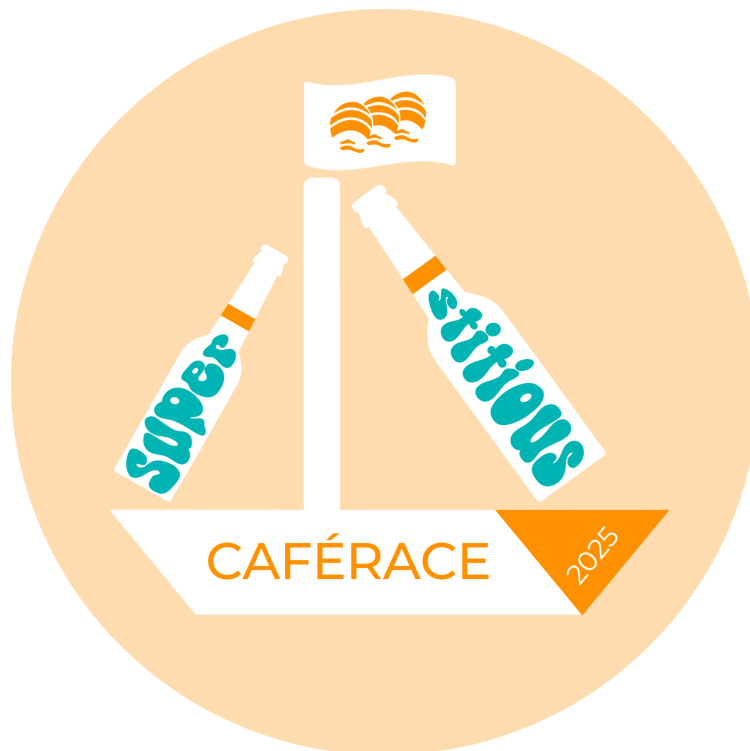


# Caférace 2025

16, 17 & 18 mei

## RULES AND REGULATIONS



### ORGANISING AUTHORITY (OA)

The organising authority is the Caférace committee from N.S.Z.V. De Loefbijter, consisting of Freek Vermeer, Nienke van de Wall, Adore Lakerveld, Dieuwke Anema, Froukje Durksz and Boris Veltman.

**Contact:** [Caferace@loefbijter.nl](mailto:Caferace@loefbijter.nl)

**Event website:** [www.loefbijter.nl/caferace](http://www.loefbijter.nl/caferace)

**Location:** Camping Heerenzijl

**Address:** Hearresyl 1, 8542 AV Terkaple

### RACING COMMITTEE (RC)

The racing committee consists of Freek Vermeer (chairman) and Nienke van de Wall. The racing committee may appoint members of the OA to act on their behalf.



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## **INTRODUCTION**

The Caférace is a unique event, which requires unique Rules and Regulations. Although many rules are similar to or the same as set out in the known Racing Rules of Sailing, many are adapted, omitted or added. Therefore, the well-known Racing Rules of Sailing do NOT apply to the Caférace, and solely the Rules and Regulations disclosed in this document govern the event.

This document consists roughly of two sections. The first section (Definitions, Parts 1-6) contains all essential definitions and rules. The second section (appendices) contains details of the rules and additional documents.

### **Terminology**

A term used in the sense stated in the definitions has been put in italics.

### **Language**

These rules and Regulations are written in English in order to ensure that the largest number of people can understand them. No translation is provided. However, many sailing terms are well translated in the Dutch version of the Racing Rules of Sailing. As the Racing Rules and Regulations by World Sailing do not apply for this event, it can only help you in translating the rules in this document and will in no way apply.



## DEFINITIONS

### *Abandon*

A race that a RC abandons is void but may be resailed.

### *Boat*

A sailboat and the crew on board.

### *Competitor*

A person who races or intends to race in the *event*.

