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## 2022 NORTH SEA RACE SAILING INSTRUCTIONS

ORGANISED BY THE ROYAL OCEAN RACING CLUB IN ASSOCIATION WITH THE ROYAL HARWICH YACHT CLUB,  
THE EAST ANGLIAN OFFSHORE RACING ASSOCIATION, THE YACHT CLUB SCHEVENINGEN AND THE NORTH SEA  
REGATTA

FRIDAY 27<sup>TH</sup> MAY 2022

FIRST WARNING SIGNAL 1130

HW HARWICH 1037 3.79M

### CONTACT DETAILS

	Race Committee	Coastguard	Race Office Address
Start	<p>Callsign "Ocean One" VHF Channel 72 (see also SI 14.2)</p> <p>Mobile / WhatsApp: +44 (0) 7825 007 035</p> <p>Tel: +44 (0) 1473 780 319</p> <p>Email: racing@rorc.org</p>	<p>"HM Coastguard" VHF Channel 16 +44 (0) 2392 552100 (for notification of retirements or in emergencies)</p>	<p>Royal Harwich Yacht Club Woolverstone IP9 1AT</p> <p>Tel: +44 (0) 1473 780 319</p>
Finish	<p>Callsign "Ocean One" VHF Channel 72 (see also SI 14.2)</p> <p>Mobile / WhatsApp: +44 (0) 7825 007 035</p> <p>Tel: +31 6 53 24 44 95</p> <p>Email: racing@rorc.org</p>	<p>As above</p>	<p>RORC Office Hellingweg 136 2583 DX Scheveningen</p> <p>Mobile / WhatsApp: +44 (0) 7825 007 035</p>

**Boats retiring from the race must immediately notify the Race Committee or the Coastguard.**

Failure to comply may lead to exclusion from future RORC racing.

**THE ATTENTION OF EVERY PERSON IS DRAWN TO SPECIAL REGULATION 1.02 AND TO THE IMPORTANCE OF HAVING  
SUITABLE AND ADEQUATE PERSONAL INSURANCE**

# SAILING INSTRUCTIONS

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.  
(RRS Fundamental Rule 3)

## 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 RRS part 2 rules will be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) between the times of local sunset and sunrise; or government right-of-way rules if applicable.
- 1.3 RYA Prescriptions to the Racing Rules of Sailing, available at: <https://www.rya.org.uk/racing/rules>
- 1.4 World Sailing's Offshore Special Regulations Category 3 with Category 2 liferafts, AIS Transponders and RORC Prescriptions.
- 1.5 The rules and regulations of appropriate Class rules; IRC Rules Parts A, B & C, ORC, Class40 & MOCRA Rules.
- 1.6 If there is a conflict between languages the English text will take precedence.
- 1.7 The 2022 RORC Notice of Race (NOR)
- 1.8 The Sailing Instructions (SIs)
- 1.9 If there is a conflict between the NOR and SIs the SIs will prevail. This changes RRS 63.7

## 2 EQUIPMENT AND MEASUREMENT CHECKS

- 2.1 A boat or equipment may be inspected at any time for compliance with the rules and Sailing Instructions.

## 3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located in the Race Office Harwich before the race and the Race Office Scheveningen at the finish. Notices may be displayed on the RORC website at: <http://www.rorc.org/racing/race-documents>

## 4 TRACKING

- 4.1 It is mandatory for all boats to carry a YB Tracker unit for the race. Information will be displayed on the RORC website and the North Sea Regatta website <https://nsr.nl/>. A boat's track from her YB Tracker unit shall not be used as grounds for a protest by another boat. This changes RRS 60.1.
- 4.2 Collection of the YB Tracker: Boats entered into both the Vuurschepen and North Sea races shall collect their tracker units from the North Sea Regatta Office prior to the Vuurschepen Race. Competitors in the RORC North Sea Race only shall collect their tracker unit from the Race Office, Royal Harwich Yacht Club, between the hours of 1000 and 1800, Thursday 26<sup>th</sup> May.
- 4.3 Return of the YB Tracker: Tracker units shall be returned to the Race Office, Scheveningen, at the end of the race along with the Declaration Form.
- 4.4 Failure to return the YB tracker within 24 hours of finishing may result in a charge of £750.00

