

LIGHT VESSEL RACE & SHIELMARTIN RACE 2019

6th and 7th July 2019

SAILING INSTRUCTIONS

ORGANISING AUTHORITY:

- The Light Vessel & Shielmartin Race 2019 will be organised by the Royal Belgian Sailing Club vzw.

1. GOVERNING RULES

The Light Vessel & Shielmartin Race 2019 will be governed by:

- 1.1 The Racing Rules of Sailing of World Sailing (2017-2020) and the prescriptions of Belgian Sailing
- 1.2 The Offshore Special Regulations, Cat. 4 of World Sailing.
- 1.3 The IRC Regulations for yachts competing in the IRC class (Light Vessel Race).
- 1.4 The CR Regulations for yachts competing in the CR class (Shielmartin Race).
- 1.5 The Open North Sea Championship 2019 General Sailing Instructions
- 1.6 The event shall rank as category "C". The flag of the main sponsor can be prominently displayed from a backstay, according to Appendix 1 section 20.3.2. (b).
- 1.7 All yachts must carry a sail number corresponding with the one of her measurement certificate and according to RRS 77. This is a warning as mentioned in RRS G4. Belgian yachts participating in a regatta must carry a sail number issued by Belgian Sailing (check www.belgiansailing.be)
- 1.8 Between sunset and sunrise, the International Regulations for Preventing Collisions at Sea (IRPCS) will replace the World Sailing Rules.
- 1.9 When encountering other shipping than racing yachts, the IRPCS or the local rules shall be complied with.
- 1.10 In case of conflict between languages the English text will prevail.
- 1.11 The Light Vessel & Shielmartin Race 2019 qualify for the Open North Sea Championship 2019.

2. NOTICES TO THE COMPETITORS

- The official notice board will be located at the harbour office.

3. CHANGES TO SAILING INSTRUCTIONS

- Any change to the Sailing Instructions will be posted at least 30 minutes before code flag G is on display (see 4.4), except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from a flag staff located near the clubhouse Alberta.
- 4.2 Code Flag "L" will be displayed if any Notice to Competitors or Change to Sailing Instructions has been posted.
- 4.3 When flag "AP" is displayed ashore with two (2) sound signals (one when lowered) means: "The race is postponed", "1 minute" is replaced with "not less than 90 minutes" after "AP" is lowered. Boats are requested not to leave the harbour until this signal is removed.
- 4.4 When flag G is displayed boats are requested to proceed to the racing area. The starting signal will not be given within 1.30 hours after display of this signal.

5. SCHEDULE OF RACES AND FORMAT

- 5.1 For the Light Vessel Race - IRC class:
Windward/ leeward courses and Inshore Races on Saturday and Sunday. In case of strong wind conditions on Saturday or Sunday the Windward-leeward courses can be replaced by only "Inshore Races"
- 5.2 For the Shielmartin Race CR class:
Two "Inshore races" are foreseen, one on Saturday and one on Sunday except when races have been postponed from the previous day in which case additional coastal races may be sailed.

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- 5.3 For the CR and IRC Class, when more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, an orange flag will be displayed for at least five minutes before a warning signal is displayed.
- 5.4 The first warning signal time each day is scheduled as follows:

Light Vessel & Shielmartin Race 2019		
Date	Time	Event
5 th July Friday	10:00- 17:00	Registration for the CR and IRC class at the RBSC harbour master office in Zeebrugge.
6 th July Saturday	08:30-09:30	Registration for the CR and IRC class at the harbour master office.
	09:30	Briefing at the Harbour Office
	11:55	Warning Signal Shielmartin Race CR 1 – 2 – 3 – 4 – 5 – 6
	12:05	Warning Signal Light Vessel Race 1 st race of the day. IRC 1 – 2 (TCC ≥ 1,000) IRC 3 (TCC < 1,000) The order of the starting groups can change at the discretion of the race committee The warning signal for each succeeding race in IRC class will be made as soon as practicable.
	Happy hour 19:00	Free Duvel Bar Diner participants in clubhouse Alberta
7 th July Sunday	08:30-09:30	Breakfast at the harbour master office
	09:30	Briefing at the Harbour Office
	11:20	Warning Signal Shielmartin Race CR 1 – 2 – 3 – 4 – 5 – 6
	11:30	Warning Signal Light Vessel Race 1 st race of the day. The warning signal for each succeeding race in IRC class will be made as soon as practicable. No warning signal will be made for the IRC class after 15:30 unless a general recall has been made.
	+ -18:00	Prize giving in clubhouse Alberta