### *Clear Astern and Clear Ahead; Overlap*

One *boat* is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other *boat's* hull and equipment in normal position. The other *boat* is clear ahead. They overlap when neither is clear astern. However, they also overlap when a *boat* between them overlaps both. These terms always apply to *boats* on the same tack. They apply to *boats* on opposite tacks only when both *boats* are sailing more than ninety degrees from the true wind.

### *Event*

The Caférace 2025 as a whole, starting friday 16 may 2025 at 18:00 and ending sunday 18 may 2025 at 18:00.

### *Finish*

A *boat* finishes when, after *starting*, *any* part of her hull crosses the finishing line from the course side.

### *Grote Caférace*

The sailing race which will be held on Saturday 17 May 2025.

### *Keep Clear*

A *boat* keeps clear of a right-of-way *boat*

- a) if the right-of-way *boat* can sail her course with no need to take avoiding action and,
- b) when the *boats* are *overlapped*, if the right-of-way *boat* can also change course in both directions without immediately making contact.

### *Kleine Caférace*

The sailing race(s) which will be held on Sunday 18 May 2025.

### *Leeward and Windward*

A *boat's* leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies. The other side is her windward side. When two *boats* on the same tack *overlap*, the one on the leeward side of the other is the leeward *boat*. The other is the windward *boat*.

### *Mark*

An object that requires a *boat* to leave on a specified side, a RC *vessel* surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or *vessel*. However, an anchor line is not part of the mark.



### *Obstruction*

An object that a *boat* could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side is also an obstruction. Islands and shallow areas are obstructions.

### *Party*

A party to a hearing is a protestor or a protestee.

### *Postpone*

A postponed race is delayed before its scheduled start but may be started or *abandoned* later.

### *Protest*

An allegation made under rule 4.1 by a *boat* that another *boat* has broken a rule.

### *Proper Course*

A course a *boat* would choose in order to *sail the course* as quickly as possible in the absence of the other *boats* referred to in the rule using the term. A *boat* has no proper course before her starting signal.

### *Racing*

A *boat* is racing from her preparatory signal until she *finishes* or retires or until the RC signals a *postponement* or *abandonment*.

### *Room*

The space a *boat* needs in the existing conditions, including space to comply with her obligations under the rules of Part 3 Right of Way, while manoeuvring promptly in a seamanlike way.

### *Sail the Course*

A *boat* sails the course provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to start until she *finishes*, when drawn taut,

- (a) passes each *mark* of the course for the race on the required side and in the correct order, and
- (b) touches each *mark* designated in the *Rules and Regulations* to be a rounding *mark*.

### *Start*

A *boat* starts when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal any part of her hull crosses the starting line from the pre-start side to the course side.

### *Sonnema*

Any drink that contains Sonnema Beerenburg or Sonnema 1860.

### *Tack, Starboard or Port*

A *boat* is on the tack, starboard or port, corresponding to her *windward* side.

### *Team*

A group of people that signed up to the event together, in accordance with the NoR.

### *Vessel*

Any *boat* or ship.



## 1. RANKINGS

The rules as described in 1. RANKINGS apply to the whole *event*.

### **Overall rankings**

1.1 The event consists of three independent rankings which together make up the overall ranking:

- a) Fryske mylen
- b) Crea mylen
- c) Sonnema mylen

1.2 Each independent ranking has a winning team.

1.3 The winner of the *event* is determined by the overall ranking.

1.4 The overall ranking is made up of 50% Fryske mylen, 25% Crea mylen and 25% Sonnema Mylen.

### **Fryske mylen**

1.5 Fryske mylen can be scored during the *Grote Caférace* and the *Kleine Caférace*.

1.6 The amount of Fryske mylen that can be earned and the means by which teams can earn them are determined by the articles covered in article 5. *Grote Caférace* and 6. *Kleine Caférace*.

### **Crea mylen**

1.7 Crea mylen can be scored during the whole *event*.

1.8 Crea mylen can be appointed by the OA for creative, helpful, or otherwise appreciated behaviour, as well as participation and placement in non-sailing races and games.

