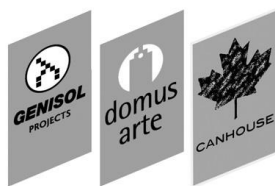




ROYAL BELGIAN SAILING CLUB vzw



genisol

GENISOL LIGHT VESSEL RACE 2015

27th and 28th June 2015

SAILING INSTRUCTIONS

1. GOVERNING RULES

The Light Vessel Race 2015 will be governed by:

- 1.1 The International Racing Rules of the I.S.A.F and any amendments
- 1.2 The Prescriptions of the KBYV- FRBY.
- 1.3 The Notices of Race.
- 1.4 The Sailing Instructions.
- 1.5 The ORC Special Regulations, Cat. 4.
- 1.6 The IRC Regulations for yachts competing in the IRC class.
- 1.7 The CR Regulations for yachts competing in the CR class.
- 1.8 The Open North Sea Championship 2015 General Sailing Instructions
- 1.9 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).
- 1.10 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 the FRYB-KBYV.
- 1.11 Between sunset and sunrise, the International Regulations for Preventing Collisions at Sea (IRPCS) will replace the ISAF Rules.
- 1.12 When encountering other shipping than racing yachts, the IRPCS or the local rules shall be complied with.
- 1.13 In case of conflict between languages the English text will prevail.
- 1.14 The Light Vessel Race 2015 qualifies for the Open North Sea Championship 2015.

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, "1 minute" is replaced with "not less than 90 minutes" in race signal "AP". 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 IRC class:
Windward/ leeward courses and Inshore Races on Saturday and Sunday. A total of 8 races are foreseen with





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up to 4 races/day are scheduled except when races have been postponed from the previous day in which case additional races may be sailed. 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 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.
- 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 four minutes before a warning signal is displayed.

A separated start is foreseen for de IRC and CR class

- 5.4 The first warning signal time each day is scheduled as follows:

Light Vessel Race 2015		
Date	Time	Event
26 th June Friday	10:00- 17:00	Registration for the CR and IRC class at the RBSC harbour master office in Zeebrugge.
27 th June Saturday	08:30-09:30	Registration for the CR and IRC class at the harbour master office.
	10:55	Warning Signal 1 st race of the day. The warning signal for each succeeding race in IRC class will be made as soon as practicable.
	19:00	Diner participants in clubhouse Alberta
28 th June Sunday	08:30-09:30	Breakfast at the harbour master office
	10:55	Warning Signal 1 st race of the day. The warning signal for each succeeding race in IRC class will be made as soon as practicable. No first 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 IRC class will be as defined in the ONZK GSI 2015:
 IRC 1 (TCC ≥ 1,045) White Class Flag
 IRC 2 (1,000 ≤ TCC < 1,045) Yellow Class Flag
 IRC 3 (TCC < 1,000) Blue 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 CR class will be as defined in the CR Rules 2015:
 CR 1&2 (BA RAT > 27,5) IC "W" Class Flag
 CR 3&4 (BA RAT ≤ 27,5 >22,3) IC "K" Class Flag
 CR 5&6 (BA RAT ≤ 22,3) IC "U" Class Flag
 In case of insufficient entries classes may be combined

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 IRC Class the races will use windward-leeward courses with a gate and/or a coastal races.
- 8.2 For the 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.





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9. MARKS

- 9.1 All marks for the windward-leeward courses will be inflatable orange buoys
- 9.2 Coastal races will be sailed around existing navigational buoys and mark 1 and 2 (inflatable orange buoys) of the IRC windward-leeward courses.

10. THE START

- 10.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 10.2 For the start of the coastal races of the class CR and the start of the windward-leeward races for the class IRC, 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.
- 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 ≥ 1,000)
IRC 3 (TCC < 1,000)

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 line for the 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.
- 12.2 The finishing line for the CR will be between a yellow buoy at Port and the blue flag on the finishing ship (51°21,90N 3°13,00E) at Starboard. COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.
- 12.3 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.
- 12.4 When the course is shortened at a gate, a race committee boat near the gate will display flag S and boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. This changes race signal S.

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 the I.S.A.F. (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 IRC class:

- 14.1 In case of a coastal race, boats failing to finish within 90 minutes in real time after the third boat who sails the course properly and finishes in her class will be scored Did Not Finish without a hearing. If less than 3 boats are sailing in a class, boats failing to finish within 90 minutes in real time after the first boat who sails the course properly and finishes in her class will be scored Did Not Finish without a hearing. This changes RRS 35 and A4.1. The same time limit will apply if more long distance races are organised.
- 14.2 For the windward-leeward courses, boats failing to finish within 30 minutes in real time after the third boat who sails the course properly and finishes in her class will be scored Did Not Finish without a hearing. If less than 3 boats are sailing in a class, boats failing to finish within 30 minutes in real time after the first boat who sails the course properly and finishes in her class will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5





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- 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.
- 14.4 A boat starting later than 15 minutes after her starting signal will be scored "DNS". This changes RRS A4.1.

