

# NAVIGA

World Organisation for Modelshipbuilding and Modelshipsport  
Welt Organisation für Schiffsmodellbau und Schiffsmodellssport  
Organisation Mondiale de Navimodelisme et de Sport Nautique

## Rules

## Section C

# 2020



<b>Validity: at 01.01.2020</b>	
<b>for the following model classes</b>	
<b>C - 1</b>	<b>Models of rudder and sailing ships</b>
<b>C - 2</b>	<b>Models of ships with own propulsion</b>
<b>C - 3</b>	<b>Models of installations, parts of ships, harbour facilities, shipyards and scenarios, diorama</b>
<b>C - 4</b>	<b>Miniature models of the classes c1 to C-3 on a scale 1:250 and smaller.</b>
<b>C - 5</b>	<b>Bottleships</b>
<b>C - 6</b>	<b>Plastic models</b>
<b>C - 7</b>	<b>Cardboard and paper models</b>
<b>C - 8</b>	<b>Kit models</b>

**CATEGORY C**

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## CATEGORY C

### 1. Categorization / overview

Scale models, accurate constructions, technical installations and parts of ships.

<b>Class.</b>	<b>Class definition</b>	<b>Competition goal</b>
C1	Models of rowing and Sailing ships	Maximum know 100 points to be reached, which are distributed by a jury. Are distinguished also gold, silver and bronze medals. It will assign no Master title.
C-2	Models of ships with own propulsion.	
C-3 A-D	Models of installations, parts of ships, harbour facilities, shipyards and scenarios. diorama (without scale delimitation)	
C-4 A-D	Miniature models of the classes C1 to C-3 on a scale 1:250 and smaller. Diorama are assigned to the group of C-3 A	
C-5	Battleships	
C-6	Plastic models	
C-7	Cardboard and paper models	
C-8	Kits models	

The exact definition of the individual Classes and groups is evident in chapter 6.

### A Regulations, valid for all classes

### 2. Personnel regulations

#### 2.1 Age groups

With NAVIGA meetings become the competitors in 2 age groups - juniors and senior differentiated.

The definition of juniors stands in the match rules (general regulations) and reads as follows:

**As a junior is considered, who in the year of the competition not older is than 18 years.**

## 2.2 Certified number of models at a competition

With world- and continental competitions for each national federation the following maximum number of models is certified:

C-1	of 20 models
C-2	of 20 models
C-3	of 20 models, distributes B, - C, - D on C-3 - A,
C-4	of 20 models, distributes B, - C, - D on C-4 - A, -
C-5	of 20 models
C-6	of 20 models
C-7	of 20 models
C-8	of 20 models

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TOTALLY      160 models per national federation ( junior + senior)

Per participant maximum 3 ships are allowed in each class.

## 2.3 Protests

Protests against the results of the building examination are not possible in the model category C.

## 3. Technical and organizational regulations of the building examinations valid for all classes.

1. The supervisor puts the following to the evaluation commission at the disposal:
  - One sufficiently from the participants and spectators separated and before sun exposure and influences of the weather protected place or a well lit up area with sturdy tables for setting up the models.
  - A closed area or range for the not public consultation of the judges commission a podium with 3 tables for the members of the judges commission as well as a table for the secretary.
  - Three two digit indicating panels for the representation of the numbers of
  - 0 to 100 for the publication of the results.
  - A public-address system.
  - Suitable measuring instruments for measuring the models.

- Sufficient valuation and result lists in accordance with appendix.
2. The organizer, the match line and/or jury have to carry providing in arrangement with the commissions for it that sufficient time for an exact examination of the models is present, in addition is in particular the number of models which can be evaluated to consider.
  3. The official valuation lists of the judge commission are to be led from the secretary to and be examined by the director/conductor of the judges commission and confirmed with signature. For each class, and/or group its own valuation list is to be led, which must contain the following data:
    - Name, first name and nationality of the three members of the judges commission, the secretary and the main judge
    - Name, first name and nationality of each participant.
    - Exact marking of the model (name and type of the original ship or - plant).
    - The final result of the valuation. (see plant 7,3)
  4. Each member of the judge commission has an evaluation sheet to lead that the results of the individual value criteria to be registered. (Plant 7.1 to 7.2)

#### **4. Execution of the building examination**

##### **4.1 The judge commission**

The judge commission consists of:

- The upper judge as directors/conductors of the judges commission
- 2 judges
- The secretary (without right to vote)

##### **4.2 Building examination**

1. The models are divided and examined separately according to classes and/or groups. They are to be set up in such a way that they do not cover there selves mutually.
2. Before beginning of all evaluations the class and/or group affiliation of all announced models is to be examined by the judge commissions.
3. With doubts in the class and/or group allocation the main judge decides on the allocation.