1.9 The OA will provide all teams with multiple activities to score Crea mylen.

### **Sonnema mylen**

1.10 Sonnema mylen can be scored during the whole *event*.

1.11 Sonnema mylen can be appointed by the OA for

- a) Buying *Sonnema* at an eligible café during the *Grote Caférace* (2 mylen)
- b) Buying *Sonnema* at the event-bar in the main tent on the Heerenzijl Camping (1 myl)

## 2. FUNDAMENTAL RACING RULES

The rules as described in 2. FUNDAMENTAL RACING RULES apply to the whole event.

2.2 A *boat*, *competitor* or support person shall give all possible help to any person or vessel in danger.

2.3 Each *competitor* is individually responsible for wearing a personal flotation device adequate for the conditions.

2.4 A *boat* shall compete in compliance with principles of sportsmanship and fair play. A *boat* may be penalised under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification.

2.5 The RC may prohibit *boats* to sail when they deem the conditions unsafe. This is no grounds for restitution of (a part of) the entry fee.

2.6 While *racing*, the Dutch inland waterway police regulations are to be applied in any situation with non-participating *vessels* and whenever the rules and regulations don't state otherwise.



### 3. RIGHT OF WAY

The rules as defined in 3. RIGHT OF WAY apply to all *boats* participating in the event.

#### **When boats meet**

- 3.1 When *boats* are on opposite *tacks*, a *port-tack boat* shall *keep clear* of a *starboard-tack boat*.
- 3.2 When *boats* are on the same *tack* and *overlapped*, a *windward boat* shall *keep clear* of a *leeward boat*.
- 3.3 When *boats* are on the same *tack* and not overlapped, a *boat clear astern* shall *keep clear* of a *boat clear ahead*.
- 3.4 After a *boat* passes head to wind, she shall *keep clear* of other *boats* until she is on a close-hauled course. During that time rules 3.1, 3.2 and 3.3 do not apply. If two *boats* are subject to this rule at the same time, the one on the other's *port* side or the one *astern* shall *keep clear*.
- 3.5 A *boat* that is being propelled by paddling, swimming, walking, rocking, pumping, ooching, sculling or any other form of muscle power shall *keep clear* of a *boat* that is solely being propelled by wind and water.
- 3.6 A *boat* taking a penalty shall *keep clear* of one that is not.

#### **Limitations**

- 3.7 A *boat* shall avoid contact with another *boat* if reasonably possible.
- 3.8 When a *boat* acquires right of way, she shall initially give the other *boat room* to *keep clear*, unless she acquires right of way because of the other *boat's* actions.
- 3.9 When a right-of-way *boat* changes course, she shall give the other *boat room* to *keep clear*. In addition, on a beat to windward when a *port-tack boat* is *keeping clear* by sailing to pass to leeward of a *starboard-tack boat*, the *starboard-tack boat* shall not bear away if as a result the *port-tack boat* must change course immediately to continue *keeping clear*.
- 3.10 If a *boat clear astern* becomes *overlapped* within two of her hull lengths to leeward of a *boat* on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails *astern* of the other *boat*.

#### **Obstructions**

- 3.11 Giving *room* at an *Obstruction*:
- A right-of-way *boat* may choose to pass an *obstruction* on either side.
  - When *boats* are *overlapped*, the outside *boat* shall give the inside *boat room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
  - While *boats* are passing a continuing *obstruction*, if a *boat* that was *clear astern* and required to *keep clear* becomes *overlapped* between the other *boat* and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* and shall *keep clear* while the *boats* remain *overlapped*.
- 3.12 Hailing:  
A *boat* may hail for *room* to *tack* and avoid a *boat* on the same *tack*. However, she may only hail when:
- she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
  - she is sailing close-hauled or above.
- In addition, she shall not hail if the *obstruction* is a *mark*.



