

# CONTENTS

|  |                                |   |                         |                                     |    |
|--|--------------------------------|---|-------------------------|-------------------------------------|----|
| <b>Section 1</b>                           | General Regulations .....      | 1 | <b>RACES AT TARBERT</b> |                                     |    |
| <b>Section 2</b>                           | Points System and Prizes ..... | 4 | <b>Section 6</b>        | PROGRAMME                           |    |
|  |                                |   |                         | Starting Times and Race Areas ..... | 9  |
| <b>SAILING INSTRUCTIONS – FEEDER RACES</b> |                                |   | <b>Section 7</b>        | OLYMPIC TRIANGLE COURSE .....       | 11 |
| <b>Section 3</b>                           | GOUROCK to TARBERT .....       | 5 | <b>Section 8</b>        | WINDWARD / LEEWARD COURSE ..        | 12 |
| <b>Section 4</b>                           | BANGOR to TARBERT .....        | 7 | <b>Section 9</b>        | TRAPEZOIDAL COURSE .....            | 13 |
| <b>Section 5</b>                           | INVERKIP to TARBERT .....      | 8 | <b>Section 10</b>       | WINDWARD / LEEWARD                  |    |
|  |                                |   |                         | GATE COURSE .....                   | 14 |
|  |                                |   | <b>Section 11</b>       | INSHORE COURSE .....                | 15 |

NOTES: 1. Alterations from the Sailing Instructions for the 2003 Series are identified by a marginal line  
2. All times are BST.

## 1. GENERAL REGULATIONS AND SAILING INSTRUCTIONS APPLICABLE TO ALL RACES

### 1.1 RULES AND RESPONSIBILITY

1.1.1 The BELL LAWRIE SCOTTISH SERIES 2004 (the Series) will be governed by the Racing Rules of Sailing 2001-2004 (RRS), the prescriptions of the R. Y.A., I.R.C., C.Y.C.A. Handicap Rule, RORC/RYA Sportboat Rule, class rules of any class for whom a separate start is given, ISAF Special Regulations, the Notice of Race (all except as modified by these Sailing Instructions) and these Sailing Instructions.

1.1.2 The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/person in charge who must ensure that the boat and her crew are adequate to face the conditions that may arise in the course of the Series. Neither these Sailing Instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management. The Series Organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/person in charge or crew, as a result of their taking part in the Series. Moreover, every owner/person in charge warrants the suitability of the boat for the Series.

### 1.2 ALTERATIONS TO THE RULES

The following sections of these Sailing Instructions alter provisions of the RRS:

- 1.2.1 Section 1.7 (recalls) alters RRS 30.3 and 62.1.
- 1.2.2 Sections 1.8 (late starting) and 1.14 (use of engine) alter RRS 42.
- 1.2.3 Section 1.10 replaces the rules of RRS Part 2 with the corresponding parts of the International Regulations for Preventing Collisions at Sea for racing during the hours of darkness.
- 1.2.4 Section 1.15 (time limits) alters RRS 35.
- 1.2.5 Sections 2.2 and 2.3 (scoring) amend RRS Appendix
- 1.2.6 Section 1.9.2 alters RRS 62.1.
- 1.2.7 Section 1.11.3 and the instructions for each race alter RRS 32.2 and Race Signals.
- 1.2.8 Section 1.12.5 alters RRS 61.3.
- 1.2.9 Section 8.4 alters RRS 33.

### 1.3 ALTERATIONS TO NOTICE OF RACE

- 1.3.1 1.17 (minimum equipment) alters the Notice of Race.

### 1.4 CLASSES, CLASS FLAGS AND IDENTIFICATION SIGNALS

1.4.1 Yachts shall race in the following classes:

- Class 1 I.R.C. .... 1.075 and above ..... Pennant 1
- Class 2 I.R.C. .... 1.015-1.074 ..... Pennant 2
- Class 3 I.R.C. .... 0.970-1.014 ..... Pennant 3
- Class 4 I.R.C. .... 0.875-0.969 ..... Pennant 4
- Class 5 I.R.C. .... 0.859-0.874 ..... Pennant 5
- Class 6 C.Y.C.A. . 9-15.5 mins ..... Pennant 6
- Class 7 C.Y.C.A. . 15.75-18.25 mins ..... Pennant 7
- Class 8 C.Y.C.A. . 18.5 – 21.5 ..... Pennant 8
- Class 9 C.Y.C.A. . 6-12.5 mins (Rest) ... Pennant 9
- Class 10 C.Y.C.A. 12.75-19 mins (Rest) .... Pennant 0
- Sigma 33 Class ..... Flag F
- Sportboat Class ..... Pennant 1
- 1720 Sportsboat ..... Pennant 2
- National Sonata Class ..... Flag O
- Laser SB3 Class ..... Flag G

1.4.2 Classes may be altered, amalgamated or divided at the discretion of the Race Committee.

1.4.3 Yachts wishing to race in a class other than that in which they are entered shall so notify the Organisers in writing. No such application may be made after 72 hours before the start of the first race of the Series.

1.4.4 Each yacht shall display on its backstay while racing the BELL LAWRIE SCOTTISH SERIES FLAG supplied by the Organisers and the distinguishing flag of its class. Distinguishing flags shall have a minimum size of 10 x 15 inches (Flags) and 6 x 18 inches (Pennants). (This section does not apply to the Hunter 707 Class).

### 1.5 REGISTRATION and CREW LIST

1.5.1 Each yacht shall register with the Race Committee at Tarbert on Friday 28 May 2004. Registration will

take place only between 09.00 and 19.00 at the Race Office except that yachts which finish the offshore race after 16.00 may register between 08.00 and 09.30 on Saturday 28th May. On registration, each yacht shall lodge with the Race Committee a copy of its rating, handicap or one design certificate. (unless a copy has previously been submitted).

A completed crew list giving the names of all those sailing on a yacht during the Series shall be lodged with the Organising Authority prior to its first race. Any addition to the crew list must be submitted to the Race Office in writing prior to the additional crew racing. The crew list shall include a contact address and telephone number for the duration of the Series. Crew list forms for completion will be sent to entrants with the Sailing Instructions and further copies will be available at registration. Any yacht which does not register with the Race Committee as required by this section will not be accepted as an entry and its result in the offshore race (if any) will be disregarded.

A signed statement of responsibility from an adult will be required for those crew aged 14 or less.

- 1.5.2 Competitors shall collect their Skippers Packs from the Race Office after registration and before 19.00 or Saturday 28th May.

## **1.6 ALTERATIONS TO SAILING INSTRUCTIONS**

- 1.6.1 A List of Entries will be sent to each entrant during the week before the start of the series and will incorporate any alterations to the Sailing Instructions made up to the time of printing. Flag L will not be displayed to draw attention to these alterations and it will be the responsibility of competitors to acquaint themselves with them.
- 1.6.2 If it is necessary to make further alterations to the Sailing Instructions, Flag L will be displayed at the Race Office with a numeral pennant indicating the number of the alteration and particulars of the alterations. The Race Offices are situated at Kip Marina and Royal Ulster Yacht Club (offshore races only) and at Harbour Street, Tarbert (all other races). If the further alterations affect the feeder race from Gourock, Flag L will also be displayed at Royal Gourock Yacht Club and details of the alterations will normally be announced on VHF Channel M (37) at 1815, 1845 and 1915 and will normally also be available for collection at the identification gate (see Section 3.2).