## 5 AIS

- 5.1 All boats are required to have their AIS transceivers switched on and able to transmit (at least every minute) and receiving from 1030 on Friday 27<sup>th</sup> May and throughout the race.
- 5.2 A boat's AIS must transmit: the boat's MMSI number, current racing name, the speed and course over the ground
- 5.3 Nothing shall be done to inhibit AIS transmissions.
- 5.4 Yachts unable to meet these requirements shall submit comprehensive details of the reason on their Declaration Form and may be subject to protest. The penalty for breaking this rule is at the discretion of the Protest Committee and may **include disqualification**.

## 6 CLASS FLAGS

Class	TCC/GPH Range*	Class Flag
IRC Super Zero	1.550 and greater	Pennant 9
IRC Zero	1.175 – 1.549	Pennant 0
IRC One / ORC One	1.060 – 1.174 / GPH < 600	Pennant 1
IRC Two / ORC Two	1.020 – 1.059 / 600 <= GPH < 630	Pennant 2
IRC Three / ORC Three	0.980 – 1.019 / 630 <= GPH < 720	Pennant 3

IRC Four	0.850 – 0.979	Pennant 4
IRC 2H / ORC 2H	Any TCC / GPH	Pennant 5
Class40	n/a	Class insignia

\* For boats with both ORC & IRC ratings, the IRC rating takes precedence in determining the starting group / class flag.

## 7 NUMBER OF PERSONS ABOARD

- 7.1 Each boat shall **inform the identity gate vessel** of the number of persons aboard. This information should **not** be transmitted to the Race Committee by VHF.
- 7.2 If there are fewer crew than on the Crew list supplied to the RORC/North Sea Regatta it is imperative that the gate boat be informed of the name(s) of the absent crew. A boat shall not sail with a crew member whose Emergency Contact details have not been lodged with the RORC or North Sea Regatta before the start of the race on the official Crew list.

## 8 IDENTITY GATE

- 8.1 The identity gate vessel, probably a RIB displaying a blue flag with a white border and a white seahorse over a yellow flag, will be stationed to leeward and outside of the starting line near the Main Committee Vessel.
- 8.2 Check-in will be available from one hour before the first start until about 10 minutes after the last start, or later at the discretion of the committee. Each boat shall pass close with her port side towards the stern of the identity gate vessel whilst showing the sail number on the port side. Each boat shall inform the identity gate vessel of the number of persons aboard, display a combined lifejacket and harness for each member of the crew (in accordance with Special Regulations 5.01 and 5.02) and receive acknowledgement before starting.  
**Warning:** Boats which do not pass through the gate correctly are liable to disqualification.
- 8.3 **After the start** when sail numbers are not displayed elsewhere (sails down) they shall be displayed secured to the lifelines on the port quarter.

## 9 STARTING TIMES AND SIGNALS

- 9.1 The race will be started by using RRS 26, with the warning signal being made 10 minutes before the starting signal.

### Proposed Starting Times

IRC/ORC 2H Warning Flag: Numeral 5	IRC 3 & 4, ORC 3 Warning Flag: Numeral 3	IRC SZ, Z, IRC 1, IRC 2, ORC 1 & 2 Warning Flag: Numeral 1	Event	Signal
1130	1140	1150	Warning	Warning flag displayed
1136	1146	1156	Preparatory	Preparatory flag displayed
1139	1149	1159	One-minute	Preparatory flag removed
1140	1150	1200	Start	Warning flag removed

## 10 THE STARTING LINE

- 10.1 The Main Committee Vessel, displaying a blue flag with a white border and a white seahorse (which will be Haven Hornbill, a blue hulled 18m self propelled pontoon with a large orange crane) will be in the area of the flexi-course buoys and will broadcast her position by VHF.
- 10.2 The starting line is formed between an orange flag on the Main Committee Vessel and an orange inflatable buoy or other mark, described by the Race Committee on VHF, positioned in the vicinity of the Main Committee Vessel. An inner distance mark (IDM) may be laid. A boat shall not pass between the IDM and the Main Committee Vessel when starting.