6. CLASS FLAGS AND CLASSES

- 6.1 The rating bands and class flags for the Light Vessel Race - IRC class will be as defined in the ONZK GSI 2019:
 IRC 1 (TCC ≥ 1,045) White Class Flag
 IRC 2 (1,000 ≤ TCC < 1,045) Yellow Class Flag
 IRC 3 (TCC < 1,000) Purple Class Flag
 The white, yellow and blue class flags for the IRC classes will be available at the race office for a guarantee fee of 10,00€.
- 6.2 The rating bands and class flags for the Shielmartin Race CR class will be as defined in the CR Rules 2019:
 Klasse CR 1 de codevlag "W" TCF > 1.0400
 Klasse CR 2 de codevlag "W" TCF ≤ 1.0400 and TCF > 1.0000



Klasse CR 3 de codevlag "K" TCF ≤ 1.0000 and TCF > 0.9700
 Klasse CR 4 de codevlag "K" TCF ≤ 0.9700 and TCF > 0.9300
 Klasse CR 5 de codevlag "K" TCF ≤ 0.9300 and TCF > 0.8900
 Klasse CR 6 de codevlag "V" TCF ≤ 0.8900

In case of insufficient entries classes may be combined

All yachts must display their class flag on the backstay at least 1,80 m. above deck.

7. RACING AREA

- 7.1 The Racing Area is the North Sea; starting line in front of the coast of Knokke-Heist.
- 7.2 The starting vessel will be recognised by its RBSC club pennant.
- 7.3 The Regatta site is the RBSC Zeebrugge, Rederskaai 1 8380 Zeebrugge

8. THE COURSES

- 8.1 For the Light Vessel Race - IRC Class the races will use windward-leeward courses with a gate and/or coastal races.
- 8.2 For the Shielmartin Race - CR Class the races will use only coastal races.
- 8.3 Attachment 1 and 2 show the courses. For the windward-leeward courses, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

9. MARKS

- 9.1 All marks for the windward-leeward courses will be inflatable orange buoys.
- 9.2 Coastal races for the CR will be sailed around existing navigational buoys and mark 1 (a white inflatable buoy). Next to this mark, and during the first 20 min of the race only, a RC boat will be positioned, with orange flashing light. The bearing of the first mark will be announced on the starting vessel.
- 9.3 Coastal races for the IRC will be sailed around existing navigational buoys and mark 1 (an orange inflatable buoy). The bearing of the first mark will be announced on the starting vessel.

10. THE START

- 10.1 To inform boats that a start, or sequence of starts, will be given, an orange flag will be shown for at least 5 minutes.
- 10.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end of the starting line, and a black buoy at the port end.
- 10.3 Boats whose warning flag has not been displayed shall keep clear of the starting line between the warning and starting signals of the other fleet's start.
- 10.4 The RC Signal boats may use their engines to stay in position if needed, this cannot be used as ground for protest or redress by a boat.
- 10.5 In addition to RRS 29.1, the Race Committee **may** also announce individual recalls on VHF, using the words "X-Ray". Individual recall details such as "sail numbers" and/or "boat names" may subsequently be given, but not necessarily immediately after the start. It always remains the individual responsibility of a boat to start correctly under RRS 29.1 and RRS 30.1.
- 10.6 In addition to RRS 29.2, the Race Committee **may** also announce general recalls on VHF, using the words "General Recall".
- 10.7 Starting groups :
 - CR 1 – 2 – 3 – 4 – 5 – 6
 - IRC 1 – 2 (TCC $\geq 1,000$)
 - IRC 3 (TCC $< 1,000$)

The order of the starting groups can change at the discretion of the race committee

11. CHANGE OF THE POSITION OF THE NEXT MARK

- 11.1 To change the position of the next mark, the race committee will move the original mark (or the finishing line) to a new position. The change will be signalled before the leading boat has begun the leg, although the mark may not yet be in the new position. Any mark to be rounded after rounding the moved mark may be relocated without further signalling, to maintain the course configuration.