## **1.7 RECALLS**

- 1.7.1 The Race Committee may announce sail numbers of premature starters on VHF. Channel M (37) will be used for all starts at Gourock and Bangor and all Graham Technology Fleet starts at Tarbert. Channel 72 (156.625MHz) will be used for all Tunnocks Fleet starts at Tarbert. Channel 69 will be used for all Talisker Fleet starts at Tarbert.
- 1.7.2 In alteration of RRS 30.3, sail numbers will not be displayed but will be announced by VHF on the channels specified in SI 1.7.1.
- 1.7.3 Altering RRS 29.3, after a general recall the First Substitute will be lowered one minute before the starting signal for the next scheduled class. No sound

signal will be given. The normal starting sequence will not be interrupted by a general recall. The warning signal for the class which has had a general recall will be five minutes before its starting signal and will normally be displayed at the starting signal of the last class to start correctly. If more than one class is subject to a general recall, the second of these classes will start five minutes after the first and so on. If a class subject to a general recall is the last or only class to start, the next signal will be the new warning signal which will normally be displayed five minutes after the original starting time.

## **1.8 LATE STARTING**

Altering RRS 42 a yacht arriving late in the vicinity of the starting line may remain under power or tow after her preparatory signal and until (but not after) she starts provided that, after stopping her engine or casting off her tow, she carries out two full 360° turns (720°) in the same direction including two tacks and two gybes on the pre-start side of the starting line or its extensions. Such a yacht shall keep clear of all other yachts until she has completed her turns and has started. No yacht shall start her engine or accept a tow after her preparatory signal.

## **1.9 COMMITTEE VESSELS AND PROHIBITED AREAS**

- 1.9.1 Committee Vessels will display CCC flags of a colour corresponding to the course which they are operating (See Section 6.1).
- 1.9.2 Committee Vessels may not be at anchor and may require to manoeuvre without warning. Committee Vessels are restricted in their ability to manoeuvre and will normally display the signals prescribed by IRPCS 27(b). YACHTS SHALL NOT APPROACH WITHIN 20 METRES OF ANY COMMITTEE VESSEL. Altering RRS 62.1, this sub-section shall not be subject to request for redress or protest by competitors.
- 1.9.3 Yachts shall not pass between any of the three groups of islands north of Portavadie (Eilean Buidhe, Eilean a'Bhuic and Eilean Buidhe) and the east shore of Loch Fyne.
- 1.9.4 Yachts shall not pass within 100 metres of any ferry terminal and shall keep clear of the Tarbert - Portavadie ferry.

## **1.10 SAILING DURING THE HOURS OF DARKNESS**

Between the hours of sunset and sunrise as specified in the sailing instructions for each race, the Rules contained in RRS Part 2 will cease to govern the race which will be continued under the corresponding parts of the International Regulations for Preventing Collisions at Sea. An infringement of the IRPCS during the hours of darkness will be considered as an infringement of RRS Part 2.

## **1.11 FINISHING AND RETIRALS**

- 1.11.1 Yachts shall check and record their own time as they cross the Finishing Line in case they may not have been seen due to darkness, severe weather or pressure of yachts. When possible, the names of yachts finishing immediately ahead and astern should be noted.

1.11.2 Yachts retiring from or not competing in any race shall advise the Race Office at Tarbert as soon as possible. For the Feeder Races see also Sections 3.9, 4.7 and 5.7.

1.11.3 Altering RRS 32 and Race Signals, the Race Committee may shorten the course of any race for any reason.

## 1.12 PROTESTS AND RULE INFRINGEMENTS

1.12.1 The finishing times of the last boat in each Class in the last race of the day will be posted at the Race Office as soon as possible thereafter. Protests shall be delivered to the Race Office within the protest time, which will last for two hours immediately following the finishing time of the last boat in that Class, in the last race of the day. If, in a class, any protests have been lodged a schedule of protests for that Class will be posted as soon as possible and within 15 minutes of the end of protest time for that Class.

It is the sole responsibility of each boat to check whether she is involved in a protest (as a protestor, protestee or witness) and to attend the hearing at the time and place stated. The first hearing will normally be scheduled to commence 30 minutes after the end of protest time for that Class and, as provided in RRS 63.3(b), the Jury may proceed with the hearing in the absence of one or more parties.

Boats, which so wish, may contact the Race Office by VHF (Channel M/37) or by telephone to discover the time of the last finisher in their Class and/or later (after the hearing schedule has been posted) to check the scheduled time of any hearing in which they are involved.

In alteration of RRS 66, no request to reopen a hearing shall be made after 15.00 hrs. on the last scheduled racing day of the event.

1.12.2 For the feeder races only, the scoring penalty (RRS 44.3) will apply for an infringement of a rule of Part 2 of the RRS.

1.12.3 The 720° turns penalty RRS 44.2 will apply in all races except the feeder races for infringements of a rule of RRS Part 2.

1.12.4 In all races, for infringement of Rules other than those of RRS Part 2, whether acknowledged by the yacht or found at a hearing after a protest by another yacht or the Jury, a scoring penalty as described in RRS 44.3 will apply. The penalty will be 20% of the number of boats entered except that the Jury may disqualify a yacht for a serious infringement of the Rules. There will be no alternative penalty for infringement of RRS 28 and 29.

1.12.5 Arbitration. RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2. For protests involving an alleged breach of a rule of Part 2, a short arbitration hearing will be held prior to a protest hearing. This changes Part 5, Section B of the RRS.

After a written protest is delivered to the Protest Desk, one representative from each boat will meet with the arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed. Protests not resolved by the arbitrator will be forwarded to the Jury.

A boat that accepts the arbitrators opinion that she broke a rule of Part 2 shall receive a penalty score of

40% of the number of boats entered.

The acceptance of an Arbitrators opinion cannot be grounds for redress or be appealed.

The arbitrator will not be a member of the Jury that hears the protest but will be permitted to observe the testimony given to the Jury and offer testimony. This changes RRS 63.3(a).

1.12.6 Special Regulations inspections may be carried out at any time. The Race Committee may protest a boat, or for a minor infringement may give a warning and allow reasonable time for a boat to make amends before racing. The Protest Time Limit shall not apply to Special Regulations protests lodged by the Race Committee provided that a protest is lodged as soon as is reasonable in the circumstances (changes RRS 61.3 and S.I. 1.12.1 above). The Jury may disqualify a boat, or apply a 20% scoring penalty for an infringement of special Regulations.

1.12.7 In 1.12.4, 1.12.5 and 1.12.6 above where a scoring penalty is applied the scores of the other boats shall not be changed.

## 1.13 DECLARATIONS

The Race Committee may require all or any competitors to sign a declaration before awarding a prize or points. Notice of this requirement will be displayed at the Race office within 48 hours of the finish of the race and will normally also be intimated to the competitor or competitors concerned.

## 1.14 USE OF ENGINE

1.14.1 In emergency (alters RRS 42.1 and 42.3(d)) an engine shall be used when appropriate to avoid collision or in grave emergency. Full details shall be given to the Jury who, after a hearing, may impose a penalty or, when it judges significant advantage was gained, disqualify the yacht.

1.14.2 If the Race Committee observes a yacht obstructing the passage of a power driven vessel in a narrow channel, it may proceed against the yacht under RRS 60.2.

1.14.3 An engine may be used for charging batteries, pumping or supplying power for weighing anchor or hauling off but in all such cases the part of the shaft between the gearbox and the stern tube shall be held stationary.

## 1.15 TIME LIMITS

1.15.1 Altering RRS 35, there will be a fixed time limit in each race. If any yacht in a class has finished by the fixed time limit, racing will be extended for all other yachts in that class. The fixed time limit and the length of the extension for each race are set out below. If any yachts are considered by the Race Officer still to be racing at the fixed time limit, two guns will be fired and the class flags of each class eligible to continue racing will be hoisted. If any yachts are considered still to be racing at the end of the extension, two further guns will be fired and all signals will be lowered. Any yachts which have not then finished will be scored DNF.

1.15.2 Feeder Races: fixed time limit – 17.00 on Friday 28th May; extension – 1 hour.

1.15.3 Inshore Race at Tarbert - fixed time limit - 16.00; extension - 1 hour.

1.15.4 Other races at Tarbert: fixed time limit – 4 hours af-

ter the last starting signal in each race or 17.00 (14.30 on Tuesday), whichever is earlier; extension 30 minutes.