## 11 LATE AT THE START

- 11.1 If a boat which has not previously come to the starting area is not off her moorings at her preparatory signal, and comes to the starting area under power or being towed, she shall stop her engine (or drop the tow) and complete a Two-Turns penalty as specified in RRS 44.2 before starting.
- 11.2 No penalty will be imposed for an infringement of RRS 42 for complying with 11.1. This changes RRS 42 and 45.

## 12 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions, and boats shall not enter them:

12.1 All Traffic Separation Schemes are Obstructions.

12.2 Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.

12.3 Oil and Gas fields, production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines. Technical installations generally exhibit Morse code "U" lights (2 FL & 1 LFL), Aircraft Obstruction lights, and audible fog signals.

**Navigation is prohibited within 500 metres** of all such structures, including storage tankers which can swing about their moorings. Vessels manoeuvring in the vicinity of platforms and moorings should be given a wide berth.

Wind farms under construction are generally prohibited for navigation, whereas completed farms may be navigable **as long as a distance of 500 m to any individual installation can be maintained safely**. Care should be taken to ensure that AIS is operable and a constant radio watch on VHF Ch 16 is maintained.

12.4 Any area reported as prohibited for navigation in Notices to Mariners is an obstruction. Boats shall comply when instructed to avoid areas by local authorities such as naval, law enforcement or technical installation guard units.

12.5 The area of the following Obstructions is a box A, B, C, D of which the co-ordinates of the edges are given. The following areas are designated Obstructions:

Obstruction	Position (WGS84): Latitude Longitude	
	A	B
Sunk TSS South	A - 51° 42'.16N 001° 43'.18E	B - 51° 42'.63N 001° 50'.12E
	C - 51° 38'.80N 001° 50'.81E	D - 51° 38'.31N 001° 43'.88E
Sunk TSS East	A - 51° 49'.92N 001° 51'.88E	B - 51° 54'.59N 002° 07'.91E
	C - 51° 51'.89N 002° 07'.09E	D - 51° 47'.46N 001° 51'.80E
Gallopier Wind Farm	A - 51° 46'.97N 001° 55'.90E	B - 51° 49'.43N 002° 03'.43E
	C - 51° 43'.97N 001° 56'.44E	D - 51° 44'.80N 002° 02'.76E
Outer Gabbard Wind Farm	A - 51° 59'.64N 002° 06'.11E	B - 52° 00'.06N 001° 59'.33E
	C - 51° 53'.90N 002° 02'.02E	D - 51° 55'.10N 002° 05'.49E
East Anglia ONE Offshore Wind Farm	A - 52° 08'.53N 002° 26'.55E	B - 52° 20'.14N 002° 26'.73E
	C - 52° 20'.07N 002° 34'.95E	D - 52° 08'.53N 002° 34'.75E
North Hinder North TSS	A - 52° 10'.98N 002° 56'.12E	B - 52° 13'.40N 002° 58'.98E
	C - 52° 07'.70N 003° 09'.71E	D - 52° 05'.57N 003° 06'.27E
Maas North TSS	A - 52° 22'.71N 003° 47'.68E	B - 52° 22'.01N 003° 53'.16E
	C - 52° 07'.16N 003° 55'.93E	D - 52° 07'.13N 003° 44'.64E
Ijmuiden West Outer TSS	A - 52° 31'.53N 003° 56'.26E	B - 52° 31'.53N 004° 06'.72E
	C - 52° 28'.30N 004° 08'.95E	D - 52° 25'.53N 003° 54'.41E

12.6 The wind farm "Hollandse Kust Zuid" which is under construction and shown on current charts and also defined in the following online notice:

<https://zoek.officielebekendmakingen.nl/staatscourant/stcrt-2022-6423.html>

12.7 **Please note that all coordinates are approximate and it is the responsibility of all boats to ensure that accurate positions of all named obstructions are obtained from either current charts or notices to mariners.**