12. THE FINISH

- 12.1 The finishing vessel for the Shielmartin Race - CR fleet will be different from the finishing vessel of the Light Vessel Race - IRC fleet.
- 12.2 The finishing line for the Light Vessel Race - IRC will be between a staff displaying a blue flag on the finishing vessel at the starboard end and a white buoy at the port end.
- 12.3 The finishing line for the Shielmartin Race - CR will be between a yellow boy at Port and the blue flag on the finishing ship (N51 21.703 E3 14.527) at Starboard. **COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.** The finishing vessel for the CR fleet will fly a flag "red".

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- 12.4 Boats participating in coastal races must approximately 0,5 NM before the finishing line, report on channel 72 to the race committee boat "race committee Light Vessel & Shielmartin Race " announcing their approach.
- 12.5 After the finish, boats must return their declaration form to the organizing committee

13. PENALTY SYSTEM

- 13.1 A boat that has taken a penalty under RRS 44.1 or retired under RRS 31.2 shall complete and file an acknowledgement form at the Regatta Office.
- 13.2 RRS 42.1 will be applied. As foreseen in the Fundamental Rule of World Sailing. (assistance) or to recover a person who fell overboard, the RRS 42.3 (f) (propulsion) allows to use the engine or other means of propulsion. Such an incident must be declared at the finish of the race and shall be reported on the race declaration. In case of unforeseen circumstances, a yacht may be in a position whereby she is bound to use the engine or other means of propulsion, so as not to infringe the International Regulations For Preventing Collisions at Sea (IRPCS) or the governing right-of-way rules applicable to the area. Such an incident must be reported on the race declaration. In this case, the Jury may announce a disqualification if it is convinced that the involved yacht gained a significant advantage.
- **13.3 An infringement of the IRPCAS or local harbour rules will be scored DSQ without a hearing, this changes Appendix A5.**

14. TIME LIMITS

For the Light Vessel Race - IRC class:

- 14.1 In case of a coastal race, boats failing to finish within 90 minutes in real time after the third boat of her starting group will be scored Did Not Finish without a hearing. The race committee can extend the time limit by means of a verbal message on VHF channel 72.
- 14.2 For the windward-leeward courses, boats failing to finish within 30 minutes in real time after the third boat of her starting group finishes will be scored Did Not Finish without a hearing.
- 14.3 For the windward-leeward courses, a race shall be abandoned if no boat finishes within 120 minutes. If no boat has passed mark 1 within 45 minutes, the race will be abandoned. Failure to meet this target time will be no ground for redress. This change rule 62.1(a).
- 14.4 A boat starting later than 15 minutes after her starting signal will be scored "DNS".

For the Shielmartin Race - CR Class:

- 14.5 The finishing time limit on Saturday is 18.00h. The finishing time limit on Sunday is 16.30h.
- 14.6 Boats failing to finish within the time limit will be scored as Did Not Finish without a hearing. However, if the first boat of the CR fleet finishes within the time limit, all boats of the CR fleet which finish after the time limit but within 90 minutes after the first boat of the CR fleet, will be scored. The race committee can extend the time limit by means of a verbal message on VHF channel 72.
- 14.7 A boat starting later than 15 minutes after her starting signal will be scored "DNS".

15. PROTEST AND REQUEST FOR REDRESS

- 15.1 Protest forms are available at the Regatta office. Protests and request for redress and reopening shall be delivered there within the appropriate time limit. Hearings will be held in the club committee room.
- 15.2 For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and Protest Committee and to requests for redress. This changes RRS 61.3 and 62.2. This time will be posted on the official notice board.
- 15.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 15.4 Notices of protests by the race committee or Protest Committee will be posted to inform boats under RRS 61.1(b).
- 15.5 A list of boats that, under sailing instruction 13.1, have acknowledged breaking RRS 42 or have been disqualified by the Protest Committee will be posted before the protest time limit.
- 15.6 For the purpose of RRS 64.3(b) the 'authority responsible' is the measurer appointed by the organizing authority.
- 15.7 On the last day of the regatta a request for reopening a hearing shall be delivered:
 - o Within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
 - o No later than 30 minutes after the party requesting reopening was informed of the decision on that day.