- 3.13** Responding:
- After a *boat* hails, she shall give a hailed *boat* time to respond.
  - A hailed *boat* shall respond even if the hail breaks rule 3.12.
  - A hailed *boat* shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing *boat room* to tack and avoid her.
  - When a hailed *boat* responds, the hailing *boat* shall tack as soon as possible.
- 3.14** When a *boat* has been hailed for *room* to tack and she intends to respond by tacking, she may hail another *boat* on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 3.12.
- 3.15** A hailing *boat* shall also make a hand-gesture that clearly indicates her need for *room* to tack.

#### **Other rules**

- 3.16** If possible, a *boat* shall avoid a *boat* that is anchored or aground, or is trying to help a person or vessel in danger.
- 3.17** If reasonably possible, a *boat* not *racing* shall not interfere with a *boat* that is *racing*.
- 3.18** A *boat* shall not receive help from any outside source, except
- help for a crew member who is ill, injured or in danger;
  - after a collision, help from the crew of the other vessel to get clear;
  - help in the form of information freely available to all *boats*;
  - unsolicited information from a disinterested source, which may be another *boat* in the same race.
- 3.19** *Boats* shall not intentionally put trash in the water
- 3.20** To increase, maintain or decrease her speed, a *boat* may use any way of propulsion using water, wind and muscle power. Use of an engine or any other mechanical propulsion is forbidden.
- 3.21** While *racing*, a *boat* shall not touch any *mark*.

## **4. PROTEST**

The rules as described in 4. PROTEST apply to the Grote Caférace and the Kleine Caférace, but not to the rest of the *event*.

### **Protesting**

- 4.1** A *boat* may *protest* another *boat* when she was involved in or saw the incident.
- 4.2** The protesting *boat* shall inform the other *boat* (protestee) at the first reasonable opportunity by hailing 'Protest'.
- 4.3** A *protest* shall be put forward in writing to the RC no later than 30 minutes after *finishing*. An added gift in the form of a bottle of premium brand distilled spirits or liqueur for the RC is required.
- 4.4** A *protest* shall identify:
- the protestor and protestee;
  - the incident;
  - where and when the incident occurred;
  - any rule the protestor believes was broken;
- However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirement (d) may be met before or during the hearing. Requirement (c) may also be met before or during the hearing, provided the protestee is allowed reasonable time to prepare for the hearing.



**Protest hearing**

- 4.5 A *boat* that has been *protested* against by another *boat* shall not be penalised without a hearing.
- 4.6 The RC will notify all parties in the *protest* of the time and place of the hearing.
- 4.7 All involved parties may send two representatives to the hearing.
- 4.8 If a *party* to a hearing does not come to the hearing, the RC may nevertheless proceed with the hearing. If the *party* was unavoidably absent, the RC may reopen the hearing.
- 4.9 The hearing:
- The RC shall take the evidence, including hearsay evidence, of the parties present at the hearing and of their witnesses and other evidence it considers necessary. However, the committee may exclude evidence which it considers to be irrelevant or unduly repetitive.
  - A member of the RC who saw the incident shall, while the parties are present, state that fact and may give evidence.
  - A *party* present at the hearing may question any person who gives evidence.
  - The committee shall then give the weight it considers appropriate to the evidence presented, find the facts and base its decision on them.

**Protest decisions**

- 4.10 Decisions of the RC shall be by simple majority vote of all members. When there is equal division of votes cast, the chairman may cast an additional vote.
- 4.11 When the RC decides that a *boat* that is a *party* to a protest hearing has broken a rule and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty can be imposed whether or not the applicable rule was mentioned in the *protest*.
- 4.12 After making its decision, the RC shall promptly inform the parties to the hearing of the facts found, the applicable rules, the decision, the reasons for it, and any penalties imposed.

**5. GROTE CAFÉRACE**

The rules as described in 5. GROTE CAFÉRACE only apply during the Grote Caférace.