## 13 THE COURSE

- 13.1 The Long and Short Courses will be preceded by a Flexi-Course which will be chosen by the Race Committee on the day of the race from the marks listed in Appendix A.
- 13.2 The Short Course (ORC Three) is listed in Appendix A
- 13.3 The Long course (All IRC and ORC One and Two) is listed in Appendix A
- 13.4 All boats taking part in the two-handed division will do the Long Course (Appendix A)
- 13.5 No later than the warning signal, the Race Committee will announce the Flexi-Course to be sailed over the VHF.

## 14 COMMUNICATIONS

- 14.1 The Race Committee may broadcast information on VHF Ch.72, Call sign "Ocean One".
- 14.2 Boats are reminded of their legal obligation to keep a continuous watch on VHF Ch16.**
- 14.3 Reporting In Rough Weather (Force 7 and above)
  - 14.3.1 In the event of rough weather all boats shall endeavour to report to the Race Committee their whereabouts and status at reasonable intervals (if possible 4-hourly), and pass on information about other boats if known.
  - 14.3.2 Inter-boat communication calls should when possible be on DSC or VHF Ch.16 as a calling Channel and VHF Ch.72 as a working Channel.
  - 14.3.3 Boats with communications in addition to VHF should act as a link, taking other boats' reports on VHF and passing them to the Race Committee or Coastguard.

## 15 USE OF ENGINE

- 15.1 When a boat uses its engine, e.g. to avoid collision or in a grave emergency, the facts shall be reported on her Declaration Form.
- 15.2 Temporary discontinuance of racing: If a boat makes fast in order to take shelter or in an emergency, the crew may temporarily leave the boat to handle her moorings. If she uses her engine for propulsion she shall, on rejoining the race, return to the spot where she began to use her engine and complete a Two-Turns penalty as specified in RRS 44.2 before continuing to race from that spot. She shall report the circumstances on her Declaration Form. This changes RRS 45 and 47.

## 16 TIME LIMIT

- 16.1 There is no time limit for the race.

## 17 THE FINISH

- 17.1 The finishing line runs 110° magnetic from Outer Scheveningen Buoy (R.W. spherical Iso. 4s) marked "SCH" (Approximate position: 52° 07'.76N / 004° 14'.12E) for no more than 0.1nm. A Committee Vessel, displaying a blue flag with a white border and a white seahorse by day and a blue light at night, may be on station at the East end of the line
- 17.2 All boats are requested to call "Ocean One" on VHF Ch.72 on approach to the finish line to assist with identification when finishing, especially at night.
- 17.3 Boats are reminded to take their own finishing times (BST) together with the names of the boats ahead and astern, if any. Finishing times shall be delivered to the RORC as soon as possible.
- 17.4 Confirmation of Arrival: **It is extremely important that every boat confirms her arrival as quickly as possible to the Committee Vessel, or Race Office when no Committee Vessel is on station.** Boats failing to comply with this rule may find themselves **disqualified from the race.**

## 18 RACE FINISH DECLARATIONS

- 18.1 After finishing or retiring, every boat is required to fully complete and submit a Declaration Form and return the YB Tracker to the Race Committee as soon as possible, but **not later than 24 hours after the end of the race.** Every member of the crew shall sign the Declaration Form. Failure to comply with this rule may result in the boat being excluded from the results. When a boat retires from the race, she shall write the reasons on her Declaration Form.
- 18.2 When after a race a boat cannot promptly deliver the Declaration Form to the Race Committee at the finish, she shall without delay telephone the Race Committee, confirm that she has finished racing and give her time of finishing in BST. In this case the completed Declaration Form may be scanned and emailed to racing@rorc.org

## 19 RETIREMENTS AND NON STARTERS

19.1 Retirements and non-starters must promptly inform the Race Committee or the Coastguard. It is imperative that boats that are no longer competing can be excluded from any Search and Rescue operation. **Failure to comply with this rule may lead to disqualification or exclusion from future RORC racing.**

## 20 PENALTY SYSTEM

20.1 Scoring Penalty:

20.1.1 When the right-of-way rules of IRPCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).

20.1.2 The scoring penalty will be 10 minutes added to the boat's elapsed time for each penalty.

20.1.3 When a scoring penalty does not apply, a yacht may take a Two Turns Penalty for breaking a rule of RRS Part 2 or a One Turn Penalty when she may have broken RRS 31, as described in RRS 44.2.

