

500 MILE

NORTH SEA RACE

IJmuiden Scarborough

27th June 2016

500mile.nl

Organising authorities

- Scarborough Yacht Club (www.syc.org.uk)
- Yacht Club Seaport IJmuiden (www.ysy.nl)
- Committee 500-MILE North Sea Race

Objective and concept

The event is intended to promote all aspects of sailing with shorthanded crews and to provide a qualifier and training course as well as a stepping stone for long-distance shorthanded races.

Abbreviations:

YSY - Yacht club Seaport IJmuiden

SYC - Scarborough Yacht Club

IJM - IJmuiden

SCA - Scarborough

RC - Race Committee

Sailing Instructions v3

1. Rules

1.1 The regatta will be governed by the rules and amendments as defined in the latest version of the Notice of Race

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

2. Notice to Competitors

Notices to competitors will be posted on the official website, sent by e-mail or text message.

3. Changes to Sailing Instructions

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedules will be posted by 2000 on the day before it will take effect.

4. Signals made ashore

4.1 Leg I: There will be no signals displayed ashore.

4.2 Leg II: Signals made ashore will be displayed at the Club Starting Station adjacent to the Lighthouse Tower.

5. Schedule of Race

All classes will start together.

- Leg I (IJM-SCA) at 1200 LT on Monday 27th June 2016

- Leg II (SCA-IJM) at 1100 LT on Saturday 2nd July 2016.

6. Class flags

No Class Flags will be applied.

7. Start area

- Leg I: to be announced at briefing in IJM (26th June 2016)

- Leg II: to be announced at briefing in SCA (1st July 2016)

8. The course

8.1 Leg I (IJM-SCA): Cross IJM starting line from EAST to WEST; to Smith's Knoll south cardinal buoy; to Petro 39 south cardinal buoy; to finishing line near SCA as detailed in I3.

8.2 Leg II (SCA-IJM): Cross SYC starting line from NORTH to SOUTH; to ORANGE FLAG TURNING MARK leave to PORT; to Finishing Line as detailed in I3.

Note: additional marks may be laid in Scarborough Bay; details will be given at the briefing in SCA.

8.3 Course will not be shortened.



9 Marks (approximate positions)

9.1 Leg I

Starting line: transit of the two lighthouses [F.R. 15m10m and F.G. 15m10m Fl.3s(occas) Horn(2)30s] at the harbour entrance (breakwaters)

Smith's Knoll - South cardinal buoy at 52 43.53 N // 002 17.90 E - leave to starboard

Petro 39 - South cardinal buoy at 53 47.38 N // 003 01.72 E - leave to port

9.2 Leg II

Finishing line: transit of the two lighthouses [F.R. 15m10m and F.G. 15m10m Fl.3s(occas) Horn(2)30s] at the harbour entrance (breakwaters).

9.3 Leg I & II - Scarborough (start and finish)

No1	Inner limit mark		
No2	Outer limit mark - Staff, Black flag	054°16.8N	000°23.0W
No3	North turning mark - Staff, Orange flag	054°17.0N	000°22.7W
No5	SYC Easterly mark – Yellow Spar Buoy	054°17.0N	000°22.0W
No5a	SYC Outer mark - Staff, Orange flag	054°17.3N	000°20.7W
No8	South turning mark - Staff, Orange flag	054°16.7N	000°23.2W
"M"	Middle Mark- Red Blobber	054°16.6N	000°22.1W



10 Areas that are obstructions

There are many obstructed areas, offshore installations, windfarms and shipping lanes in the sea area. It is the Crew's responsibility to observe regulations regarding obstructed and precaution areas at all time. It is the Crew's responsibility to listen on VHF 16 to be informed about ongoing operations and safety messages.

Safety zones shall be observed. Steer at least 1 nm away from offshore installations and platforms. Areas where windfarms are located shall not be entered. Shipping lanes and other traffic regulating areas shall be crossed in the shortest possible time.