- 5.1 The Grote Caférace will be held on Saturday 17 May 2025.
- 5.2 The total amount of Fryske mylen gathered during the Grote Caférace will account for 65% of the total amount of Fryske mylen earned in the *event*.

**Starting procedure**

- 5.3 Before the starting signal, it is prohibited to be on board a *boat*. It is also prohibited to have personal belongings on board a *boat*. All *boats* will be at Camping Heerenzijl.
- 5.4 The RC will give a starting signal no later than 15 minutes after the skipper briefing.
- 5.5 After the starting signal, *teams* are allowed to claim a *boat* that is not already claimed by another *team*. A *boat* is claimed once at least 3 *competitors* from the same *team* are on board. No physical contact between *teams* is allowed while claiming a *boat*.
- 5.6 Only after a *boat* has been claimed, a *team* may
- Move the *boat*;
  - Detach the *boats* mooring lines;
  - Hoist the *boats* sails;
  - Start *racing*.



### **Racing**

- 5.7** A *boat* shall compete by using only the wind, water and their own muscle power to increase, maintain or decrease her speed.
- 5.8** *Boats* are allowed to make changes to their rigging or sails, even with gear they brought themselves, from 10 minutes after the starting signal. Changes to rigging or sails must be undone and may not be visible at least 10 minutes before *finishing*.
- 5.9** Any changes made may not lead to damage or significantly increase the risk of damage.

### **Cafés**

- 5.7** All cafés in the province of Friesland that are reachable by *boat* and a maximum of 500 meters of walking are eligible locations for earning Fryske mylen, with the exception of:
- It Foarûnder
- When *finishing*, Camping Heerenzijl will also count as an eligible location.
- 5.8** Sponsorcafés are cafés that sponsor the *event*. A list of sponsorcafés will be provided by the OA no later than the start of the *event*.
- 5.9** When mooring at a café, this needs to be done as close as reasonably possible.
- 5.10** All visited cafés must be logged in the café log (Appendix C) including:
- Location of the café
  - Name of the café
  - Signature of café employee
  - Time of arrival at café
  - Time of departure from café
- 5.11** A photo of arrival at the café and the receipt of the café have to be sent to the Caférace phone: +31 6 45714938.
- 5.12** Not adhering to rule 5.10 and/or 5.11 may lead to cafés being excluded from a *team's* score by the RC.

### **Fryske mylen**

- 5.13** Fryske mylen will only be earned if:
- a picture of mooring at the café has been sent to the Caférace phone (+31 620247331); and
  - the café log is completely filled in and handed in before Saturday at 21:00; and
  - the receipts of all visited cafés have been sent to the Caférace phone (+31 620247331); and
  - Teams have been at a café for at least 15 minutes.
- 5.14** The basic amount of Fryske mylen that are earned per reached location is determined by the the distance matrix (Appendix B). If the sailed route is not described by the distance matrix, it will be calculated by the RC with the formula:
- $$[ 2x * 1,075 ^ x ]$$
- x = the distance in nautical miles of the shortest possible sailing route independent of the conditions
- 5.15** A village bonus of maximally 20 Fryske mylen is earned per unique village or city that is visited. The village bonus per village is calculated with formula:
- $$[ 2 ^ (x - 1) ]$$
- x = the amount of unique villages visited in a row



- 5.16** A sponsorcafé bonus will be earned per unique sponsorcafé that has been visited. The amount of Fryske mylen that will be earned for the sponsorcafé bonus has a minimum of 4 Fryske mylen, and is calculated with the formula:

$$[ (x + 1) * (10 - z) ]$$

x = the amount of unique sponsorcafé's visited before the current one

z = the amount of teams that visited the sponsorcafé before you did (based on time of the arrival photo)

### **Finish**

- 5.17** A *boat* has *finished* once it has entered into the port at Camping Heerenzijl.
- 5.18** *Finishing* is possible until 19:00. If a *boat* returns after 19:00 they are classified as not having *finished* and will receive no Fryske mylen for the Grote Caférace.
- 5.19** A *boat* that *finishes* between 18:00 and 19:00 is considered 'late' and will have Fryske mylen deducted from their score in accordance with the finishing bonuses and deductions (Appendix D).
- 5.20** A *boat* that:
- finishes* before 18:00; and
  - has a receipt from an eligible café that is not Picknickers or Paviljoen Salt that has been issued after 17:00
- will receive a finish place bonus in accordance with the finishing bonuses and deductions (Appendix D).