- 1.15.5 When no yacht in a class finishes a race (other than a feeder race) by the fixed time limit, the race will be abandoned and a notice will be posted at the Race Office stating the Race Committees decision on a re-sail, cancellation or otherwise. If, however, one or more yachts in a class have completed one or more rounds, the race will be deemed to have finished at the end of the last round completed by one or more yachts without regard to subsequent events. Yachts will be regarded as completing each round on rounding Mark 1 except at the end of the first leg.

## 1.16 ANNOUNCEMENTS TO COMPETITORS AT TARBERT

- 1.16.1 All official notices to competitors will be posted at the Race Office. Announcements to competitors in Tarbert will be made on VHF Channel M (37).
- 1.16.2 Committee vessels will not answer requests for information from individual yachts except on matters of safety. RRS 41 may apply.

## 1.17 MINIMUM EQUIPMENT REGULATIONS

- 1.17.1 Yachts must carry a suitable VHF Transmitter/Receiver.
- 1.17.2 Yachts in CYCA Class 8-10, Sonata and Sportboat Classes shall comply with ISAF Special Regulations Category 5 appendix "J" as published in the CCC year book or in the case of International H Boats, racing in Class 8, with their class rules. Additionally CYCA Classes 8-10 taking part in the Feeder race from Bangor shall comply with 1.17.5 below for that Race.
- 1.17.3 Yachts in the 1720 Sportboats and Laser SB3 Classes shall comply with their minimum equipment regulations in their class rules.
- 1.17.4 Yachts in the Sigma 33 Class shall comply with the minimum equipment regulations in their class rules. Additionally Sigma 33 yachts taking part in the Feeder race from Bangor shall comply with 1.17.5

below for that Race.

- 1.17.5 All other yachts shall comply with ORC Special Regulations Category 3. In addition each such yacht will be required to carry throughout the Series a liferaft complying with Category 2 SR 4.20 of sufficient capacity for the number of crew carried in its first race of the Series or a dinghy suitable for use as a yachts tender and able to carry that number of crew. A combination of liferaft(s) and dinghy will be accepted..
- 1.17.6 No anchor shall be carried on deck projecting forward of the bows
- 1.17.7 The Race Committee reserve the right to inspect any yacht to verify that the regulations have been complied with. Inspections will be carried out by Safety Equipment Advisers from the RNLI on behalf of the Race Committee.

## 1.18 CREW LIMITS

- 1.18.1 All one design classes for which a separate start is given shall comply with the maximum crew numbers in their class rules (1720 Class - crew weight).
- 1.18.2 The maximum number of crew which may be carried by each yacht in the I.R.C. Classes shall be the maximum crew number printed on the yachts I.R.C. Certificate. These variations apply also to yachts rated as one designs racing in the I.R.C. Classes but not to one design yachts racing in classes for which a separate start is given where class rules will apply. There will be no restriction on crew changes between races as long as the crew are on the crew list submitted or amended under 1.5.1 above. Children aged 14 and under will not count towards the maximum number of crew but this does not apply to one design classes which have their own crew limit rules.
- 1.18.3 The organising authority may request yachts to carry one or two journalists or cameramen for publicity purposes. If they are carried they will be additional to the normal crew limits specified in 1.18.1 and 1.18.2 and will take no part in the crewing of the yacht.
- 1.18.4 Yachts shall comply with special regulations (e.g. lifejackets and harnesses) according to the actual number of crew carried in each race.

# 2. POINTS SYSTEM AND PRIZES

## 2.1 DEFINITIONS

- 2.1.1 The place of a yacht in each race will be her place in the order of finishing in her class corrected for handicaps and penalties (if appropriate).
- 2.1.2 The number of entries will be the number of yachts entered in a class who complete registration (see Section 1.4).
- 2.1.3 No points will be awarded in a class unless at least two yachts appear in the starting area in that class.

## 2.2 SCORING

- 2.2.1 The Series will be scored using the Low Points System in RRS Appendix A.
- 2.2.2 Altering RRS A7, points for race ties will not be added and divided.
- 2.2.3 Each yachts total score will be the sum of her scores for all races except that if five or more races are completed in a class, for each yacht in that class the worst

score of all races will be excluded.

- 2.2.4 Altering RRS A8 a tie in the total score of two or more yachts will be decided by their relative places in the feeder race or, if the yachts concerned did not enter for the same or any feeder race, the last race in which the tied boats raced and scored differently. These scores shall be used even if some of them are excluded scores.

## 2.3 FEEDER RACES

- 2.3.1 Points for the races from Gourock/Inverkip and Bangor in the I.R.C. classes will be awarded as described above. In the C.Y.C.A. and Sigma 33 classes, points for these two races will be modified as described in 2.3.2 and 2.3.3.
- 2.3.2 Altering RRS A4.1 if there are less than 5 entries in a class in either feeder race the points awarded in that race will be in accordance with section 2.2.1 PLUS 5.

2.3.3 Altering RRS A4.1 a yacht which does not score finishing points in the race with the smaller number of competing yachts will receive the same points as a yacht of the same status in the other feeder race or points in accordance with Section 2.3.2 whichever is higher.

## 2.4 RESULTS

Official results will be displayed at the Race Office as soon as possible after each race. As an aid to competitors, the results may carry the letters PRO against a yacht's name if a protest has been intimated by or against that yacht and MSG if there is a message for that yacht or any of its crew. Representatives of any such yachts should call at the Race Office as soon as possible.

## 2.5 PRIZES

- 2.5.1 Prizes will be presented in each class to the first three in each race and the first three overall, subject to there being sufficient starters.
- 2.5.2 The BELL LAWRIE SCOTTISH SERIES TROPHY will be awarded to the yacht which, in the opinion of

the Race Committee and the representatives of the sponsors, has given the best performance of all competitors in the Series.

- 2.5.3 The CRAWFORD McINNES TROPHY will be presented to the youth (under 25) helmsman or crew which, in the opinion of the Race Committee and the representatives of the sponsors, has given the best performance of all eligible competitors in the Series. Competitors should indicate their eligibility for the Youth Trophy when completing their crew list at the Race Office at Tarbert.
- 2.5.4 The TARBERT SHIELD will be presented to the first yacht to finish the Feeder Races at Tarbert irrespective of class, course or starting point.
- 2.5.5 The SAIL SCOTLAND TROPHY will be awarded to the yacht normally based outwith Scotland which in the opinion of the Race Committee gives the best performance of all yachts in the Series (other than the winner of the Bell Lawrie Scottish Series Trophy, if appropriate).
- 2.5.6 YACHT OF THE DAY A special award will be made each day to the yacht which, in the opinion of the CCC Commodore deserves recognition.

# 3. FEEDER RACE – GOUROCK - TARBERT

## THURSDAY 27th MAY, 2004

H.W. Greenock 19.19      Sunset 21.47      Friday May 28 Sunrise 04.46

### 3.1 STARTING TIMES

|                               |                    |       |
|-------------------------------|--------------------|-------|
| <i>CYCA Classes 6 and 7</i>   | Warning Signal     | 18.50 |
|                               | Preparatory Signal | 18.56 |
|                               | Starting Signal    | 19.00 |
| <i>IRC Classes 3, 4 and 5</i> | Warning Signal     | 19.00 |
|                               | Preparatory Signal | 19.06 |
|                               | Starting Signal    | 19.10 |
| <i>IRC Classes 1 and 2</i>    | Warning Signal     | 19.10 |
|                               | Preparatory Signal | 19.16 |
|                               | Starting Signal    | 19.20 |

### 3.2 IDENTIFICATION

An inflatable racing mark will be moored approximately 100 metres north of the clubhouse of the Royal Gourock Yacht Club. Each yacht shall identify itself to the Race Committee by passing from west to east between this racing mark and the shore at any time after 18.00 hours. When doing so each yacht shall display its portable sail number on the starboard side and/or shall have its mainsail hoisted. Yachts which fail to comply with this section will not be scored as starters.