20.2 Standard Penalties:

20.2.1 When at a boat's starting signal she is subject to RRS 29.1 Individual Recall and she fails to comply with RRS 29.1 to start correctly, the Race Committee shall, without a hearing, apply a time penalty of 10%. This changes RRS63.1 and A5.

20.2.2 For a breach of RRS 28 (Sailing the Course) the Race Committee shall, without a hearing, apply a time penalty of 10%. This changes RRS63.1 and A5.

20.2.3 For a breach of any area designated an Obstruction, i.e. Traffic Separation Schemes, the Race Committee shall, without a hearing, apply a standard time penalty of 10%, unless the breach was unavoidable and unintentional and no advantage was gained. This changes RRS 63.1 and A5.

20.2.4 Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.

20.2.5 If, in a valid hearing brought by the Race Committee under Sailing Instruction 20.2.4 or by another boat, a boat is found to have infringed RRS 28, 29.1 or the Sailing Instructions, the penalty will be at the discretion of the Protest Committee but will not be less than the standard penalty.

20.3 Grounds for Protest:

20.3.1 Breaches of SI 5, 7 and 18 will not be grounds for protest by a boat. This changes RRS 60.1a.

20.4 Other Penalties:

20.4.1 When the Protest Committee decides that a boat that is party to a protest hearing has broken a rule other than RRS Part 1 and 2 and that no serious damage or injury was caused and no significant advantage has been gained, it may apply a time penalty of 10%. Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion choose to give a warning.

## 21 PROTESTS AND REQUESTS FOR REDRESS

21.1 Protests may be written on plain paper, but Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

21.2 The protest time limit is 3 hours after the protesting boat finishes.

21.3 Notices will be posted no later than 30 minutes after the protest time limit for the last boat to finish the race.

21.4 The notification of a Protest by the Race or Protest Committee against a competitor as required under RRS 61.1(b) or (c) shall consist of a notice on the Official Notice Board.

## 22 SCORING

22.1 The Scoring System for Offshore Races, defined in Notice of Race 1.12.2, will apply.

22.1.1 IRC Divisions: Corrected times will be determined using the following formula: Corrected time = elapsed time x TCC.

22.1.2 ORC Divisions: Corrected times will be determined using the following formula: Corrected time = elapsed time x OSN (Offshore Single Number).

22.1.3 ORC Two Handed Class: Corrected times will be determined using the TOT Double Handed Offshore Single Number or the Short Handed Offshore Single Number as appropriate.

## 23 TROPHIES AND PRIZES

23.1 The following Trophies will be awarded:

### IRC Trophies:

Goeree Challenge Cup – IRC Overall

Wylie Trophy – IRC Zero

Lutine Trophy – IRC One

Joannes Pompejus Memorial Cup – IRC Two  
 Carter-Ruck Trophy – IRC Three  
 Jan Moreton Salver – IRC Four  
 Golden Dragon Trophy – IRC Two-Handed Class  
 Decanter – First Long Course Yacht at Smith’s Knoll Buoy  
 City of Hague Trophy – Best Yacht from Yacht Club Scheveningen  
 C70 Trophy (The Netherlands v Great Britain)

**ORC Trophies:**

Zwerver Cup  
 Lora Challenge Trophy  
 Veerhaven Trophy

23.2 Medallions:

23.2.1 RORC medallions will be presented as prizes for each class and division as follows:

Number of starters	6 – 8	9 – 15	16 - 24	25 or more
Prizes	2	3	4	5

23.2.2 When there are fewer than 6 starters in a class it may be combined for prizes with a neighbouring class.

23.3 Prize Giving

Trophies and Medallions will be awarded at 16:00 local time on Sunday 29<sup>th</sup> May 2022 at the Jachtclub Scheveningen, Hellingweg 98, 2583 WH Den Haag - [www.jachtclubscheveningen.com](http://www.jachtclubscheveningen.com)