## **6. KLEINE CAFÉRACE**

The rules as described under 6. KLEINE CAFÉRACE only apply during the Kleine Caférace.

- 6.1** The Kleine Caférace will be held on Sunday 18 May 2025.
- 6.2** The total of Fryske mylen gathered during the Kleine Caférace will account for 35% of the total amount of Fryske mylen earned in the *event*.

### **Starting procedure**

- 6.3** The race will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure or delay of a visual signal including flags as specified in below, shall be disregarded. A series of short sound signals will be made to advise competitors that a first (warning) signal is imminent.

<i>Signal</i>	<i>Minutes before start</i>	<i>Sound</i>	<i>Visual signals</i>
Warning	5	One horn	Caférace flag up
Preparatory	4	One horn	Sonnema flag up
One-minute	1	One horn	Sonnema flag down
Start	0	One horn	Caférace flag down

- 6.4** The target starting time will be communicated to *boats* at the briefing on Sunday morning.
- 6.5** When, at the starting signal, any part of a *boats* hull is on the course side of the starting line she must sail back so that her hull is completely on the pre-start side before she *starts*.
- 6.6** When a *boat* is subject to rule 6.5 the RC will hail the hull-, skipper- or teamname towards premature starters.



- 6.7 A *boat* that fails to start within three minutes of the starting signal will be scored DNS without a hearing.

***Race course and tasks***

- 6.8 The racing course will be provided on a map during the briefing on Sunday at the latest.
- 6.9 The racing course will include multiple Points of Interest (POI's), that are relevant for tasks that need to be completed before finishing.
- 6.10 Multiple tasks will have to be completed while *racing* the course. A list of the tasks that need to be completed will be provided during the briefing on Sunday at the latest. Tasks may allow teams to earn Crea Mylen.

***Racing***

- 6.11 A *boat* shall *start, sail the course* and then *finish*.
- 6.12 A *boat* may correct any errors in sailing the race course, provided she has not *finished*.
- 6.13 A *boat* shall compete by using only the wind, water and their own muscle power to increase, maintain or decrease her speed.
- 6.14 *Boats* shall not make changes to their rigging or sails.
- 6.15 The RC may penalise a *boat* that breaks any rule in section 3. Right of Way, as well as rules 6.13 and 6.14. The penalty for breaking one of these rules is one tack and one jibe that have to be done as soon as it is possible to do so while *keeping clear* of other *boats*. The RC may repeat this penalty until the penalty undid any advantage that was gained by breaking the rule.
- 6.16 If a *boat* has been penalised by the RC for breaking a rule, other *boats'* protests regarding the same *boat*, occurrence and rule can be dismissed by the RC.

***Finish***

- 6.17 A *boat* has *finished* when:
- it has moored into the port at Camping Heerenzijl no later than 15:00; and
  - all personal belongings have been taken off the *boat*; and
  - the *boat* is deemed clean by the RC.
- 6.18 A *boat* that finishes will receive Fryske mylen in accordance with the finishing scores (Appendix E).



## APPENDIX A

### SAILING AGREEMENT

This sailing agreement has to be completed and signed by the skipper before sailing.

