

# OSTEND CUP

## Organizing Authorities:

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EVENT WEBSITE: [www.ostendcup.be](http://www.ostendcup.be)

## SAILING INSTRUCTIONS

Saturday & Sunday May 26-27	Opening Race, Twinsclub
Saturday & Sunday June 23-24	Keyware Cup, Ostend Sailing
Saturday & Sunday July 7-8	Bar Race, RNSYC
Saturday & Sunday July 28-29-(30 Dragon)	Brugse Zot Race, RNSYC
Saturday & Sunday August 11-12	Discovery Race, Twinsclub
Saturday & Sunday September 1-2	DBB Challenge, Ostend Sailing
Saturday & Sunday September 22-23	Indian Summer Race, Twinsclub

## 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The prescriptions of the Royal Belgian Sailing Federation will apply
- 1.3 Under rule 87, class rule(s) are changed as follows: Under rule 87, class rule(s) are changed as follows:

### 1.3.1 SB<sup>20</sup>

1.3.1.1 class rule 5.1 (Equipment) has been altered, so that following items are not mandatory:

1.3.1.1.1 One horseshoe lifebuoy attached at the stern.

1.3.1.1.2 A floating throwing line, minimum of 10m long and 6mm in diameter shall be attached at the stern.

1.3.1.1.3 Engine:

1.3.1.1.3.1 One outboard engine including corrector weights (if fitted), of minimum weight 12kg when empty of fuel, shall be stored either below deck on the starboard side shelf or hung on the transom when not in use,

1.3.1.1.3.2 One outboard bracket, as supplied by the LM, which may only be modified to accept different engine types,

1.3.1.1.3.3 A minimum of 4lts of fuel in a plastic container when measured upon leaving the shore,

1.3.1.1.3.4 A fire extinguisher,

1.3.1.1.4 OR:

1.3.1.1.4.1 21kg of ballast securely stowed below deck on the starboard side shelf where the engine would be stored.

1.3.1.1.4.2 Two paddles of combined minimum weight not less than 1kg.

1.3.1.2 At least 1 efficient paddle shall be on board at all times

### 1.3.2 DRAGON:

1.3.2.1 Rule(s) 13.30 of the Dragon class rules will not apply (Crew weight restriction)

1.4 In the event of a conflict between the Notice of Race, the Class Rules and the Sailing Instructions, the Sailing Instruction shall prevail

1.5 If there is a conflict between languages the English text will take precedence.

## 2 NOTICES TO COMPETITORS

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2.1 Notices to competitors will be posted on the official notice board of the hosting club and on the Facebook page "Ostendcup"

## 3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the sailing instructions will be posted before 12:00 on the day it will take effect, 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 at the signalling mast of the clubhouse of the hosting club.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'

## 5 SCHEDULE OF RACES and race area (All Times are in Local Summer Time GMT+2)

### 5.1 Saturday:

5.1.1 First start Dragon & Sb20: 13:40h

5.1.2 First start Multihull C1: 13:50h

5.1.3 First Start Patin and Multihull C3: 14:00h

### 5.2 Sunday:

5.2.1 First start Dragon & Sb20: 12:40h

5.2.2 First start Multihull C1: 12:50h

5.2.3 First Start Patin and Multihull C3: 13:00h

5.3 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 a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound five minutes before a warning signal is made.

## 6 CLASS FLAGS

6.1 Class flags will be:

6.1.1 Dragon : D flag

6.1.2 Multihull Class C1: purple flag

6.1.3 Multihull Class C3: light green flag

6.1.4 Patin a Vela: nosepasa flag

6.1.5 SB20: E flag

## 7 RACING AREAS

7.1 The diagram in Attachment 1 shows the location of the race areas indicated in SI. 5.1.

## 8 THE COURSES

8.1 The diagram in Attachment 2 shows the course, including the order in which marks have to be passed. All marks have to be left to port.

8.2 No later than the warning signal, the Race Committee boat will display the approximate compass bearing to mark 1

## 9 MARKS

9.1 Marks 1 will be white cylindrical buoy of 1.5 m high, mark 1A, 2 and 3 will be orange cylindrical buoys of 1.5 m high, mark 1B is a white buoy 0,75 m high. See attachment 2

9.2 The starting line is defined as the line between a staff with an orange flag at the Principal Starting Vessel at the starboard end and a white cylindrical buoy 0.75 m high (or the staff displaying a red flag on a pin end boat) at the port end.

9.3 The finishing line is defined as the line between a staff with a blue flag on the Finishing Vessel at the port end and a yellow spar buoy at the starboard end.