### 3.3 STARTING LINE

The Starting Line will be a line between the orange pole on the east side of the battery at the Royal Gourock Yacht Club and a temporary Racing Mark moored up to 0.5 miles offshore, the mark to be left to starboard. The racing mark referred to in section 3.2 will be an inner distance mark at the start and shall be left to port. A Committee Vessel may be stationed on the extension of the Starting Line. Section 1.9.2 will apply.

### 3.4 COURSE SIGNALS

The course to be sailed by each class will be chosen in accordance with the following table and indicated by a course letter displayed at the battery of the Royal Gourock Yacht Club. Courses are described at Section 3.6.

| Classes                                      | Course Letter and Courses |   |   |   |   |   |   |   |
|--|---------------------------|---|---|---|---|---|---|---|
|  | R                         | S | T | U | V | W | X | Z |
| IRC Classes 1 and 2                          | 1                         | 2 | 2 | 3 | 3 | 4 | 4 | 5 |
| IRC Classes 3, 4 and 5; CYCA Classes 6 and 7 | 2                         | 2 | 3 | 3 | 4 | 4 | 5 | 5 |

### 3.5 MARKS (All positions given are approximate)

|                        |   |                         |
|------------------------|---|-------------------------|
| Mountstuart .....      | Ascog Patches Submarine Beacon .....    | 55° 49.8'N / 05° 00.1'W |
| Portachur .....        | Green conical buoy .....                | 55° 44.5'N / 04° 58.2'W |
| HUN 14 .....           | CPA Channel buoy HUN 14, red can .....  | 55° 42.4'N / 04° 55.5'W |
| IB-C .....             | Irvine Bay C buoy, yellow conical ..... | 55° 36.6'N / 04° 45.0'W |
| IB-D .....             | Irvine Bay D buoy, yellow conical ..... | 55° 36.9'N / 04° 45.2'W |
| DZ .....               | DZ buoy, yellow spherical .....         | 55° 26.2'N / 04° 50.2'W |
| Clydeport Buoy .....   | Yellow spherical buoy, Fl(4)Y .....     | 55° 34.5'N / 05° 05.5'W |
| Skipness .....         | Skipness Point buoy, red can .....      | 55° 45.5'N / 05° 19.6'W |
| Bell Lawrie Buoy ..... | Temporary racing mark .....             | 55° 45.1'N / 05° 07.0'W |
| Tarbert Bank .....     | Temporary racing mark .....             | 55° 52.0'N / 05° 22.2'W |

### 3.6 COURSES

- Course 1 Start – DZ(S) – Clydeport Buoy(S) – HUN 14(P) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (72 nm.)
- Course 2 Start – DZ(S) – HUN 14(P) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (67 nm.)
- Course 3 Start – Clydeport Buoy(S) – HUN 14(P) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (56 nm.)
- Course 4 Start – Clydeport Buoy(S) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (50 nm.)
- Course 5 Start – Bute(S) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (42 nm.)

(P) indicates marks to be rounded to port, (S) marks to be rounded to starboard.

### 3.7 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel, displaying a CCC flag and a blue flag when on station, and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

### 3.8 FINISHING LINE

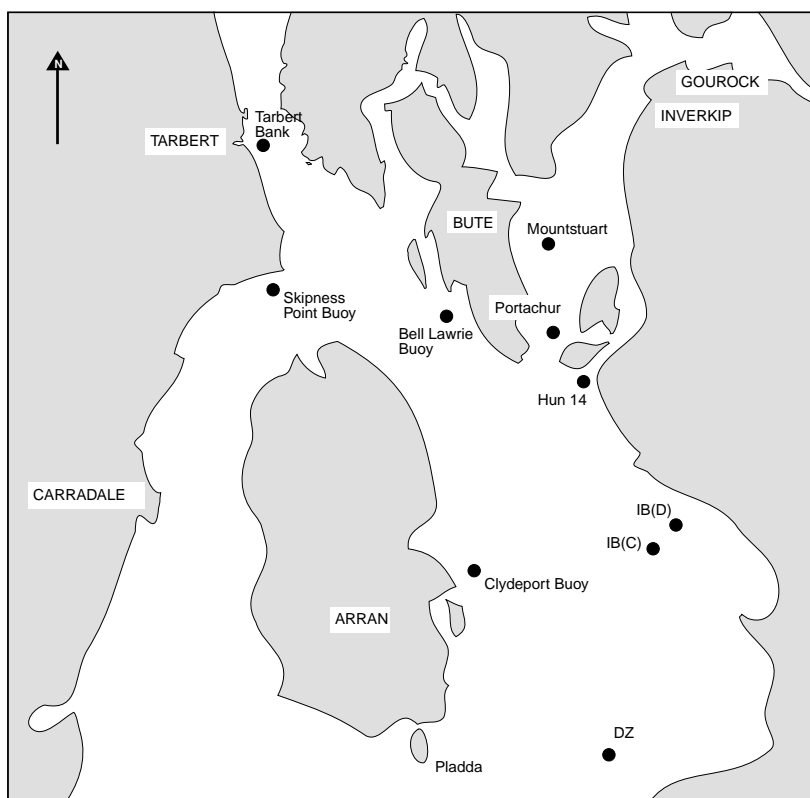
The Finishing Line will be a line between staff attached to a caravan on the shore at the entrance to East Loch Tarbert, Loch Fyne, and a racing mark approximately 400m offshore, the mark to be left to starboard. A Committee Vessel will normally be on station on the extension of the Finishing Line.

### 3.9 RETIRALS

The person in charge of any yacht retiring from the Feeder Race shall advise the Race Officials at the finish by telephone to the Race Office on Tarbert (01880) 820020 during office hours. Alternatively yachts may use V.H.F.Channel 16 to call the Race Officials at Tarbert (call sign “Cruising Base”). As this is important for safety reasons, the Race Committee may protest against any yacht which fails to comply with this requirement.

### 3.10 TIME LIMIT

See Section 1.15.2.



## 4. FEEDER RACE – BANGOR – TARBERT

THURSDAY 27th MAY, 2002

H.W. Dover 17.47

Sunset 21.47

Friday May 29 Sunrise 04.46

### 4.1 STARTING TIMES (NOTE: Not all class flags are displayed)

|   |                    |       |                     |
|---|--------------------|-------|---------------------|
| <i>CYCA Classes 6-10</i>                            | Warning Signal     | 18.50 | (Pennant 6 hoisted) |
|   | Preparatory Signal | 18.56 |                     |
|   | Starting Signal    | 19.00 |                     |
| <i>IRC Classes 3,4 and 5<br/>and Sigma 33 Class</i> | Warning Signal     | 19.00 | (Pennant 3 hoisted) |
|   | Preparatory Signal | 19.06 |                     |
|   | Starting Signal    | 19.10 |                     |
| <i>IRC Classes 1 and 2</i>                          | Warning Signal     | 19.10 | (Pennant 1 hoisted) |
|   | Preparatory Signal | 19.16 |                     |
|   | Starting Signal    | 19.20 |                     |

### 4.2 STARTING LINE

The Starting Line will be between a temporary racing mark laid within 1.5 miles of Bangor Marina and the mainmast of a Committee Vessel. Yachts shall cross the Starting Line in the direction of a temporary mark (Mark X) laid approximately 0.75 miles to windward of the Starting Line. Yachts shall round Mark X and then Mark Y, a wing mark laid approximately 0.25 miles from Mark X. Yachts shall round Marks X and Y to Port if a red flag is displayed by the Committee Vessel, or to Starboard if a green flag is displayed.

If the wind is from a northerly or easterly direction at the start, Marks X and Y will not be laid.

If it is impossible to lay a starting line as described, announcements will be made at Bangor Marina, Flag F will be displayed at Bangor Marina and at the RUYC battery and the alternative starting line will be used. The alternative starting line is formed by a line between a white pole with an X topmark in front of the battery and a red buoy with a white S offshore, the buoy to be left to port. Marks X and Y will not be laid.