The skipper \_\_\_\_\_ (Full name) has agreed to the following:

#### 1. GENERAL PROVISIONS

- 1.1 The skipper declares that they and their team members are sufficiently competent sailors.
- 1.2 The skipper declares that they are familiar with the Dutch inland waterway police regulations (BPR).
- 1.3 The skipper declares that they have read and will abide by the notice of race and rules and regulations.
- 1.4 The organising authority can at any point during the event prohibit setting sail or instruct immediate return to a safe place.

#### 2. BOATS

- 2.1 The organising authority will make sure that provided boats are in good condition.
- 2.2 The organising authority will provide the skipper with an inventory list.
- 2.3 The skipper is obligated to check and report any damage to the provided boat and missing inventory before sailing.

#### 3. LIABILITY

- 3.1 The organising authority is not liable for bodily injury sustained during the event.
- 3.2 The organising authority is not liable for any loss or theft of personal items during the event.
- 3.3 The organising authority is not liable for any damage caused by other competitors or third parties.
- 3.4 A skipper can be held accountable by the organising authority to damage or loss of the provided boats. The racing committee will appoint responsibility in case of damage due to contact between two participating boats. If responsibility cannot be appointed to one party with certainty, the racing committee may decide both parties are partly responsible.
- 3.5 A skipper can be held accountable for a maximum of € 200 per incident, with the exception of the following cases, for which a maximum of € 500 per incidents applies:
  - a) The damage has not been timely reported to the racing committee.
  - b) The damage was caused by gross negligence. Not complying to the obligations in 4.1, 4.2 or 4.3 of the Sailing Agreement will always be considered as gross negligence.
  - c) The skipper did not follow the directions of the organising authority or racing committee, while doing so could have (partly) prevented the damage.
  - d) The skipper did not act in accordance with the rules and regulations in a way in which it could have led to (more) damage.
  - e) The damage was caused by an adaptation made to the rigging of the boat.

#### 4. OBLIGATIONS

- 4.1 The skipper is obligated to abstain from being intoxicated during sailing.
- 4.2 The skipper is obligated to make sure the helmsman and any other crew needed to safely sail abstains from being intoxicated.



- 4.3 The skipper is obligated to make sure everyone on board during sailing abstains from being under the influence of drugs that are prohibited by Dutch law.
- 4.4 The skipper is obligated to follow instructions of the organising authority.
- 4.5 The skipper is obligated to return the boat in the same state in which it was provided.
- 4.6 The skipper is obligated to return the boat whilst it is clean.

**5. DEPOSIT**

- 5.1 A deposit of € 200 will be paid no later than 23.59 on 16 May 2025 to  
NL77 RABO 0135 8860 66  
N.S.Z.V. De Loefbijter  
with a description indicating: "Deposit Caférace 2025 [FULL NAME]".
- 5.2 The organising authority will refund or authorise the refund of any remaining damage deposit within 10 business days after the event.
- 5.3 If the skipper is held accountable for damages above the deposited amount the remaining amount still needs to be paid. This payment needs to be made within 10 business days after the event.

Date:

Signature:

\_\_\_\_\_

\_\_\_\_\_



## APPENDIX B

### DISTANCE MATRIX GROTE CAFÉRACE

The table below shows the predetermined amount of Fryske mylen earned by sailing between commonly visited locations.

Fryske mylen	CAMP	S/P	GOING	TER	LANG	START	HEEG	WOUD	IRNSUM	RUFUS	RCN	SNEEK	JOURE	AKKR
CAMP		2	5	4	19	6	38	41	15	8	6	15	16	7
S/P	2		4	6	17	5	36	39	16	7	5	13	14	8
GOING	5	4		7	13	4	30	32	17	4	5	12	10	12
TER	4	6	7		23	6	40	43	9	11	6	15	20	6
LANG	19	17	13	23		16	15	17	39	8	17	27	8	32
START	6	5	4	6	16		25	27	15	6	2	7	13	13
HEEG	38	36	30	40	15	25		6	61	25	27	27	25	59
WOUD	41	39	32	43	17	27	6		66	25	29	39	25	61
IRNSUM	15	16	17	9	39	15	61	66		22	15	28	34	9
RUFUS	8	7	4	11	8	6	25	25	22		7	15	5	16
RCN	6	5	5	6	17	2	27	29	15	7		7	13	13
SNEEK	15	13	12	15	27	7	27	39	28	15	7		24	25
JOURE	16	14	10	20	8	13	25	25	34	5	13	24		27
AKKR	7	8	12	6	32	13	59	61	9	16	13	25	27	

