legs (but not reaches), and*

*(5) finishing boards upwind rather than on a reach.*

*Be sure to specify the interior angle of each reaching leg. It is recommended that Mark 4 be different from the starting mark.*

**Downwind Slalom**

**Start – 1 – 2 – 3 – 4 – Finish**

**

*Options for these courses include*

1. *adding additional legs,*
2. *shorten or lengthen the legs,*
3. *using a beach start.*

**Figure eight Slalom**

**Start – A – B – A – B – Finish**

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*Options for these courses include*

1. *adding additional legs,*
2. *shorten or lengthen the legs.*
3. *The start can be from the beach or on the water near the marks A or B. If the wind is not cross shore starts should normally be on the water.*
4. *The finish can be to windward or leeward of mark B, on the water or the beach.*