For the CR class:

- 14.5 For the coastal races, boats failing to finish within 90 minutes in real time after the first boat who sails the course properly and finishes in her class will be scored Did Not Finish. This changes RRS 35 and A4.1.
- 14.6 A boat starting later than 15 minutes after her starting signal will be scored "DNS". This changes RRS A4.1.

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 Race 2015 will be as follows:

- 16.1 For the IRC class:
The Light Vessel Race will be scored as provided in Appendix A of RSS ISAF using the Low Point System. All races (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.
- 16.2 For the CR Class:
The Light Vessel Race will be scored as provided in Appendix A of RSS ISAF using the Low Point System. The two "inshore races" will count for overall points, there will be no discard.

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.

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. To prevent any dispute, no fundamental measurement need be carried out on the spot. Measurement office is the regatta office.
- 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.





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21. RADIO COMMUNICATION

- 21.1 Except in an emergency, 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 to report retirement.
- 21.2 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. (Port Control Zeebrugge: VHF 71) **In case of non respect of these rules a yacht will be immediately 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, 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

- 23.1 Competitors participate in the regatta entirely at their own risk. Attention is drawn to the Fundamental RRS 4, Decision to race. The Organising Authority and the sponsors and their officers, jointly and severally, will not accept any liability for personal or material damage, injury or death sustained in conjunction with or prior to, during or after the regatta.
- 23.2 Any competitor under the age of 18 yrs will be required to obtain parental/guardian consent prior to commencement of the race.

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 RRS Appendix 2 – ISAF Eligibility Code.
 - 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 Race 2015 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.





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ATTACHMENT 1

Coastal Race for the 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 (51°21,90N 3°13,00E) at starboard from the direction of the previous mark. 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. **COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.**

*A green flag displayed means that the Boei 1 mark is to be left to starboard. Absence of green flag means that the Boei 1 mark is to be left on port

For the CR : The course to sail

On Saturday 27th

Start, Boei 1 *, WK28 PORT, WK13 PORT, SAMSELBU PORT, WK26 SB, MOW4 PORT, W1 SB, finish between a yellow buoy at Port and the blue flag on the finishing ship (51°21,90N 3°13,00E) at Starboard from the direction of the previous mark +-38,00'

On Sunday 28th

Start, Boei 1 *, W5 PORT, SEGRE PORT, MOW4 PORT, W1 SB, W PORT, finish between a yellow boy at Port and the blue flag on the finishing ship (51°21,90N 3°13,00E) at Starboard from the direction of the previous mark +-21,00'

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

COORDINATES OF THE MARKS ARE NO GROUND FOR PROTEST.

Coastal Race for the 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 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.

To alert boats that an inshore race will begin soon, an orange flag together with a "L" flag will be displayed for at least four 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.

INSHORE COURSES IRC

Course n° 1

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





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Course n°4

Start, Boei 1 PORT, 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, Boei 1 PORT, 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, Boei 1 PORT, Boei 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, Boei 1 PORT, Boei 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, Boei 1 PORT, Boei 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, Boei 1 PORT, Boei 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, Boei 1 PORT, 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, Boei 1 PORT, 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, Boei 1 PORT, 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, Boei 1 PORT, 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'

Course n°14

Start, Boei 1 PORT, 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, Boei 1 PORT, 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'

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

Boei 2 = is mark 2 (cylindrical orange buoy) from the windward –leeward course of the IRC class (see attachment 2)

Finishing Line = is the same finishing line as for the windward-leeward courses.

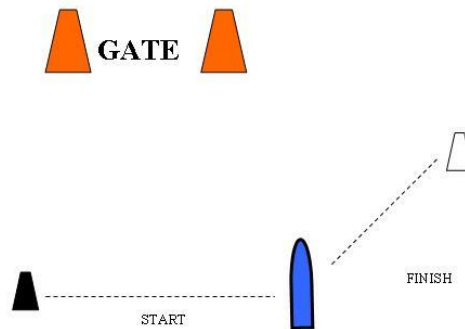
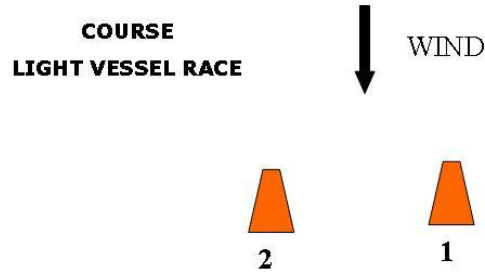




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ATTACHEMENT 2

Windward leeward courses for the 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.

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

Race Officers

Peter van den Bossche - Glenn Liekens - Marc Seynaeve - Tony Jacobs

Jury

Alain Van Vaerenbergh - Dirk Sledsens - An Van Landeghem

THE ORGANIZING AUTHORITY WISHES YOU A PLEASANT LIGHT VESSEL RACE 2015