CAMP	Camping Heerenzijl (Start / Finish)
S/P	Paviljoen Salt or Café Picknickers
GOING	Any café in Goingarijp
TER	Any café in Terherne
LANG	Any café in Langweer
START	Any café on the Starteiland
HEEG	Any café in Heeg
WOUD	Any café in Woudsend
IRNSUM	Any café in Irnsum
RUFUS	Café 'Rufus aan het water'
RCN	Beachclub Sneek or RCN De Potten
SNEEK	Any café in Sneek
JOURE	Any café in Joure
AKKR	Any café in Akkrum



## APPENDIX C CAFÉ LOG GROTE CAFÉRACE

TEAM NUMBER \_\_\_\_\_

SKIPPER \_\_\_\_\_

TEAM NAME \_\_\_\_\_

BOAT NAME / NR \_\_\_\_\_

	Location	Café	Signature Café	Time of Arrival	Time of Departure
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					





## APPENDIX D

### FINISHING BONUSES AND DEDUCTIONS

### GROTE CAFÉRACE

- D1** The finish placement bonuses and late finish deductions in the tables below are applied to the finishing of the Grote Caférace when the criteria as specified in 5.19 and 5.20 of the rules and regulations are met.
- D2** The finishing placement of boats that do not meet the criteria will not be taken into account when determining the finish place bonuses.

#### Finish place bonuses:

<i>Placement</i>	<i>Bonus</i>	
1st place	25	Fryske mylen
2nd place	20	Fryske mylen
3rd place	15	Fryske mylen
4th place	12	Fryske mylen
5th place	10	Fryske mylen
6th place	8	Fryske mylen
7th place	5	Fryske mylen
8th place	4	Fryske mylen
9th place	4	Fryske mylen
10th place	3	Fryske mylen
11th place	3	Fryske mylen
12th place	2	Fryske mylen
13th place	2	Fryske mylen
14th place	1	Fryske mylen
15th place	1	Fryske mylen
16th+ place	0	Fryske mylen

#### Late finish deductions:

<i>Time</i>	<i>Deduction</i>	
18:01-18:10	4	Fryske mylen
18:11-18:20	9	Fryske mylen
18:21-18:30	15	Fryske mylen
18:31-18:40	22	Fryske mylen
18:41-18:50	30	Fryske mylen
18:51-19:00	40	Fryske mylen



## APPENDIX E

### FINISHING SCORES KLEINE CAFÉRACE

- E1** The finishing scores in the table below are applied to the finishing boats of the Kleine Caférace when the criteria as specified in 6.17 and 6.18 of the rules and regulations are met.
- E2** The finishing placement of boats that do not meet the criteria will not be taken into account when determining the finish place bonuses.

#### Finishing scores:

<i>Placement</i>	<i>Score</i>	
1st place	80	Fryske mylen
2nd place	72	Fryske mylen
3rd place	65	Fryske mylen
4th place	59	Fryske mylen
5th place	54	Fryske mylen
6th place	50	Fryske mylen
7th place	46	Fryske mylen
8th place	42	Fryske mylen
9th place	38	Fryske mylen
10th place	34	Fryske mylen
11th place	30	Fryske mylen
12th place	27	Fryske mylen
13th place	24	Fryske mylen
14th place	21	Fryske mylen
15th place	18	Fryske mylen
16th place	15	Fryske mylen
17th place	12	Fryske mylen
18th place	9	Fryske mylen