4. The judge commissions would drive through a not public consultation, under the guidance of the main judges. This consultation has the goal, a uniform interpretation of the rules to agree as well as the approach in a case of doubt. In case of a discrepancy the main judges has the decision right.
5. It is to be paid attention to the fact that with measuring the models are not affected, in order to avoid damages.
6. After this consultation the commission examines the models that class which can be examined in each case and provides an overview of all models which can be evaluated.
7. Each committee member evaluates, separately and independently of the other members, the presented models in accordance with the class-specific criteria.
8. During the examination of the model the model construction participant or its deputy must be present. The members of the judge commission are entitled to place questions against the model construction participant or its deputy who refers to the presented model and the construction documents.

#### **4.3 Scale and design documents**

1. The choice of the scale is released to the model construction.
2. The model construction participant must during the registration and the building examination the Modell Certificate and all documents after those the model was built, to submit. (Plant 7.4)
3. In order to be able to examine the model, the following documents must be submitted:
  - a) A plan on a scale with: Side view, plan view, line and frame tear, as well as cross section of the original ship.
  - b) Data of the length concerning everything, width, waterline and draft of the original.
  - c) All documents, museum documents, throwing plans, books, magazines, catalogues, including different documents and photos of the original and from details to those the model one built.

**Drawings and images may also be showed digital**

4. If the model construction (participant) provided the plans themselves, the used sources of information are to be described exactly. The articles 3a and 3b are in each case mandatorily, likewise documents of the original ship according to 3c.
5. If sources, literature, photo, throwing plans the technical data and details contradict themselves over the original ship into that use, then it is released to the model construction amateur (participant) to use possible variants or other possible sources. The choice of the applied variants and source data may not be occupied with point departure, if you correspond to a logical execution.
6. If at the original ship of late changes were made, which throwing plans do not correspond to the original, which were however copied, then the participant has the changes with accurate source data to prove.
7. If no documents are submitted, only by the following criteria one judges: "Execution", "impression" and "extent".
8. If incomplete documents are submitted, a point departure takes place with the criterion agreement according to the degree of the incompleteness.

#### **4.4 Evaluation of the models**

1. Each member of the judge commission examines each model and notes the points on the evaluation sheet, assigned by it, according to the valuation criteria, (there is certified only whole points). The sum of the points for the individual valuation criteria results in the result per model.
2. If all members of the judge commission terminated its evaluations, the results of the individual value of all judges s are registered by the secretary in the valuation list after plant 7.1 to 7.2.
3. Are determined within the range of 70 to 100 total points with a model deviations between the highest and the lowest valuation of more than 5 points, then a not public consultation of the judges commission is to be accomplished.
4. During this consultation the members of the judges commission must justify their evaluation.
5. Due to the available results for the appropriate model and with consideration of the points of view in the discussion, the director/conductor of the judge commission has to suggest an average value for the total score for the appropriate model. For the resolution of the average value a vote is necessary.



6. The judges with extremely apart the lying valuations have to accomplish and be allowed to do a new evaluation thereby at the most 2 points from the fixed average value to deviate upward or downward. The public evaluation can take place only if this evaluation is final.
7. In order to determine the final result for the model, the average value from the three valuations is to be determined. This score results in the final result.
8. A public evaluation can be accomplished. Also another publication of the results is possible for the supervisors. In addition the agreement of the main judge and the representative of the NAVIGA is necessary. For public evaluation the members of the judge commission at 3 numbered tables have to take place. The secretary calls each participant with his model.
9. After call all judges s have to give their valuation at the same time well-known. The indication takes place optically via two digit indicating panels.

The secretary reads out the valuation and registers her into the valuation list. The secretary has to give the final result immediately well known.

#### **4.5 Other regulations**

1. In the Class C1 and C-2 are only full models certified the all parts of the ship under and over the Waterline represent.
2. In the Class C-3 and C-4 are also water line models certified, i.e. models, which represent only the part of the ship or the plant visible over water.
3. In principle all visible parts of the models are evaluated, in addition also interior arrangements belong.
4. The judge commission is it released comparable model works to the evaluation to place next to each other.

