



Topsport Vlaanderen Regatta

Nieuwpoortweek 2017

SAILING INSTRUCTIONS

29th Topsport Vlaanderen Regatta

Nieuwpoortweek 2017

Open Belgian Championship Cadet Class 2017

The event will be sailed on the North Sea off Nieuwpoort, Belgium, **July 1 – July 5 inclusive, 2017**. The event is organized under the authority of Vlaamse Vereniging voor Watersport Nieuwpoort (VWV-Nieuwpoort), Koninklijke Yacht Club Nieuwpoort (KYCN) Water Sport Kring van de Luchtvaart (WSKLuM), the class organizations concerned, in conjunction with the Royal Belgian Yachting Federation (KBVY – FRBY)

Sailing Instructions

1. RULES

- 1.1. The regatta will be governed by the rules as defined in the ISAF *Racing Rules of Sailing* (RRS).
- 1.2. The prescriptions of the National Authority (KBVY-FRYB) do not apply
- 1.3. Appendix P will apply
- 1.4. If there is a conflict between languages the English text will take precedence.
- 1.5. If there is a conflict between the NOR and these SI, the SI will take precedence.

2. DISCLAIMER OF LIABILITY / RISK STATEMENT

- 2.1. Rule 4 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."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor, each parent present or not, each coach 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 and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves and their boat and their property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 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, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) Each boat shall be insured with valid third-party liability insurance with a minimum coverage of 1,500,000 Euro (or equivalent) per incident.

3. spare

4. NOTICES TO COMPETITORS

- 4.1. Notices to competitors will be posted on the official regatta notice board located in or near one of the respective regatta offices
- 4.2. The respective regatta offices will be

Central Regatta Office	VWV Clubhouse Watersportlaan 9, 8620 Nieuwpoort
Race Area YELLOW	
Europe, RS 500	VWV Clubhouse
Laser 4.7 and Cadet	
Race Area GREEN	
Optimist	WSKLuM Halve Maanstraat 2b, 8620 Nieuwpoort

5. CHANGES TO SAILING INSTRUCTIONS

- 5.1. Any change to this SI will be posted thirty (30) minutes before hoisting Code flag "G" on the day it will take effect, except that any change in the schedule of the races will be posted by 2000 hrs (LT) on the day before it will take effect.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed on a signaling mast near the respective Class regatta offices.
- 6.2. Code flag "G" with one (1) sound signal means: "The boats may leave their boat park and proceed to their Race Area."
- 6.3. Code flag "G" above a Class Flag with one (1) sound signal means: "Only boats of this Class may leave the boat park and proceed to their Racing Area."

- 6.4. Code flag "AP" with two (2) sound signals (one (1) when lowered) means: "The opening of the slipway is postponed. The Warning Signal for the race will be made not less than sixty (60) minutes after the "AP" is lowered." Alters Race Signals.
- 6.5. Code flag "AP" above a class flag with two (2) sound signals (one when lowered) means: "The opening of the slipway is postponed for this class only. The Warning Signal for the race will be made not less than sixty (60) minutes after the "AP" is lowered." Alters Race Signals.
- 6.6. Code Flag "AP" over a Numerical Pennant 1 – 6 with two (2) sound signals (one (1) sound signal when lowered) means "Postponement of 1 – 6 hours from the scheduled opening of the slipway". The Warning Signal will be made not less than sixty (60) minutes after "AP" is lowered.
- 6.7. When code flag "L" is displayed with one (1) sound signal, a notice to competitors has been posted on the notice board.
- 6.8. There will only be one (1) numeral pennant under flag "L" indicating the number of the last change

