

# 2023 Easter Regatta

## NOTICE OF RACE

### IJsselmeer, Medemblik

15 and 16 April 2023

#### 1 RULES

- 1.1 event will be governed by the rules as defined in the RRS (2021-2024), including Appendix C.
- 1.2 The rules for the handling of boats will apply, and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.4 The prescriptions of the Royal Netherlands Watersport Association (RNWA) will apply. These prescriptions can be found on the [World Sailing website](#)
- 1.5 RRS C8.6 and C6.3 will be changed in the sailing instructions.
- 1.6 The event has applied for World Sailing Grade 4. This grading is subject to review by the World Sailing. The event may be re-graded when there is clear reason to do so

#### 2 SAILING INSTRUCTIONS

The SI's will be send by mail and published on the online official notice board one week before the start of the event

#### 3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board that will consist of a WhatsApp group to which all participants will be added.
- 3.2 Signals made ashore will be displayed from the flagpole in front of the regatta office

#### 4 ELIGIBILITY AND ENTRY

- 4.1 A maximum of eleven skippers will be invited. Only skippers invited by the OA will be eligible to enter this event. Nine skippers will be invited based on the World Sailing Open Ranking list, March, 2023. The OA will issue two wild cards for the remaining two places. Teams wishing to receive an invite may register their request with the OA by completing the online [entry form](#), also to be found on the regatta website [www.dmtra.nl](http://www.dmtra.nl).
- 4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event
- 4.3 A non-refundable entry fee of € 210,00 shall be paid by the date specified in the letter of invitation
- 4.4 All competitors shall meet the eligibility requirements of World Sailing regulation 19.2.
- 4.5 All competitors shall obtain a World Sailing Sailor ID by registering online at [world-sailing-profile](#). Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.6 The skipper shall complete registration, pay any entry fee, arrange the damage deposit of € 500,- and shall sign the Sailing Agreement (see addendum A), all on Saturday April 15<sup>th</sup> between 09:00 and 10:00 unless extended by the OA.  
To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.7 When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d))

## **5 DAMAGE DEPOSIT**

- 5.1 Each supplied boat is insured by the OA for third-party liability insurance with a cover of € 5.000.000,- per incident.
- 5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit (€ 500,-) is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event.
- 5.3 Any remaining deposit after the event will be refunded within 10 days after the event.

## **6 CREW (INCLUDING SKIPPER)**

- 6.1 The number of crew (including the skipper) shall be three or four. All registered crew shall sail all races.
- 6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency
- 6.3 When a registered skipper is unable to continue in the event the OA may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event the OA may authorise a substitute, a temporary substitute or other adjustment.

## **7 EVENT FORMAT**

- 7.1 The OA intends to provide 6 Elliott 6M type boats for racing in the event. Each boat will have the following sails: Mainsail, jib and spinnaker.
- 7.2 Boats will be allocated by the Race Committee.
- 7.3 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62
- 7.4 The number of races to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent race as soon as practicable after the previous race
- 7.5 The course will be windward/leeward with starboard rounding, finishing downwind.
- 7.6 All teams will be seeded into one group.  
After the first stage the following will apply:
  - (a) The four highest ranked teams will proceed to stage 2.
  - (b) Teams will exchange boats after odd races of the series unless otherwise agreed by both teams.
  - (c) Further matches of the series will not be sailed once the first team scores the points required for that stage.
- 7.7 The event will consist of the following stages:
  - (a) First Stage – Round Robins
    - (1) All skippers will sail a double round robin
    - (2) The four highest scoring skippers shall qualify for the next stage.
  - (b) Second Stage – Knock-Out Semi Finals
    - (1) The skipper finishing first in Stage One shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
    - (2) The first skipper of each series to score at least 2 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.
  - (c) Third Stage - Knock-Out Third and Fourth Place
    - (1) The losing semi-finalists shall race to determine third and fourth place.
    - (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place
  - (d) Fourth Stage – Knock-Out Final
    - (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place
- 7.8 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages

## **8 PROVISIONAL PROGRAMME**

### 8.1 Race office

- (a) The race office is located at the ISC Medemblik., Vooroever 1, 1671 SG Medemblik.
- (b) Signals made ashore will be displayed from the flag pole in front of the ISC Medemblik.