### 4.3 MARKS

Marks are more particularly described in Section 3.5.

### 4.4 COURSE (All Classes)

Start – Mark X – Mark Y (See Section 4.2) – HUN 14(P) – Bell Lawrie Buoy(P) – Tarbert Bank (P) – Finish (87nm.)

### 4.5 SHORTENED COURSE

See Section 3.7. For the purpose of indicating a shortened course ONLY, the classes in the Feeder Race from Bangor will be identified by the following flags:

|                    |                    |                    |                    |                     |                     |
|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|
| IRC 1 ..... Flag A | IRC 2 ..... Flag D | IRC 3 ..... Flag E | IRC 4 ..... Flag G | IRC 5 ..... Flag Y, |                     |
| CYCA 6 . Flag Z    | CYCA 7 .. Flag J   | CYCA 8 . Flag K    | CYCA 9 . Flag T    | CYCA 10 ... Flag W  | Sigma 33... Flag V. |

### 4.6 FINISHING LINE

Same as under Section 3.8.

### 4.7 RETIRALS

The person in charge of any yacht retiring from the Feeder Race shall advise the Race Officials at the finish by telephone to the Race Office on Tarbert (01880) 820020. Alternatively yachts may use V.H.F. Channel 16 to call the Race Officials at Tarbert (call sign "Cruising Base") or to advise H.M. Coastguard who will pass the necessary details to the Race Officials. See also Section 3.9.

### 4.8 TIME LIMIT

See Section 1.15.2

**COMPULSORY REGISTRATION AT TARBERT  
SEE SECTION 1.5**

**Offshore Races Prize-giving  
Saturday at 19.00 in the Regatta Centre**

## 5. FEEDER RACE – INVERKIP – TARBERT

### FRIDAY 28th MAY, 2003

H.W. Greenock 07.20

#### 5.1 STARTING TIMES

| TIME  | WARNING SIGNAL | PREPARATORY SIGNAL | STARTING SIGNAL |
|-------|----------------|--------------------|-----------------|
| 09.25 | Sigma 33       | –                  | –               |
| 09.26 | –              | Sigma 33           | –               |
| 09.30 | Sonata         | –                  | Sigma 33        |
| 09.31 | –              | Sonata             | –               |
| 09.35 | CYCA 8         | –                  | Sonata          |
| 09.36 | –              | CYCA 8             | –               |
| 09.40 | CYCA 9 & 10    | –                  | CYCA 8          |
| 09.41 | –              | CYCA 9 & 10        | –               |
| 09.45 | –              | –                  | CYCA 9 & 10     |

#### 5.2 STARTING LINE

A line between two inflatable racing marks laid within two miles of the entrance to Kip Marina, Inverkip. The Committee Vessel will take up station near one of the starting marks and on the extension of the line but may not be at anchor. Yachts shall cross the Starting Line in the direction of an inflatable mark, Mark X, laid approximately 1 mile to windward of the Starting Line. The Committee Vessel will display course boards which will carry the first two digits of the approximate magnetic bearing of Mark X and a coloured panel to indicate the hand on which Mark X is to be rounded, a red panel when Mark X is to be rounded to port, a green panel when Mark X is to be rounded to starboard. If the wind is from a southerly direction, Mark X will not be laid and no course boards will be displayed.

#### 5.3 MARKS

Marks are more particularly described at Section 3.5

#### 5.4 COURSE

Start – Mark X (see section 5.2) – Mountstuart (P) – Portachur Buoy(S) – Bute(S) – Bell Lawrie Buoy(P) – Tarbert Bank(P) – Finish (28 nm)

#### 5.5 SHORTENED COURSE

See Section 3.7.

#### 5.6 FINISHING LINE

Same as under Section 3.8.

#### 5.7 RETIRALS

See Section 3.9.

#### 5.8 TIME LIMIT

See Section 1.15.2.

## 6.

# RACES AT TARBERT

### H.W. Greenock

Saturday 29th May 08.26

Monday 31st May 10.43

Sunday 30th May 08.41

Tuesday 1st June 11.38

### 6.1 FLEETS AND CLASSES

| FLEET NAME        | CV FLAGS | CV CHANNELS  | CLASSES  |           |           |           |        |  |
|-------------------|----------|--------------|----------|-----------|-----------|-----------|--------|--|
| Graham Technology | Yellow   | VHF Ch M(37) | IRC 1    | IRC 2     | IRC 3     | IRC 4     |        |  |
| Talisker          | Red      | VHF Ch 69    | Sigma 33 | Cork 1720 | Sportboat | Laser SB3 | Sonata |  |
| Tunnocks          | Green    | VHF Ch 72    | IRC 5    | CYCA 6    | CYCA 7    | CYCA 8    | CYCA 9 |  |
|                   |          |              | CYCA10   | IRC5      |           |           |        |  |

### 6.2 RACE AREAS

The fleets will normally race within 6 miles of East Loch Tarbert in the following approximate configuration. The position of each starting line will be broadcast on VHF and yachts should look out for the Committee Vessels displaying the Sponsors banners and coloured flags for their course. Race officers and Committee Vessels will stay with the same Fleets, not the same Race Areas.

|          | GRAHAM TECHNOLOGY FLEET | TALISKER FLEET | TUNNOCKS FLEET |
|----------|-------------------------|----------------|----------------|
| Saturday | South                   | Middle         | North          |
| Sunday   | Middle                  | North          | South (start)  |
| Monday   | South                   | Middle         | North          |
| Tuesday  | South                   | Middle         | North          |

### 6.3 RACE TYPES

The race type for each race will be indicated by a code flag displayed on the PCV. Announcements will normally also be made on VHF. The Tunnocks Fleet will sail one Inshore Race on Sunday.

| RACE TYPE                 | INDICATED BY FLAG | DETAILED SIs AT |
|---------------------------|-------------------|-----------------|
| Olympic                   | Flag D            | Section 7       |
| Windward / leeward        | Flag E            | Section 8       |
| Trapezoidal               | Flag J            | Section 9       |
| Windward / leeward / gate | Flag G            | Section 10      |
| Inshore                   | Flag H            | Section 11      |

### 6.4 NUMBER OF RACES

6.4.1 Graham Technology Fleet will normally sail TWO races each day except Tuesday when only ONE race will be sailed.

6.4.2 The Talisker Fleet will normally sail TWO races each day except Monday when THREE races will be sailed.

6.4.3 The Tunnocks Fleet will normally sail ONE race each day except Monday when TWO races will be sailed.

6.4.4 If the Race Committee for any Fleet decides for any reason that there will be no further racing that day, Flag A will be displayed at the Finishing Line.

## 6.5 STARTING TIMES

The starting times shown are for the first race each day. The same starting sequences will be used for subsequent races.