## 10 THE START

10.1 The starting line is defined in SI 9.2

10.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

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10.3 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

## 11 THE FINISH

11.1 The finishing line is defined in SI 9.3

## 12 PENALTY SYSTEM

12.1 For all classes rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## 13 TIME LIMITS

13.1 Time limits times are as follows:

CLASS	TARGET TIME	MARK 1 TIME LIMIT	RACE LIMIT TIME
Multihulls/Keelboats	75/90 minutes	45/60 minutes	105/125 minutes

13.2 If no boat has passed mark 1 within the mark 1 limit time, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

13.3 Boats failing to finish within 20 minutes after the first boat of the fleet sails the course and finishes will be scored Did Not Finish. This changes rules 35, A4 and A5.

## 14 PROTESTS AND REQUESTS FOR REDRESS

14.1 The intention to protest shall be announced to the RC Finishing Boat IMMEDIATELY after finishing, by mentioning the protestee. The competitor must wait for an acknowledgment from the RC. This change RRS 61.1(a)

14.2 Protest forms are available at the race office of the hosting club. Protests and requests for redress or reopening shall be delivered there or mailed to [jury@ostendcup.be](mailto:jury@ostendcup.be) within the appropriate time limit.

14.3 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later. The same time limit applies to protests by the race committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.3 and 62.2.

14.4 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. Hearings will be held in the Jury room of the hosting club.

14.5 Breaches of instructions 10.2, 16, 18, 19, 20, 21, 25 and 26 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

14.6 On the last scheduled racing day a request for redress from a Protest Committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes Rule 62.2.

## 15 SCORING

15.1 The score for each major event will be determined using the "Low Point System" provided in Appendix A4 of RRS ISAF. When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

15.2 The final overall OSTEND CUP ranking will be scored using the "Reversed Low Point System" where the last ranked boat gets 1 point, the boat before 2 points, etc, the winner gets points equal to the number of participants. All seven events will count for the final ranking, taking into consideration that the three events with the worst score will be discarded. When two major events are cancelled, the final ranking will be calculated as best 3 of 5 major events; when

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three major events are cancelled, the final ranking will be calculated as best 3 of 4 major events; when more than three major events are cancelled, there will be no discards

## **16 SAFETY REGULATIONS**

16.1 A boat that retires from a race shall notify the race committee as soon as possible

## **17 REPLACEMENT OF EQUIPMENT**

17.1 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.

## **18 EVENT ADVERTISING**

18.1 Boats shall display the event advertising supplied by the organizing authority.

## **19 OFFICIAL BOATS**

19.1 Official boats will be marked as follows:

19.1.1 The Race Committee boat will be marked RC

19.1.2 Jury boats will fly a flag marked Jury.

## **20 TRASH DISPOSAL**

20.1 Trash may be placed aboard support or official boats.

## **21 RADIO COMMUNICATION**

21.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones which shall be switched off while racing except for professional medicals see instruction 27.

## **22 PRIZES**

22.1 Prizes shall be given as stated in the Notice of Race.

## **23 DISCLAIMER OF LIABILITY**

23.1 Decision to Race: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." RRS4

23.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor, and each parent for minors, agrees and acknowledges that:

23.2.1 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;

23.2.2 They are responsible for the safety of themselves, crew and their boat and their property whether afloat or ashore;

23.2.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

23.2.4 Their boat is in good order, equipped to sail in the event and the complete crew is fit and competent to participate;

23.2.5 The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

23.2.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

23.2.7 Their boat is adequately insured.

23.3 Nothing done by the organiser can reduce the responsibility of the helmsman or crew of a boat nor will it make the organisers responsible for any loss, damage, death or personal injury, howsoever it may have occurred, as a result of the boat taking part in racing.

Overboard - Crews are also reminded of their primary responsibility to offer assistance to any person overboard at any time. If they stand by or assist, redress can be requested

## **24 INSURANCE**

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24.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of € 1.500.000,- per incident or the equivalent

## 25 OOSTENDE HARBOUR SIGNALS

25.1 At all-time the competitors are responsible to obey the harbour signals.

### 25.2 HARBOUR LIGHTS

○ Green  
○ Green  
○ White

*You can leave or enter the harbour*

○ Green  
○ White or  
○ Green

○ Red  
○ Red  
○ Red

*You cannot leave or enter the harbour*

Please follow the instructions of the RC boats

25.3 At the entrance of the Montgomery dock there is a green/red traffic light witch you **always** should check for **GREEN** before leaving the dock.

25.4 Any boat obstructing the commercial traffic of Oostende harbour may be subject to a sanction by the Federal Sea Police or Harbour Authorities!

## 26 FOR YOUR SAFETY

26.1 Competitors who are professional medicals (or are sailing with professional medicals on board) are politely requested to inform the race office, give their cell phone number to the RO and leave their cell switched on to be reachable at all times in case of emergency.

### ATTACHMENT 1