This change rule 66

16. SCORING

The ranking of the Light Vessel & Shielmartin Race 2019 will be as follows:

- 16.1 For the Light Vessel Race - IRC class:
All racing days (windward/leeward and inshore races) will count for overall points with a factor 1,0. When 4 or more races have been completed, the worst score for these races will be discarded.
There will be 3 results:

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One result for the races from Saturday 6th July
One result for the races from Sunday 7th July
One combined result over the 2 days 6+7th July

- 16.2 For the Shielmartin Race - CR Class:
All racing days will count for overall points, there will be no discard.
There will be 3 results:
One result for the races from Saturday 6th July
One result for the races from Sunday 7th July
One combined result over the 2 days 6+7th July

17.SAFETY REGULATIONS

- 17.1 Any yacht which retires must immediately show her national flag and report ASAP to the Race Committee by VHF channel 72.
- 17.2 Before the first warning signal of the first race of the day, each yacht will pass the starboard end extension of the starting line within 2 boat lengths of the Race Committee signal boat. Each yacht shall have her sail number acknowledged by the Race Committee.
- 17.3 A yacht finishing after sunset shall report upon arrival to the Race Committee by VHF on Channel 72.
- 17.4 At registration every skipper must deliver a fully completed crew list, forms will be available at the race office

18.REPLACEMENT OF EQUIPMENT

- 18.1 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.

19.EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 Each competitor shall present a valid measurement certificate on the first day of his registration.
- 19.2 Any boat or equipment may be inspected for compliance with the class rules and the sailing instructions at any time.

20.SUPPORT BOATS

- 20.1 Team leaders, coaches and other support personnel shall remain at least 100 metres outside areas where boats are racing from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement, general recall or abandonment.
- 20.2 The penalty for infringing these requirements will be at the discretion of the Protest Committee, but may include disqualification of one or all boats associated with the infringing vessel.

21.RADIO COMMUNICATION

- 21.1 Except in an emergency, to announce its finish or retirement, and to reply to the race committee, a boat shall neither make radio transmissions while afloat nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 21.2 The VHF channel used for information by the Race Committee: VHF 72. Yachts are not allowed to transmit on this channel except in an emergency and or to announce their imminent arrival or to report retirement.
- 21.3 In case VHF fails, the participants can communicate with the Race committee over mobile phone, the number is 0495/21.11.88.
- 21.4 When sailing in harbours, the harbour approaches and crossing the shipping lanes in the Southern North Sea and the Westerschelde, either before, during or after the race, yachts equipped with VHF shall keep a continuous listening watch on the appropriate channels. **It is mandatory to contact Port Control of Zeebrugge on VHF channel 71 when leaving or entering the harbour. In case of non respect of these rules a yacht can be disqualified.**

22.PRIZES

- 22.1 Trophies will be awarded to the Top 3 finishing boats in all classes if more than 5 boats in each class, only the results over the 2 days will be taken in consideration.
The following classes are foreseen:
 1. IRC 1-2 (TCC \geq 1,000)
 2. IRC 3 (TCC < 1,000)
 3. CR 1 & 2 & 3 & 4 & 5 & 6In case of insufficient entries classes may be combined
- 22.2 Several prizes will be awarded at the discretion of the race organisation.
- **PRIZES WILL BE REWARDED ONLY TO TEAMS WHO ATTEND THE PRIZE GIVING (REPRESENTED BY THEMSELVES)**



23. DISCLAIMER OF LIABILITY

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. "Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor, each parent present or not, each coach agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, crew and their boat and their property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) Their boat is adequately insured.

24. INSURANCE

- Each participant shall have a current Public Liability and Third Party Property Insurance policy, including coverage when racing at the venue of the race, of not less than 1.500.000 € or equivalent for each boat.

25. ELIGIBILITY

- All entrants, to be eligible for the race, shall:
 - Comply with World Sailing Regulation 19 Eligibility Code "appendix 3".
 - Have a current Public Liability and Third Party Property Insurance policy, including coverage when racing at the venue of the race, of not less than 1.500.000 € or equivalent for each boat.
 - Any competitor under the age of 18 yrs will be required to obtain parental/guardian consent prior to commencement of the race.