## 24 RISK STATEMENT

24.1 Rule 3 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.”

24.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor 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, their crew and their boat to such inherent risk whilst taking part in the event;
- b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- 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, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.
- g) All boats shall comply with current Covid-19 guidelines. Persons shall not compete if they have, or if they have been in contact with anyone with, symptoms of Covid-19 in the last 14 days,

## 25 INSURANCE

25.1 Each participating boat shall ensure that their boat is adequately insured, against all third party claims.

## NOTICES TO COMPETITORS

(Notices are for information and do not rank as part of this Sailing Instruction)

### Harwich Harbour – Buoyage and Shipping

Harwich Harbour Control keeps watch on VHF Ch.71.

Boats should take particular care to pass outside the deep-water channels whenever possible and to keep well clear of shipping.

### Special Local Sound Signals

Commercial Vessels may use these additional signals

Signal	Meaning
One long blast	I am leaving a dock, quay or anchorage
Four short and rapid blasts followed by one short blast	I am turning short around to starboard
Four short and rapid blasts followed by two short blasts	I am turning short around to port

### Scheveningen Harbour - Entry and Exit

Before entering or leaving Scheveningen: request permission from the Traffic Control (Verkeerscentrale) on VHF Ch.21.

Fishing boats and ferries regularly pass through and temporarily obstruct the Harbour entrance and care must be taken to follow the directions of the Harbour Master.

### Traffic signals

Signal	Meaning
Red over White	Entry prohibited
White over Red	Departure prohibited
Yellow flashing	One or more large vessels are leaving the port
Red shown from inner end of passage between 1st and 2nd harbours	Vessels must not leave the second harbour

### Tide Signals

Signal	Meaning
Green over White	Tide rising
White over Green	Tide falling

### Customs and Immigration

After finishing the race, competitors not holding Netherlands passports should report to the Marechaussee (customs) office in Scheveningen (Visafslagweg 1, 2583 DM The Hague - Scheveningen). It is not necessary for all crew to be present, presentation of their passports will be sufficient.

Planned Opening hours for (entry and exit stamps) of the Marechaussee office are:

Saturday 28 May 17.00 - 20.00, Sunday 29 May 10.00 - 12.00 (TBC 17.00 - 20.00) and Monday 30 May 09.00 - 10.00

Additional advice is available from the RYA and UK Government websites:

<https://www.rya.org.uk/knowledge/abroad/country-specific-advice/netherlands>

<https://www.gov.uk/government/collections/custom-rules-for-sailing-your-pleasure-craft-to-from-and-within-uk-waters>

### Race Report

Louay Habib has been contracted by the RORC to write the race reports for the 2022 RORC season. The RORC will supply Louay with mobile telephone numbers for competitors so you may receive a call from him about the race.



We look forward to welcoming you to the RHYC again!

### **Marina**

**Unfortunately the Yacht Club marina is now fully booked but please contact RHYC for alternative options.**

Bookings are for a two night stay, 25th and 26th May 2022. Bookings for these places must be made through the RHYC office advising skipper, yacht name, LOA and draft:  
office.manager@royalharwich.co.uk

On arrival, please call Ian, berth master on 07742145994 and he will advise where to berth.

Berthing fees should be paid at the Office (upstairs) on Thursday. Card payments only will be accepted. (Please note we do not accept cash at RHYC.)

2 nights less than 12 metres LOA £51.00

2 nights more than 12 metres LOA £62

### **Bar and Catering**

#### **Wednesday 25<sup>th</sup> May**

Dinner - there will be a selection of 'Specials'. The bar will remain open until 2300, last food orders will be at 2200.