#### **4.6 Construction specifications**

1. For competitions of the category C1 to C-8 only models are certified, which the model construction (participant) built.
  - 1.1 Commercial manufactured models are not certified. With recognized offenses the model is disqualifieds.
  - 1.2 In the Class C-6 are only injections moulding models from commercial component systems certified (commodity). Additions and modifications are permitted.

- 1.3 In the Class C-7 are only models from commercial model construction sheet certified (commodity). Additions and modifications are permitted.
2. The model and/or the model plant may not exceed in the length over all 2500 mm, if the scale is smaller 1:100 or. With model plants the space occupied on 2.0 m<sup>2</sup> is limited.
3. The unit scale is released. Meter or inch rules can be used.
4. All parts or building groups, which were manufactured commercially or of others than in the Modell Certificate persons specified, are not rated. They are not considered as available and are in the Model passport to be specified. Exceptionally are semi-finished materials how: Rope, chains, pipes, profiles, yarns etc.
5. The model is to be presented into a clean and responding condition for building examination. That paints should to that of a shipyard-new original ship correspond. Deviations (camouflage finishes, ageing and customs traces according to the original) are permitted.
6. In the classes C1-C5 is it permits ranges of the models in natural wood to leave. Models without any coat of paint are assigned to the group of C-3.
7. Ships or parts of it from bone ship or ivory are forbidden.

#### **4.7 Valuation**

1. In the competition the model construction-technical achievement of the participants is evaluated by judge commissions. This happens according to the rules valid for the building examination. (4.5 to 4.6)
2. As three a judges commissions as possible are to be educated.
  - One for the Classes C1, C-3
  - One for the Classes C-2, C4 and C-5
  - One for the Classes C-6 C7 and C-8

If less than 140 models are to be evaluated, then two judge commissions are sufficient.

- One for the Classes C1, C-3, C-4 and C-5
- One for the Classes C-2, C-6, C7 and C-8

The work for the judges commissions is to be as evenly as possible too divided. The allocation of the Classes to the individual commissions can be changed.

3. The scores determined by the judge commission are final, indisputable results of the building examination. The scores determine the dispatching of gold, silver or bronze medals.
4. The medals are distributed after reaching the following points:
  - from 95.00 to 100,00 points gold medal
  - from 90.00 to 94,67 points silver medal
  - from 85.00 to 89,67 points bronze medal
5. A placement and / or ranking of places does not take place. In the C-classes no champion will assign.

#### **4.8 Result list**

In the result list of a competition the following is to be specified:

- Kind and place of the meeting as well as the date.
- Class
- Name, first name and country of the participant
- Name of the model and its scale
- Valuation of each individual judge
- Total points
- Sequence of medal ranks (gold, silver, bronze)
- Name, number and signature of the judges s and the main judges

### **B. Class-specific regulations and building evaluation**

#### **5. Competition regulations of the individual Classes**

##### **5.1 Definition of the models**

Static models are in a certain scale built and in the outside form and color model-faithful models more existing, formerly existing or planned sea and internal vehicles or parts away or model-fair representations of port and shipyards, or parts of it.

**6. Model Classes**

**6.1 Class C-1** Sailing boats etc., without machine main drive.

All kinds of sailing boats, even if they possess an additional machine drive as an auxiliary worker, if the primary drive of the ship takes place via wind force. Rowing boats how: It is released to galleys, trieren, Viking ships, small vehicles such as rowing boats, outrigger canoes, cars, dugouts etc. with the fact whether the rigging with or without sails is implemented.

**6.2 Class C-2 Ships with own propulsion.**

Models of ships and boats also excluding machine on drove, including dragged or pushed boats, mechanisms or plants. By this fall also fishing vessels, with a supporting sail so called.

**6.3 Class C-3 Models of ship plants or Ship parts.**

Models of ship plants or ship parts, if they stand as such in connection with a ship section, a cover cutout or parts of a hull and as finally locked model work to be regarded are. By this also marine equipment parts fall such as hoists, pile, boats with davits, crane, winches etc. of ship's models, scenes representations, port and shipyards. Development series, consisting of at least three models or model parts, navigation mark, swimming plants without own drive etc. as well as diorama.

**6.3.1 Group of C-3-A**

Port and ship yards, dock, locks etc. Diorama (without scale delimitation)

**6.3.2 Group of C-3-B**

Natural wood left ones

**6.3.3 Group of C-3-C**

Water line models

**6.3.4 Group of C-3-D**

Ships parts, marine equipment's, crosswise and profiles, cutouts and development series of sail and motor boats (C1 / C2) on a scale to 1:250, if these consist of at least three models.