7. FORMAT OF RACING

- 7.1. For each class where the number of competitors is more than 80, the regatta will consist of a qualifying series and a final series. The other classes will sail in one (1) fleet
- 7.2. Each class with qualifying series will be divided into two (2) divisions (as far as possible with the same number of boats) at the discretion of the Race Committee.
- 7.3. Seeding of boats in the two divisions for the qualifying series will be done as follows
 - 7.3.1. Before the first race, seeding of boats in Groups will be done by the organization authority. This first allocation of boats in groups will be published on the official notice board not before 1100 hrs on **Saturday July 1st 2017**
 - 7.3.2. After each racing day if at least one race has been sailed, boats will be re-allocated into groups based on the classification available at 1945 hrs without taking into account results of protests not yet known. This new allocation of boats for the races of the next day will be published on the official notice board on 2000 hrs.
 - 7.3.3. When during the qualifying series, a race of a series is not valid for all starting groups, the race shall be abandoned for all concerned starting groups (addition to RRS 32.1)
 - 7.3.4. Seeding will not be grounds for redress.
- 7.4. On **Monday July 03**, after protest hearings and when at least four (4) valid qualifier races have been completed, boats will be assigned to final-series fleets Gold and Silver on the basis of their qualifying-series scores. The final-series fleets will have as nearly as possible equal size but so that the Silver fleet is not larger than the Gold fleet. Boats with the best qualifying-series scores will race all final-series races in the Gold fleet, boats with the next best qualifying-series scores will race all final-series races in the Silver fleet.
- 7.5. When less than four (4) valid qualifier races are completed on **Monday July 03** after racing, the qualifying series will continue for at least one complete day till minimum four (4) valid qualifier races are completed.
- 7.6. The division's colors will be as follows.
 - Division 1 White
 - Division 2 Blue
 At registration, competitors will receive a ribbon of each color.

8. PROGRAM AND SCHEDULE OF RACES

- 8.1. Program and schedule of races as follow.

Day	Time		Location
Monday June 26 till Friday June 30	14h00-17h00	- Registration for all classes	WSKLuM
Friday June 30	18h00-20h00	- Registration for all classes	WSKLuM
Saturday July 01	08h00-10h00	- Registration for all classes	WSKLuM
	10h00	- Team Leaders, Coaches and Meteo meeting	NPW Central Regatta Office
	11h30	- Opening Ceremony	WSKLuM
	12h00	Boats from boat park to slipway	WSKLuM only
	12h30 14h00	- first launch - Start 1 st race - 2 races scheduled	
Sunday July 02	10h30	- Team Leaders, Coaches and Meteo meeting	NPW Central Regatta Office
	12h00	First launch	
	13h30	Start first race of the day - 3 Races as scheduled Free clinic by 8daysaweek	

	20h00	North See Conditions To be confirm	WSKLuM
Monday July 03	10h30	- Team Leaders, Coaches and Meteo meeting	NPW Central Regatta Office VWV-Nieuwpoort
	12h00	First launch	
	13h30	Start first race of the day - 3 races as scheduled	
	19h00	- Topsport Vlaanderen Regatta BBQ	
Tuesday July 04	10h30	- Team Leaders, Coaches and Meteo meeting	NPW Central Regatta Office
	12h00	First launch	
	13h30	Start first race of the day - 3 races as scheduled	
Wednesday July 05	10h00	- Team Leaders, Coaches and Meteo meeting	NPW Central Regatta Office VWV
	11h00	First launch	
	12h30	Start first race of the day - 2 races as scheduled	
	Asap after the last race	- Price Giving & Farewell drink	

- 8.2. One (1) extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule and the change is made according to SI 5.1.
- 8.3. The number of races scheduled is thirteen (13) for each class.
- 8.4. When more than one (1) race (or sequence of races for two (2) or more classes) will be held on the same day, the Warning Signal for each succeeding race will be made as soon as practicable. To alert boats that another race or sequence of races will begin soon, an ORANGE flag will be displayed for at least five (5) minutes before a Warning Signal is displayed.
- 8.5. Any race not started before 1400 hrs on Wednesday July 05 will be cancelled.

9. CLASS FLAGS

- 9.1. During the qualifier series division flags shall be considered Class signals (SI 7.3)
- 9.2. During the final series the Class flags shall be
 Gold White
 Silver Blue
- 9.3. All boats shall display a colored ribbon corresponding with the color of their Division flag. For the Optimist Class this ribbon shall be attached to the top of the sprit. For other classes this ribbon shall be attached to the top of their mainsail.
- 9.4. Class flags will be
- | | | |
|-----------|-----|----------------------------------|
| Europe | "E" | |
| Laser 4.7 | "V" | |
| RS 500 | "K" | |
| Cadet | "V" | |
| Optimist | "K" | if not racing a qualifier series |