### 6.5.1 GRAHAM TECHNOLOGY FLEET

| TIME  | WARNING SIGNAL | PREPARATORY SIGNAL | STARTING SIGNAL |
|-------|----------------|--------------------|-----------------|
| 10.25 | IRC1           | –                  | –               |
| 10.26 | –              | IRC1               | –               |
| 10.30 | IRC2           | –                  | IRC1            |
| 10.31 | –              | IRC2               | –               |
| 10.35 | IRC3           | –                  | IRC2            |
| 10.36 | –              | IRC3               | –               |
| 10.40 | IRC4           | –                  | IRC3            |
| 10.41 | –              | IRC4               | –               |
| 10.45 | –              | –                  | IRC4            |

### 6.5.2 TALISKER FLEET

| TIME  | WARNING SIGNAL  | PREPARATORY SIGNAL | STARTING SIGNAL |
|-------|-----------------|--------------------|-----------------|
| 10.25 | 1720 Sportsboat | –                  | –               |
| 10.26 | –               | 1720 Sportsboat    | –               |
| 10.30 | Sigma33         | –                  | 1720 Sportsboat |
| 10.31 | –               | Sigma33            | –               |
| 10.35 | Laser SB3       | –                  | Sigma33         |
| 10.36 | –               | Laser SB3          | –               |
| 10.40 | Sportboat       | –                  | Laser SB3       |
| 10.41 | –               | Sportboat          | –               |
| 10.45 | Sonata          | –                  | Sportboat       |
| 10.46 | –               | Sonata             | –               |
| 10.50 | –               | –                  | Sonata          |

### 6.5.3 TUNNOCKS FLEET

| TIME  | WARNING SIGNAL | PREPARATORY SIGNAL | STARTING SIGNAL |
|-------|----------------|--------------------|-----------------|
| 10.25 | IRC5           | –                  | –               |
| 10.26 | –              | IRC5               | –               |
| 10.30 | CYCA6          | –                  | IRC5            |
| 10.31 | –              | CYCA6              | –               |
| 10.35 | CYCA7          | –                  | CYCA6           |
| 10.36 | –              | CYCA7              | –               |
| 10.40 | CYCA8          | –                  | CYCA7           |
| 10.41 | –              | CYCA8              | –               |
| 10.45 | CYCA9          | –                  | CYCA8           |
| 10.46 | –              | CYCA9              | –               |
| 10.50 | CYCA10         | –                  | CYCA9           |
| 10.51 | –              | CYCA10             | –               |
| 10.55 | –              | –                  | CYCA10          |

## 6.6 SEVERE WEATHER

In the event of severe weather the Race Committee may cancel racing for the Sportboat and Sonata classes. This will be indicated by announcements on VHF Channel 80 & 69 and by Flag N over the appropriate class flags displayed by the Talisker Committee Vessel in Tarbert. The Sigma 33 Class will join the Graham Technology Course starting 5 minutes after IRC Class 4.

## 7. OLYMPIC TRIANGLE COURSE

### 7.1 MARKS

All marks will be inflatable racing marks. Black marks will be used on the Graham Technology course, green marks on the Talisker course and orange marks on the Tunnocks course.

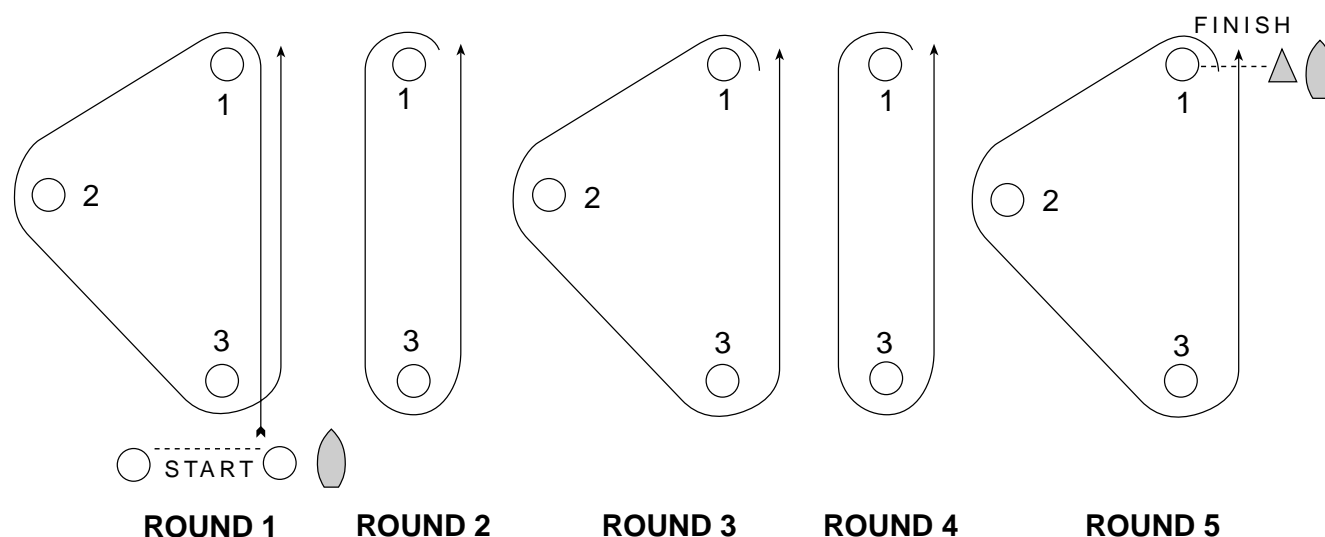
### 7.2 STARTING LINE

The Starting Line will be between two yellow inflatable marks and will be approximately at right angles to the course to the first mark. The Committee Vessel will take up station near one of the starting marks and on the extension of the Starting Line but may not be at anchor.

### 7.3 COURSE

The diagram shows the course and the order in which marks are to be rounded or passed. Mark 1 may be up to 3 miles from Mark 3. Mark 3 will not be a mark of the course on the first leg.

At least 10 minutes before the first starting signal is made, a course board will be displayed on the Committee Vessel and will carry the first two digits of the approximate magnetic bearing of Mark 1. All marks shall be rounded to port.



### 7.4 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

### 7.5 FINISHING LINE

A line between the mainmast of a Committee Vessel and Mark 1 (or any new mark substituted for it in accordance with RRS 33). An inflatable buoy may be moored on or near the Finishing Line as a distance mark and shall be passed on the opposite hand to Mark 1. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

**Daily Prize-giving, Saturday - Monday at 19.00 in the Regatta Centre**

**Series Prize-giving, Tuesday at 15.30 in the Regatta Centre**

## 8. WINDWARD / LEEWARD COURSE

### 8.1 MARKS

All marks will be inflatable racing marks. All marks will be inflatable racing marks. Black marks will be used on the Graham Technology course, green marks on the Talisker course and orange marks on the Tunnocks course.. Mark 2 will be green on the Graham Technology course, orange on the Talisker course and black on the Tunnocks course.

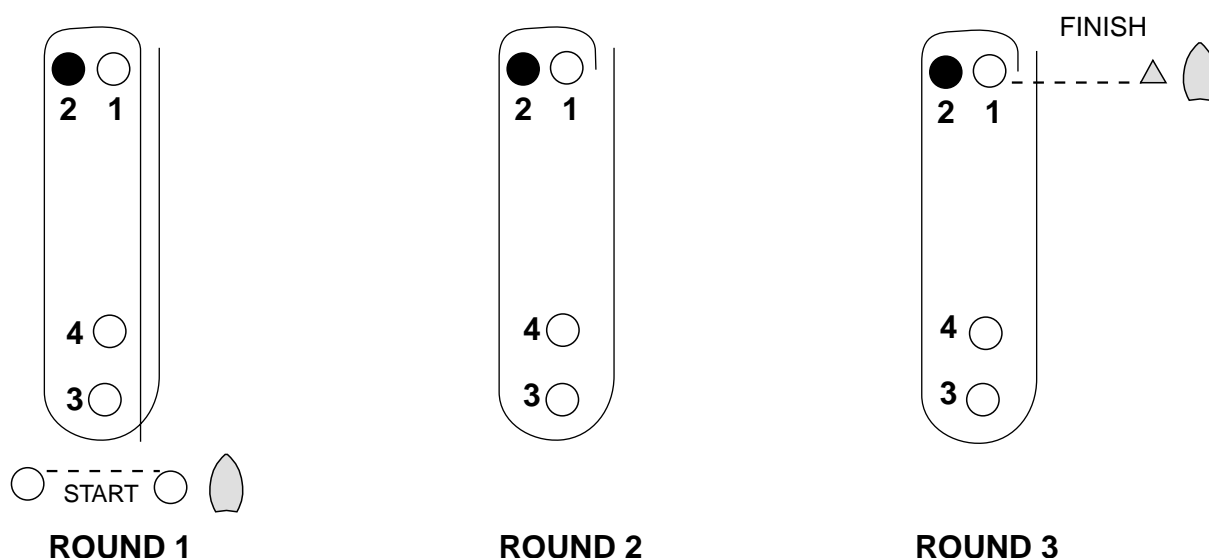
### 8.2 STARTING LINE

The Starting Line will be between two yellow inflatable marks and will be approximately at right angles to the course to the first mark. The Committee Vessel will take up station near one of the starting marks and on the extension of the Starting Line but may not be at anchor.