**6.4 Class C-4**

Miniature models

Models of the Classes C1 to C-3 on a scale 1:250 and smaller

**6.4.1 Group of C-4-A**

Sailing boats (similar to Class C1)

**6.4.2 Group of C-4-B**

Motor boats (similar to Class C-2)

**6.4.3 Group of C-4-C**

Water lines models (similar to group of C-3 C)

**6.4.4 Group of C-4-D**

Ships parts, marine equipment's, crosswise and profiles, cutouts, development series of sail and motor boats, if these consist of at least three models. (Similar to Class C-3-A to C-3 D without diorama)

**6.4.5 Building examination of the Classes C-1 to C-4**

**Execution: (maximum 50 points)**

Evaluation of the technical execution and quality of the model, accuracy of the forms, appearance of the surfaces and the color

**Impression: (maximum 10 points)**

Evaluation of the general impression and the appearance of the model

**Extent: (maximum 20 points)**

Evaluation of the total work extent for the model. Reconstructions and additions are to be considered positively. Attention time of complex work with consideration of the degree of difficulty

**Agreement with the construction documents: (maximum 20 points)**

It the scale accuracy examined with consideration of the permissible tolerances. Completeness of all details, according to the documents, which were to the model construction amateur at the disposal. Examination of the correct choice of the colors and likewise the natural impression of the not painted materials such as wood, metal, cordages, etc.

The following tolerances are certified in the Classes C1 to C-4

Model - length to: 500 mm 1000 mm 2000 mm 2500 mm over it  
+3 mm +5 mm +8 mm +10 mm +12 mm

Model - width to: 50 mm 150 mm 300 mm 600 mm over it  
+2 mm +2,5 mm +4 mm +5 mm 6,5 mm

## **6.5 Class C-5 Bottle ships**

All ship's models in a bottle, an ampule or a container from glass were built.

Bottle ships are models those are full-scale built. Sea or river boats can have been, still exist those today or exist such or parts of ships. Likewise are certified port and shipyards, or whole maritime scenarios.

The ships and plants must be built in a glass container. The container can be bottle, ampule or another one-piece object from clear, colorless glass. The container may not later be together-cultivated also before the installation of the models and plants from several parts existence and.

The models can consist painted or of natural materials. The decorations must agree with the model and the epoch.

### **6.5.1 Building examination of the Class C-5**

The construction technology, which becomes quality of the work and the degree of difficulty by the judges commission with application of the following criteria evaluated:

#### **Execution (maximum 50 points)**

Execution of the models and plants, quality of the colour order and the assembly.

#### **Degree of difficulty (maximum 20 points)**

Difficulty of the applied construction technology regarding the form of the container and the diameter of the opening, likewise on the number of the ships and the range of the decoration. Degree of difficulty due to the available documentations.

#### **Reality (maximum 20 points)**

Optically correct impression of the overall display and the artistic organization. Choice of the colors and the different materials. Utilization of the existing area.

#### **Documentation (maximum 10 points)**

Evaluation of the documentation on that or the ships, the decoration and the work engineering with the installation of the models into the container

inclusive of the notes and personal studies (sketches), submitted by the model construction amateur (participant).

## **6.6 Class C-6 Plastic models**

Plastic models (PP-PVC-PE etc.) are injection moulding of plastic models from commercial component systems (commodity) the models are according to the building guidance to be provided. Casting seams and fabrications scrap are to be removed. For the refinement of the model any changes using other materials be made. The characteristics of a plastic model (trunk, superstructures etc.) must remain however preserved. If additions are made, these are to be occupied by original documents and/or photos.

### **6.6.1 Building examination of the Class C-6**

#### **Execution (maximum 50 points)**

Estimate of the model construction-technical quality. Quality of the processing of the material (splices), decoration, cleanliness of the surfaces and the color order.

#### **Impression (maximum 10 points)**

Evaluation of the outside cleanliness of the model and its effect. Treatment of the splices and - seams, representation of the details and rigging as well as effect of the color.

#### **Extent (maximum 20 points)**

Evaluation of the total work extent for the model. Reconstructions and additions are to be considered positively. Attention of time-consuming work under the degree of difficulty, as well as of additions after additional documents.

#### **Agreement (maximum 20 points)**

Those model construction amateur at the disposal were to completeness of all details after the documents (copies of the building guidance's, literature, documents etc.). Examination of the correct choice of the colors with additionally applied colors. Appearance of woods, metals, fabrics and cordage with additionally used materials. Tolerances with the model length and model width are not rated.