26. IMAGE AND MEDIA RIGHTS

- In sailing the Light Vessel & Shielmartin Race 2019 a competitor automatically grants to the Organising Authority and the sponsors of the event the right in perpetuity to make, use and show from time to time and at their discretion, any motion or still pictures, and live, taped or film television and any other reproductions of him/her during the period of the race in which the competitor competes and in all material related to the race without any compensation.

ATTACHMENT 1

Coastal Race for the Shielmartin Race - CR Class on Saturday and Sunday.

The starting line will be between a staff displaying an orange flag on the starting vessel at the starboard end and a black buoy at the port end. The finishing line will be between a yellow buoy at port and the blue flag on the finishing vessel (N51 21.703 E3 14.527) at starboard from the direction of the previous mark. The finishing vessel for the CR fleet will fly the code flag "red". Approximately 0,5 NM before the finishing line, boats must report on channel 72 to the race committee boat "race committee Light Vessel" announcing their approach. In case VHF fails, the participants can communicate with the Race committee over mobile phone, the number is +32495211188.. **COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.**

***A green flag displayed means that the Buoy 1 mark (white buoy) has to be round to starboard. Absence of green flag means that the Buoy 1 mark (white buoy) has to be round on port.**

Next to Buoy 1 mark (white buoy), and during the first 20 min of the race only, a RC boat will be positioned, with orange flashing light. The bearing of the first mark will be announced on the starting vessel.

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All marks have "to be round" on Port or Starboard as indicated in the course to sail

The use of AIS is mandatory, when the boat is equipped with. The use of the Geotrace tracker is mandatory at all times, it is available at the race office. Boats who are not using either AIS or Geotrace tracker will be considered has non-participating and non starting.

For the CR : The course to sail

On Saturday 6th July:

Start, Buoy 1 white buoy* , BVH port, AW stb, S5 port, AW2 port, AW1 port, S9 port, S10 stb, S12 stb, W1 port, *finish* between a yellow buoy at Port and the blue flag on the finishing ship (N51 21.703 E3 14.527) at Starboard from the direction of the previous mark +-27.9'

On Sunday 7th July

Start, Buoy 1 white buoy*, Samselbu port, BVH stb, S7 stb, S8 stb, S10 stb, W port, W1 stb, *finish* between a yellow boy at Port and the blue flag on the finishing ship (N51 21.703 E3 14.527) at Starboard from the direction of the previous mark +-18.20'

***Buoy 1 = is a mark white buoy. Next to this mark, and during the first 20 min of the race only, a RC boat will be positioned, with orange flashing light. The bearing of the first mark will be announced on the starting vessel.**

COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.

Coastal Race for the Light Vessel Race - IRC Class on Saturday and Sunday.

The starting line will be between a staff displaying an orange flag on the starting vessel at the starboard end and a black buoy at the port end. The finishing line (at the same place of the starting line) will be between a staff displaying a blue flag on the finishing vessel at the starboard end and a white buoy at the port end. Approximately 0,5 NM before the finishing line, boats must report on channel 72 to the race committee boat "race committee Light Vessel" announcing their approach. In case VHF fails, the participants can communicate with the Race committee over mobile phone, the number is +32 495211188.

To alert boats that an inshore race will begin soon, an orange flag together with a "L" flag will be displayed for at least five minutes before a warning signal is displayed. The course of the inshore race to sail will be indicated on a board on the starting vessel "GIF", the number on the board will show the course to sail.

***A green flag displayed means that the Buoy 1 mark (inflatable orange buoy) has to be round to starboard.**

Absence of green flag means that the Buoy 1 mark (inflatable orange buoy) has to be round on port.

All marks have "to be round" on Port or Starboard as indicated in the course to sail

The use of AIS is mandatory, when the boat is equipped with. The use of the Geotrace tracker is mandatory at all times, it is available at the race office. Boats who are not using either AIS or Geotrace tracker will be considered has non-participating and non starting.