### 8.2 Schedule

- (a) The Race Office will be open on each day between 09:00 and 17:00 hrs.
- (b) Registration will be on Saturday April 15 from 09:00 to 10:00 hrs, unless extended by the OA.
- (c) The first briefing for the skippers will be on Saturday, April 15, at 10:00 in the Regatta Centre.
- (d) The first meeting with umpires will be immediately on completion of the first briefing.
- (e) Racing days are from April 15 to April 16, 2023.
- (f) The time of the warning signal of the first race on the first day will be 11:00 hrs and for the subsequent days 10:00 hrs.
- (g) The latest time for a warning signal on the last day of racing will be approximately 16:00 hrs.
- (h) Prize giving will be on Sunday April 16 at ± 17:00 hrs.

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

- (a) First briefing for the skippers.
- (b) The daily briefings for the skippers.
- (c) Prize giving for the final teams

## **9 ADVERTISING**

- 9.1 [NP] 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

## **10 [NP] CODE OF CONDUCT**

- 10.1 Competitors and support persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave in a manner so to not bring the event into disrepute.
- 10.2 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
- 10.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c):
  - Excessive attempts to coerce verbally, coach or influence umpire decisions;
  - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision.
- 10.4 Breaches of SSI 10 Code of Conduct may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.
- 10.5 Gross breaches of SSI 18 Code of Conduct may be referred to the PC by the OA for action under RRS 69.

## **11 [NP] SUPPORT PERSON**

- 11.1 No support person vessels will be permitted

## **12 [NP] MEDIA, IMAGES and SOUND**

- 12.1 If required by the OA, media equipment (or dummies) supplied by the OA shall be carried on board while racing.
- 12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

### **13 DATA PROTECTION**

- 13.1 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.

### **14 RISK STATEMENT**

- 14.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.
- 14.2 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

### **15 PRIZES**

- 15.1 Prizes will be awarded to the winning team.  
15.2 Other prizes may be awarded.

### **16 FURTHER INFORMATION**

For answers to questions or more information regarding this event, please contact:  
JJ Korpershoek, Chairman DMTRA:  
T: +31612217600  
E: [voorzitter@dmtra.nl](mailto:voorzitter@dmtra.nl)

### **17 SOCIAL PROGRAMME**

- 17.1 A Captains Dinner will be organised by the Dutch Match & Team Racing Association on the Saturday evening. It is desired that all teams attend this social event. The costs are included in the entry fee. Dress code: Casual.

## **18 TRAVEL AND ACCOMMODATION**

- 18.1 The nearest airport to Medemblik is Amsterdam Schiphol Airport (AMS) with regular flights from all major airlines including different budget-airlines (e.g. Easyjet).
- 18.2 Transfer from the airport to Medemblik is best achieved by train to Hoorn (approximately €10,- one way) and by bus to Medemblik (approximately €2,- one way). Taxi Schiphol to Medemblik (approximately €75,-) We can also pick you up in Hoorn.  
If you need any support please contact DJ: [penningmeester@dmtra.nl](mailto:penningmeester@dmtra.nl)
- 18.3 Close to the venue is a bungalow park: <http://www.bungalowparkzuidzee.nl/>. Other options for accommodation can be found on the website of the [Tourist Information Office](#)
- 18.4 A total of 28 sleeping places is available in de Regatta Centre for € 18,- pppn. If you want to make use of this possibility please contact DJ: [penningmeester@dmtra.nl](mailto:penningmeester@dmtra.nl)
- 18.5 Camping is possible at the venue. If you want to make use of this possibility please contact DJ: [penningmeester@dmtra.nl](mailto:penningmeester@dmtra.nl)

Please contact the OA if you want to camp or if you need help with travel and accommodation.



## ADDENDUM A – SAILING AGREEMENT

This sailing agreement is to be completed and signed by the person in charge before sailing a club-provided Elliott 6M

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

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

In taking part in a DMTRA organised event using the Club-provided Elliott 6M and/or sailing in a Club-provided Elliott 6M, I declare that I and my team members are competent sailors and know of no reason why we should not undertake this activity.

I agree to be bound by the Racing Rules of Sailing (when applicable), the national regulations "Binnenvaartpolitiereglement" (when applicable) and the byelaws of the International Sailing Center (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 or damage deposit up to the sum of 500 Euro (the insurance excess) 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 sum of 500 Euro (the insurance excess) 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 sum of 500 Euro (the insurance excess) divided equally between all competing participants in the event in respect of that incident.

Signature	Date
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## ADDENDUM B – COURSE AREA