11 THE START

11.1 Start Leg I

Starting line: transit of the two lighthouses [F.R. 15m 10m and F.G. 15m 10m Fl.3s(occas) Horn(2)30s] at the harbour entrance (breakwaters)

SIGNAL	LIGHTS	SIGNAL	TIME
Warning	no	VHF CH 72	11:50* CEST
Preparatory	no	VHF CH 72	11:55* CEST
Starting	no	VHF CH 72	12:00* CEST

* Permitting traffic in IJmuiden port and vicinity. To be announced before leaving Seaport Marina or VHF CH 72.

Competitors over the line at the start = penalty of 3 places down. (14. Penalty system)

11.2 Start Leg II

Starting line: to be announced at briefing SCA

SIGNAL	LIGHTS	SIGNAL	TIME
Warning	Amber	One	10:50 BST
Preparatory	Amber over green	One	10:55 BST
Starting	Lights out	One*	11:00 BST

*A maroon may also be fired from adjacent to the starting station at the starting signal. Lights shall govern.

11.3 If any part of a boat's hull, crew or equipment is on the course side of the starting line (OCS) during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF 72 (leg I) or VHF 37 (leg II). Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a)

12 Change of the next leg of the course

12.1 During the event there will be no changes in the course.

13 THE FINISH

13.1 Finish Leg I

Call in on VHF CH 37 ("Finish 500-Mile Race") when crossing 0° (approx. 14 nm from the finishing line), to assist the race officers to finish.

*Finishing line option I **

Leave No 8 (orange flag) to starboard

Cross the transit of Tower and Number 2 (black flag) from south to north.

*Finishing line option II **

Cross the transit of Tower and Number 5 buoy from south to north.

(See 9. Marks)

*To be announced at briefing IJmuiden

Yachts shall accurately record their own Finish Time (hh.mm.ss) using BST and noting, where possible, yachts ahead and yachts astern. Please use GPS clock where possible.

NOTE: see addendum for obstructed area in vicinity of SCA.

13.2 Finish Leg II

Finishing line: transit of the two lighthouses [F.R. 15m10m and F.G. 15m10m Fl.3s(occas) Horn(2)30s] at the harbour entrance (breakwaters)

Yachts should turn on Buoy IJM3-SPM (VQ) before proceeding into IJmuiden Marina.

Yachts shall accurately record their own Finish Time (hh.mm.ss) using CEST and noting, where possible, yachts ahead and yachts astern. Please use GPS clock where possible.

13.3 Declarations

Declaration forms recording exact Finish Time using LT and noting yachts ahead and yachts astern where possible are required.

These are to be deposited, in SCA, with the SYC (Lighthouse building) and in IJM, with Seaport Marina Office (at the Southern end of the marina) within 60 minutes of Finishing.

All yachts are required to enter Scarborough harbour (Leg I) and the Seaport Marina (Leg II) to report their arrival and deposit their Declaration with the Marina Office.

13.4 Yachts retiring must, at the earliest opportunity, inform the RC by telephone:

in The Netherlands: +31 6 39 49 09 33 (500-Mile RC)

in the United Kingdom: +44 172 337 382 (Scarborough Yacht Club)

All yachts must report either their arrival in SCA and IJM or their retirement to ensure that search procedures are not instituted unnecessarily.

14 Penalty system

The Scoring Penalty, rule 44.3, will apply.

15 Time limits and target times

15.1 Leg I: 1800 BST Friday 1st July 2016

15.2 Leg II: 1900 CET Monday 4th July 2016.

16 Protests and requests for redress

16.1 Protest forms shall be included in the Race Entry Pack. Protests and requests for redress shall be delivered with the Race Declaration at the SYC (Lighthouse building) or IJmuiden Seaport Marina. Time, date and location of protest to be decided.

16.2 For each class, the protest time limit is 90 minutes after the last boat has finished.

17 Scoring

The scoring is according to the IRC rating system. Sailed times of the 2 Legs will be added to calculate the final results.