#### **Thursday 26<sup>th</sup> May**

Breakfast (0830 – 1030) – we will offer bacon and/or egg butties, croissants, pain au chocolat, tea and barista coffee.

Lunch (from 1200) – from our standard menu.

Prize-Giving and “Happy Hour” – 1730 - 1830

BBQ – 1830 – 2100 - Back by popular demand – we will be selling tickets for a BBQ at £20 to include Sausage, Beef Burger, Chicken Skewers, Halloumi or Vegetarian Sausages, mixed salad, coleslaw, potato salad and rolls. Please buy the tickets as soon as you can on arrival at RHYC. The bar will remain open until 2300.

#### **Friday 27<sup>th</sup> May**

Breakfast (0700 – 0900) – we will offer bacon and/or egg butties, croissants, pain au chocolat, tea and barista coffee.

## APPENDIX A

### Flexi-Course Marks (All Classes)

Mark	Designation	Position (WGS84)*	
		Latitude	Longitude
Orange Inflatable buoy	India Mike	TBA	
Outer Ridge	Oscar Romeo	51° 54'.88N	001° 20'.43E
Stone Banks	Sierra Bravo	51° 53'.19N	001° 19'.23E
Fox's	Foxtrot X-Ray	51° 54'.00N	001° 21'.00E
Cork Ledge	Charlie Lima	51° 54'.50N	001° 23'.40E
Pennyhole	Papa Hotel	51° 53'.55N	001° 18'.00E

### Short Course (ORC Three)

Order	Mark	Required Side; Leave to:	Position (WGS84)*	
			Latitude	Longitude
1	Flexi-Course marks as announced	see above		
2	Cork Sand Yacht Beacon	Starboard	51° 55'.21N	001° 25'.20E
3	Rough Buoy	Port	51° 55'.19N	001° 31'.00E
4	Smith's Knoll Buoy	Starboard	52° 43'.52N	002° 17'.89E
5	MN4	Starboard	52° 22'.71N	003° 47'.68E
6	IJMW 1	Port	52° 25'.53N	003° 54'.41E
7	NAM 22	Starboard	52° 12'.83N	004° 17'.68E
Finish	Outer Scheveningen Buoy "SCH" and Finish		52° 07'.76N	004° 14'.12E
Approximate Distance 148nm				

### Long Course (All IRC, ORC One/ Two & ALL 2H)

Order	Mark	Required Side; Leave to:	Position (WGS84)*	
			Latitude	Longitude
1	Flexi-Course marks as announced	see above		
2	Cork Sand Yacht Beacon	Starboard	51° 55'.21N	001° 25'.20E
3	NW Roughs Tower Buoy	Starboard	51° 53'.81N	001° 28'.77E
4	Roughs Tower	Starboard	51° 53'.71N	001° 28'.84E
5	SE Roughs Tower Buoy	Starboard	51° 53'.64N	001° 29'.04E
6	Black Deep Buoy	Port	51° 48'.10N	001° 36'.60E
7	Long Sand Head	Starboard	51° 47'.90N	001° 39'.42E
8	**South Galloper Buoy	Port	51° 43'.98N	001° 56'.43E
9	**South Galloper Cardinal Mark	Port	51° 43'.72N	001° 58'.17E
10	**SE Galloper Cardinal Mark	Port	51° 44'.80N	002° 02'.76E
11	**East Galloper Cardinal Mark	Port	51° 47'.11N	002° 03'.20E
12	Sunk East	Port	51° 53'.23N	002° 07'.51E
13	Smith's Knoll Buoy	Starboard	52° 43'.52N	002° 17'.89E
14	MN4	Starboard	52° 22'.71N	003° 47'.68E
15	IJMW 1	Port	52° 25'.53N	003° 54'.41E
16	NAM 22	Starboard	52° 12'.83N	004° 17'.68E
17	Outer Scheveningen Buoy "SCH" and Finish		52° 07'.76N	004° 14'.12E
<b>Approximate Distance: 179nm</b>				

\* All positions are approximate.

\*\* Competitors are reminded of their obligations under SI 12 and shall not pass within 500 metres of any installation.