## 6.7 Class C-7 Cardboard and paper models

**Models of cardboard (paper more heavily than 80g/m<sup>2</sup>) or paper after commercial building sheets (commodity) to be provided.** For the refinement of the model any changes may be made using other materials. If necessary the construction documents are to be attached. The characteristics of a cardboard model (visible individual parts of the trunk and superstructures according to the building sheet) must remain however preserved. **Likewise a new lacquer finish of the model is not permitted. Covering of the hull with foreign material, such as, for example, copper plates or strips of paper is not permitted as well** A change of scale is allowed, but a copy of the original should be shown.

### 6.7.1 Building examination Class C-7

#### **Execution (max. 50 points)**

Estimate of the model construction-technical quality, exactness of the forms and surfaces as well as treatment of the lips and used foreign materials.

#### **Impression (max. 10 points)**

Evaluation of the outside cleanliness of the model and its effect. Dye treatment of the lips and representation of the rigging.

#### **Extent (max. 20 points)**

Evaluation of the total work extent for the model. Reconstructions and additions are considered positively in the class C-7 Attention of time-consuming work under the degree of difficulty, as well as of additions after additional documents.

#### **Agreement (max. 20 points)**

Those model construction amateur at the disposal were to completeness of all details after the documents (copies of the building sheets, building guidance's literature, documents etc.). Examination of the correct colors with additionally applied colors. Appearance of woods, metals, fabrics and cordage with additionally used materials. Tolerances with the Modell length and model width are not rated.



## **6.8 Class C-8 Kit models**

In this class are approved; Models of commercially available kits from wood or plastic with the exception of plastic / injection models from the class C- 6.

The model must be built according the instructions. Refinements with foreign materials are allowed. The characteristics of a kit must be retained During the evaluation the kit building documents must be showed, possibly supplemented by documentation of the original

### **6.8.1 Building examination of the class C-8**

#### **Execution (maximum 50 points)**

Assessment of model-building quality. Quality of processing of the material, decoration, cleanliness of surfaces and the application of paint.

#### **Impression (maximum 10 points)**

Review the external cleanness of the model and its effect. Showing the details and rigging and effect of colour.

#### **Extent (maximum 20 points)**

Evaluation of the total work scope of the model. Reconstructions and additions are to be considered positive. Attention of time consuming work under the degree of difficulty, as well as of additions after documents

#### **Agreement (maximum 20 points)**

Completeness of all details according to the documents ( blueprints, literature, documents, etc.) which were available to the modeller. Check on the correct choice of colours for additionally applied colours. Appearance of wood, metals, fabrics and cordage with additionally used materials. Tolerances in the model length and width are not counted.

# NAVIGA

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Weltorganisation für Schiffsmodellbau und Schiffsmodellsport  
Organisation Mondiale de Navimodelisme et de Sport Nautique

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Herausgeber  
Generalsekretariat der NAVIGA

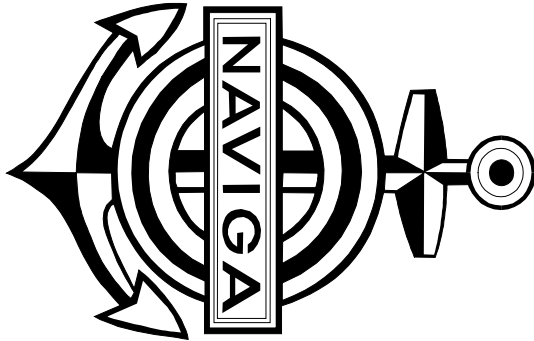
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**MODEL CERTIFICATE**  
For models of category "C"

**Owner**

Name

Prenome

Date of birth

Place

Address

Land

Conformations of the correctness of the information

Sign of owner

Sign club

Sign federation

Place and date

Picture of model

***Technical data for models in category C***

Scale	Original	Model
Technical specifications		
Length over all		
width		
draft		
Height (from keel to mast top)		

**Medals won at World and European competitions**

Championship land, place, Date	Points / medal	Accord main judge

Name of model of ship

***Information about the model***

Built by the owner?

Material

Hull

Decks

Constructions

Self made

Other used materials

**Parts and accessories**

Manufactured

Kit

Used plans

Prefabricated

Paper/cardbord model?

Shipyard plan

Model plan

Own design

The model is approved for class according to the NAVIGA competition rules

C.