18 Safety Regulations

18.1 All yachts whilst Racing must comply structurally with and have on board all the gear and equipment specified in the NoR and Safety Checklist and any additional requirements specified within class rules.

18.2 The signed Equipment List and the waiver form must be completed and returned to the RC. The responsibility for compliance rests with the person in charge of the yacht and cannot be delegated. Entries will not be accepted from any yacht not agreeing to and fully complying with these requirements. Any yacht found racing and not complying will be penalised and may be disqualified.

18.3 Competitors are to comply with ISAF Category 2 Mono-hulls 2015 - 2016 with the exceptions described in the NoR.

18.4 Crew for each boat: 2 persons. Crew members shall be over the age of 18 by the start date.

18.5 There will be a race briefing prior to the starts in IJM and SCA. A minimum of one representative from each competing vessel must attend. Failure to attend may result in a vessel being refused to start the event.

18.6 If a situation arises where a boat, through no fault of their own, is in danger they may use alternative propulsion using the engine or other means provided that they do not gain an advantage in the race. [ISAF Rule 42.3(i)] Where possible this must be announced via VHF and recorded on the race declaration stating time of use, duration, GPS position before and after the manoeuvre and the situation requiring its use. If the RC feels that an unfair advantage has been gained then an appropriate penalty up to and including disqualification may be applied.

19 Replacement of crew or equipment

19.1 Change of crew will not be allowed without prior written approval of the race Committee.

19.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20 Equipment and measurement checks

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. Inspection is carried out only as a guide. Inspection does not limit or reduce the complete and unlimited responsibility of the owner and person in charge.

27 Radio communication

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.

28 Prizes

Prizes and or Flags will be presented at the Race Dinner in Hoorn.

29 Disclaimer of liability

29.1 The Race Organisers, IJmuiden Yacht Club and the Scarborough Yacht Club, shall not be liable for any loss, damage, death or personal injury, howsoever caused, to the owner/competitor, his skipper or crew or any vessel as a result of their taking part in this event. Moreover, every owner/competitor warrants the suitability of their yacht for the event. The safety of the yacht and her entire management, including insurance, shall be the sole responsibility of the owner / competitor / skipper, who must ensure that the yacht is fully found, thoroughly seaworthy and manned by a crew sufficient in number and experience, who are physically fit to face bad weather. The owner must be fully satisfied as to the soundness of the hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained, stowed and in date and that the crew know where it is kept and how it is to be used.

Neither the establishment of these conditions, their use by the race organisers, nor the inspection of the yacht under these conditions in any way limits the complete and unlimited responsibility of the owner or owner's representative. The crew is nonetheless advised to satisfy themselves as to the adequacy of all safety equipment and insurance arrangements.

19.2 Decision to race

Specifically the owner/competitors attention is drawn to RRS Fundamental Rule 4 – The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone.

30 Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of € 3.000.000 or equivalent.

Scarborough Harbour
Notice to Mariners
Wheatcroft Outfall Works
11th April 2016

All Mariners are advised that work will commence on the Yorkshire Water Wheatcroft Outfall, approximately 1.6nm South East of Scarborough Harbour from 19th April 2016.

Van Oord UK Ltd will conduct the work, on behalf of Yorkshire Water, using six vessels including Norse, Baloe, Olympia, Server III (Abeko), Aaron and Piet Pontoon.

During the operation, a Working Area (See Diagram) will be established which must not be entered by other vessels, for safety reasons.

Working Area Coordinates:

1. 54°15.5243'N	000°22.4118'W	2. 54°16.3024'N	000°20.2581'W
3. 54°16.4861'N	000°20.5618'W	4. 54°15.7403'N	000°22.5160'W
5. 54°15.6556'N	000°22.5508'W	6. 54°15.5243'N	000°22.4118'W

Further advice can be obtained from
Van Oord's Fishery Liason, Mr Guy Pasco,
SeaScope Fisheries Research Ltd
01723 503161 or 07880 362 082

Chris Burrows
Deputy Harbour Master