### 8.3 COURSE

The diagram shows the course and the order in which marks are to be rounded or passed. Mark 4 will be used only on the Talisker Course and will be approximately 75 metres to windward of Mark 3. Mark 4 shall be rounded instead of Mark 3 by the Sigma 33 and Sonata Classes only. Mark 1 may be up to 3 miles from Mark 3. Mark 2 will be approximately 150 metres from Mark 1. Marks 1, 2 and 3/4 shall be rounded to port. Mark 3/4 will not be a mark of the course on the first leg.

At least 10 minutes before the first starting signal is made, a course board will be displayed on the Principal Committee Vessel and will carry the first two digits of the approximate magnetic bearing of Mark 1.



### 8.4 CHANGE OF COURSE

Altering RRS 33, if the position of Mark 1 is changed the new Mark 1 will be of a different colour from that specified in 8.1. If the position of Mark 1 is changed again in the same race, the next mark will be as specified in 8.1 and so on. If the position of Mark 1 is changed, Mark 2 will cease to be a mark of the course for the rest of that race. For the Talisker Fleet only Marks 3 and 4 may be repositioned a short distance without signal to maintain the orientation of the course.

### 8.5 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

For the Talisker Fleet only, if the course is to be shortened at the leeward mark this will be signalled by a Committee Vessel at Mark 2 (or the replacement mark for Mark 1 if this mark has been repositioned) displaying Code Flags C over Q. The next mark of the course for all classes will be Mark 4, where the course will be shortened.

### 8.6 FINISHING LINE

A line between mainmast of a Committee Vessel and Mark 1 (or any new mark substituted for it in accordance with RRS 33). An inflatable buoy may be moored on or near the finishing line as a distance mark and shall be left to Starboard. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

## 9.

# TRAPEZOIDAL COURSE

### 9.1 MARKS

All marks will be inflatable racing marks. Black marks will be used on the Graham Technology course, green marks on the Talisker course and orange marks on the Tunnocks course.

### 9.2 STARTING LINE

The Starting Line will be between two yellow inflatable marks and will be approximately at right angles to the course to the first mark. The Committee Vessel will take up station near one of the starting marks and on the extension of the Starting Line but may not be at anchor.

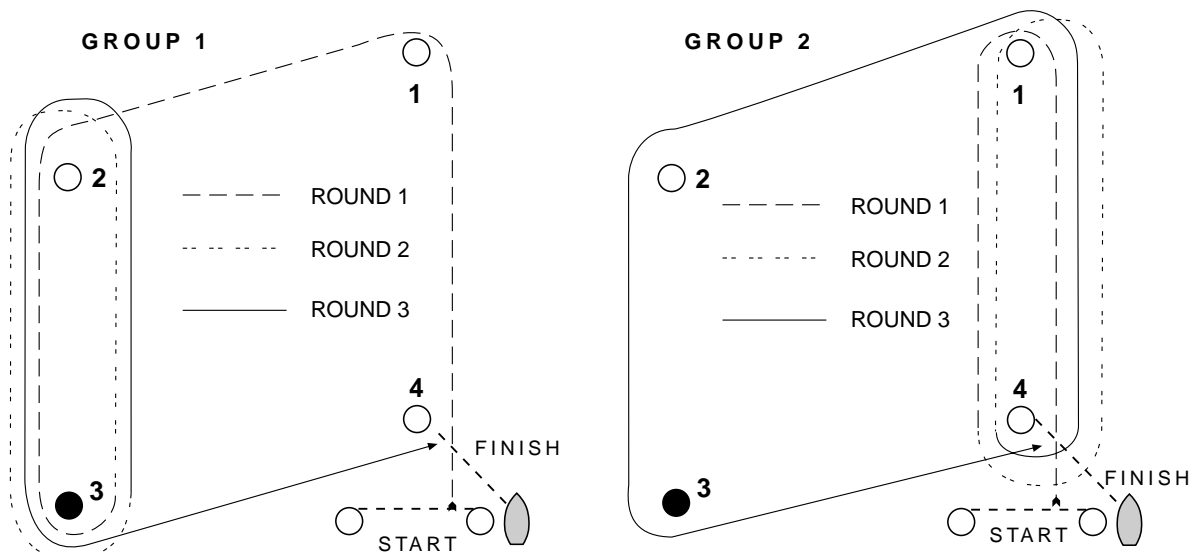
### 9.3 COURSE

The diagram below shows the course. Mark 1 may be up to 3 miles from Mark 4. Mark 4 will not be a mark of the course on the first leg.

At least 10 minutes before the first starting signal is made, a course board will be displayed on the Committee Vessel and will carry the first two digits of the approximate magnetic bearing of Mark 1. All marks shall be rounded to port.

Marks shall be rounded in the following order:

| Fleet                   | Classes                                 | Order of Marks                |
|-------------------------|---|-------------------------------|
| Graham Technology ..... | IRC 1 and 2 (Group 1) .....             | 1 - 2 - 3 - 2 - 3 - 2 - 3 - 4 |
| Graham Technology ..... | IRC 3 and 4 (Group 2) .....             | 1 - 4 - 1 - 4 - 1 - 2 - 3 - 4 |
| Talisker .....          | Sigma 33 and Sonata (Group 1) .....     | 1 - 2 - 3 - 2 - 3 - 2 - 3 - 4 |
| Talisker .....          | 1720, SB3 and Sportboat (Group 2) ..... | 1 - 4 - 1 - 4 - 1 - 2 - 3 - 4 |
| Tunnocks .....          | CYCA 6,7 and 9 (Group 1) .....          | 1 - 2 - 3 - 2 - 3 - 2 - 3 - 4 |
| Tunnocks .....          | IRC 5, CYCA 8 and 10 (Group 2) .....    | 1 - 4 - 1 - 4 - 1 - 2 - 3 - 4 |



### 9.4 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

### 9.5 FINISHING LINE

A line between the mainmast of a Committee Vessel and Mark 4 (or any new mark substituted for it in accordance with RRS 33). An inflatable buoy may be moored on or near the Finishing Line as a distance mark and shall be passed on the opposite hand to Mark 4. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

# 10. WINDWARD / LEEWARD / GATE COURSE

## 10.1 MARKS

All marks will be inflatable racing marks. Black marks will be used on the Graham Technology course, green marks on the Talisker course and orange marks on the Tunnocks course. Mark 2 will be green on the Graham Technology course, orange on the Talisker course and black on the Tunnocks course.