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INSHORE COURSES IRC

Course n° 1

Start, Buoy 1*, W1 SB, MOW2 PORT, W3 PORT, W PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-12,75'

Course n° 2

Start, Buoy 1*, W1 SB, MOW2 PORT, W1 PORT, W PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-9,25'

Course n° 3

Start, Buoy 1*, W3 PORT, W PORT, W1 SB, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-13'

Course n° 4

Start, Buoy 1*, W3 PORT, W1 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-8,25'

Course n° 5

Start, Buoy 1*, W3 PORT, W1 PORT, W3 PORT, W1 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-13,75'

Course n° 6

Start, Buoy 1*, Buoy 2* PORT, W1 PORT, BVH PORT, MOW2 PORT, W1 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-13,25'

Course n° 7

Start, Buoy 1*, Buoy 2* PORT, W3 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-8'

Course n° 8

Start, Buoy 1*, Buoy 2* PORT, MOW2 PORT, W3 PORT, W1 PORT, MOW2 SB, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-11,25'

Course n° 9

Start, Buoy 1*, Buoy 2* PORT, MOW2 PORT, W1 PORT, MOW2 SB, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-7,60'

Course n° 10

Start, Buoy 1*, WK14 SB, W SB, W3 SB, MOW2 SB, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-11,75'

Course n° 11

Start, Buoy 1*, WK14 PORT, MOW2 PORT, W3 PORT, MOW2 SB, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-10,50'

Course n° 12

Start, Buoy 1*, W SB, W3 PORT, W PORT, WK14 PORT, MOW2 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-12,00'

Course n° 13

Start, Buoy 1*, W SB, W1 PORT, W PORT, WK14 PORT, MOW2 PORT, *finish* between the blue flag on the finishing ship at starboard and the white buoy at port +-8,00'

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Course n° 14

Start, Buoy 1*, W PORT, BVH PORT, WK14 PORT, BVH PORT, WK14 PORT, finish between the blue flag on the finishing ship at starboard and the white buoy at port +-11,25'

Course n° 15

Start, Buoy 1*, W PORT, BVH PORT, WK14 PORT, finish between the blue flag on the finishing ship at starboard and the white buoy at port +-06,75'

***Buoy 1** = is mark 1 (inflatable orange buoy) from the windward –leeward course of the IRC class (see attachment 2)

Finishing Line = at the same place of the starting line, is the same finishing line as for the windward-leeward courses.

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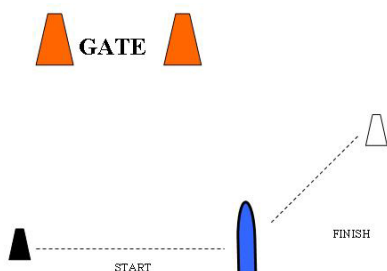
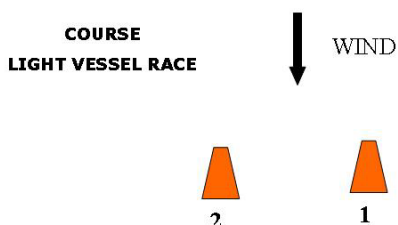




R B S C
see you on the water

ATTACHMENT 2

Windward leeward courses for the Light Vessel Race - IRC Class on Saturday and Sunday



COURSE 1 (pennant 1) : START – 1 -2 – GATE – FINISH

COURSE 2 (pennant 2) : START – 1 -2 – GATE – 1 – 2 – GATE – FINISH

COURSE 3 (pennant 3) : START – 1 -2 – GATE – 1 – 2 – GATE – 1 – 2 – GATE – FINISH

The course to sail will be indicated by the number Pennant hoisted during the start procedure of each IRC class starting group.

The use of AIS is mandatory, when the boat is equipped with. The use of the Geotrace tracker is mandatory at all times, it is available at the race office. Boats who are not using either AIS or Geotrace tracker will be considered has non-participating and non starting.

ANGLE OF THE MARKS AND DISTANCE BETWEEN THE MARKS ARE NO GROUND FOR PROTEST.

Race Officers

Peter van Den Bossche – Patrick Demesmaeker – Jean Vanhoebost - Guy Houvenaghel (skipper)

Jury Dirk Sledsens

THE ORGANIZING AUTHORITY WISHES YOU A PLEASANT LIGHT VESSEL & SHIELMARTIN RACE 2019

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