## 10.2 STARTING LINE

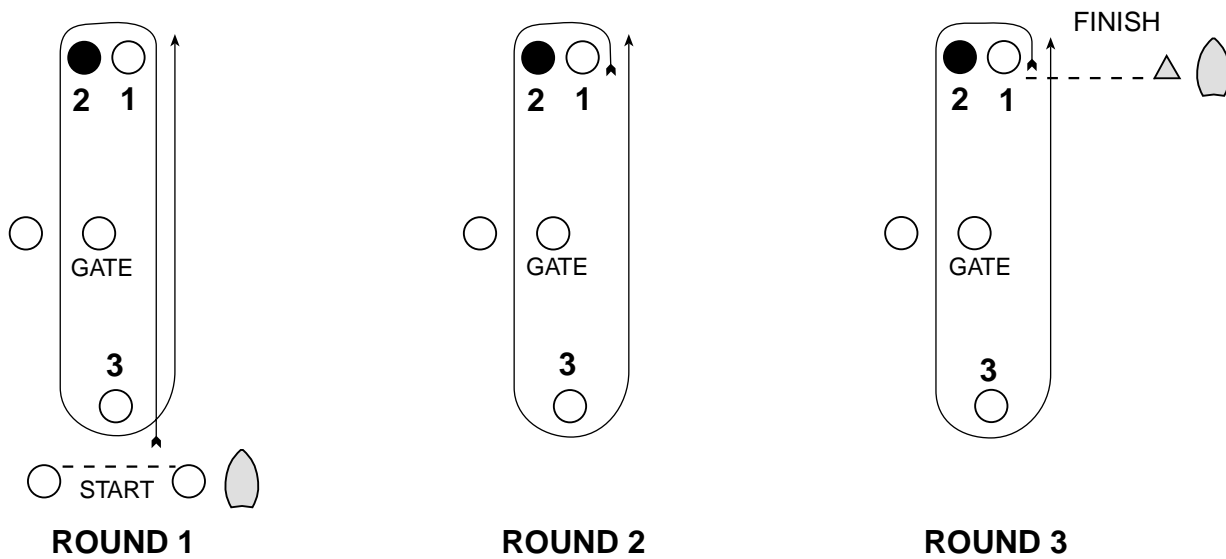
The Starting Line will be between two yellow inflatable marks and will be approximately at right angles to the course to the first mark. The Committee Vessel will take up station near one of the starting marks and on the extension of the Starting Line but may not be at anchor.

## 10.3 COURSE

The diagram below shows the course and the order in which the marks are to be rounded or passed. Mark 1 will be up to 2 miles from the Starting Line. Mark 2 will be approximately 150 metres from Mark 1. The Gate Marks will be approximately 50 metres apart and about midway between Marks 2 and 3. Marks 1, 2 and 3 shall be rounded to port. Boats shall pass between the Gate Marks on each leg from Mark 2 to Mark 3.

NOTE: No Mark 4 (See Section 8) will be used in this course.

At least 10 minutes before the first starting signal is made, a course board will be displayed on the Committee Vessel and will carry the first two digits of the approximate magnetic bearing of Mark 1.



## 10.4 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

## 10.5 FINISHING LINE

A line between mainmast of a Committee Vessel and Mark 1 (or any new mark substituted for it in accordance with RRS 33). An inflatable buoy may be moored on or near the finishing line as a distance mark and shall be left to Starboard. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

# 11.

# INSHORE RACE

## 11.1 MARKS

All marks will be inflatable orange buoys. Positions are approximate:

|        |                     |
|--------|---------------------|
| A..... | 55°52.0N / 05°22.2W |
| E..... | 55°52.2N / 05°20.0W |
| F..... | 55°51.3N / 05°19.3W |
| G..... | 55°50.3N / 05°15.7W |
| H..... | 55°49.8N / 05°17.5W |
| K..... | 55°49.3N / 05°19.3W |
| M..... | 55°50.7N / 05°20.7W |

## 11.2 STARTING LINE

The Starting Line will be between two marks and will be approximately at right angles to the course to the first mark. The Committee Vessel will take up station near one of the starting marks and on the extension of the Starting Line but may not be at anchor. The Starting Line will be positioned so that the course to the first mark is generally to windward.

## 11.3 COURSE

The course to be sailed will be selected from the course table at Section 11.4 and will be indicated by a wind letter displayed as a white letter on a black background by the Committee Vessel at the start. CYCA Classes 6,7 and 9 will sail Course 1, IRC 5, CYCA Classes 8 and 10 will sail Course 2.

## 11.4 COURSE TABLE

ALL MARKS SHALL BE ROUNDED TO PORT.

| Wind Letter    | T            | U             | V               | W             | X              |
|----------------|--------------|---------------|-----------------|---------------|----------------|
| Wind Direction | North/East   | North/West    | West            | South/East    | South/West     |
| Course 1       | FAKFE<br>KFE | FKGMHA<br>MFA | MKGMKEA<br>MFEA | HFMGA<br>MFEA | KGFMKE<br>AMFE |
| Course 2       | FAMFE<br>MFE | FKHFA<br>MFA  | MKHFEA<br>MFEA  | HFMFA<br>MFEA | KHFMFE<br>EAME |

## 11.5 COURSE CHART (See Plan)

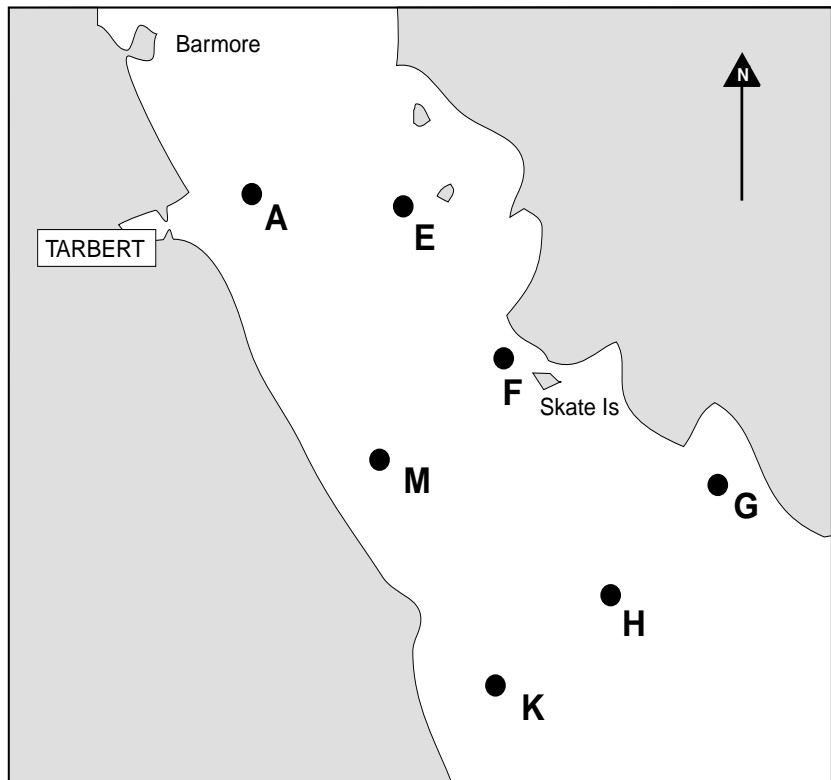
## 11.6 SHORTENED COURSE

Altering RRS 32 and Race Signals, the Race Committee may shorten the course at any mark for any reason. When the course is shortened the Finishing Line will be between the mainmast of a Committee Vessel and the mark at which the course is shortened, which will rank as the finishing mark. An inflatable buoy may be moored on or near the finishing line as a distance mark. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.

## 11.7 FINISHING LINE

A line between the mainmast of a Committee Vessel and Mark A or E. An inflatable buoy may be moored on or near the finishing line as a distance mark and

shall be left on the opposite hand to Mark A or E. No yacht shall pass between the distance mark and the Committee Vessel before or after finishing.



# NOTES

## RNLI

### Safety Equipment Checks



The Royal National Lifeboat Institution SEA Check team are pleased to be assisting the Clyde Cruising Club by carrying out safety equipment checks for the 2004 Bell Lawrie Scottish Series.

SEA Check advisors are available at any time to provide free, friendly and confidential advice on safety matters and safety equipment suitable for your yacht and its intended use. This free service is available anywhere at any time to suit your needs.

The standard SEA Check can be extended to cover all items required in the racing regulations, a particularly useful service prior to an event such as the Scottish Series.. Better to prepare before the event rather than find discrepancies during the event.

SEA Check advisors are also happy to visit clubs and associations to deliver free demonstrations and safety advice. In particular flare demonstrations, man overboard recovery techniques and lifejacket care and maintenance.

To arrange a free SEA Check contact the RNLI Sea Safety Team during the event, or Email: [watersafety@rnli.org.uk](mailto:watersafety@rnli.org.uk) or call: 0800 328 0600