10. RACING AREA

- 10.1. Classes are assigned to racing areas as follows
- | | |
|-----------|------------------|
| Europe | Race Area YELLOW |
| Laser 4.7 | Race Area YELLOW |
| RS 500 | Race Area YELLOW |
| Cadet | Race Area YELLOW |
| Optimist | Race Area GREEN |

- 10.2. The diagram in appendix A shows the location of the Race Areas
- 10.3. The Race Committee signal boats of each race area are identified by flying a flag corresponding to their race area color (SI 4.2)
- 10.4. A Race Area is defined as follows:
 - 10.4.1. Before the Preparatory Signal: "The Race Area is the area within 100 meters of the Starting Line and the RC boats on that line."
 - 10.4.2. After the Starting Signal: "The Race Area is the area within an imaginary line drawn 100 meters outside any point where a boat might sail during normal racing."
 - 10.4.3. At the Finish: "The Race Area is the area within 100 meters of the Finishing Line and the RC boats on that line."

11. THE COURSE

- 11.1. The diagram in appendix B shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left
- 11.2. No later than the warning signal, the race committee signal boat will display the approximate magnetic bearing of the first leg.
- 11.3. When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 11.4. The course length and the angle between legs may be adjusted to allow for tidal stream, wind and sea conditions.

12. MARKS

- 12.1. On the YELLOW race area the marks will be cylindrical and red.
- 12.2. On the GREEN race area the marks will be orange and orange with blue top Inflatable buoys.
- 12.3. The starting and finishing marks when used will be yellow inflatable buoys.

13. spare

14. THE START

- 14.1. Races will be started by using RRS 26 with the Warning Signal given five (5) minutes before the Starting Signal.
- 14.2. The starting line will be between a staff or the mast displaying an orange flag on the race committee boat at the starboard end and the Flagstaff or mast on a boat displaying an orange flag or the course side of the starting mark at the port end.
- 14.3. For the purpose of RRS 30.1 only the Starting Line itself is considered, before start; not its extensions (modifies RRS 30.1).
- 14.4. RRS 30.3 is supplemented as follows:
 - "Sail numbers will be displayed for at least three (3) minutes. One (1) long sound signal will be made when the numbers are initially displayed. A boat whose number is so displayed shall leave the Racing Area, defined in SI 10.4, before the new Preparatory Signal. "
- 14.5. Boats whose warning signal has not been made shall avoid the racing area (SI 10.4).
- 14.6. A boat starting later than four (4) minutes after her starting signal will be scored DNS. This changes rule A4.1.
- 14.7. RC boats may hold position by using engines; any effects shall not be grounds for granting redress. (Alters RRS 62.1).

15. CHANGE OF THE NEXT LEG OF THE COURSE

- 15.1. To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.
- 15.2. Except at a gate, boats shall pass between the race committee boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.
- 15.3. For the green course, a change of course can have as consequence that the finish is on portside of the 3rd rack.

16. THE FINISH

- 16.1. The finishing line will be between a staff or the mast displaying a blue flag on a race committee boat at the starboard end and the Flagstaff or mast on a boat displaying a blue flag or the course side of the finishing mark at the port end.
- 16.2. After finishing all boats are required to leave the Race Area as soon as possible (SI 10.4).

17. PENALTY SYSTEM

- 17.1. A boat that has taken a penalty or retired under RRS 31.2 or 44.1 shall complete an acknowledgement form at the Race Office within the Protest Time Limit. If a boat fails to complete this form, the penalty may be considered as not taken.
- 17.2. **Appendix P**

- 17.2.1. Appendix P will apply and P 2.1 is amended as follows:
"When a boat is first protested under rule P, she may acknowledge her breach by talking a Two-Turns-Penalty under rule 44.2. If when she is no longer racing, by accepting a scoring penalty of eight (8) points. If she fails to do so, she shall be disqualified without a hearing".

18. TIME LIMITS AND TARGET TIMES

- 18.1. The target time for a race is forty five (45) minutes for all classes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1 (a).
- 18.2. Boats failing to finish within twenty (20) minutes after the first boat of her class finishes will be scored DNF. When the first boat of the class sails more than 60 minutes to complete the race, the time limit mentioned above will be 1/3 of the time needed by the first boat. This changes RRS 35 and A4 and A5
- 18.3. The time limit for a race will be ninety (90) minutes for all classes.

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1. The intention to protest shall be announced to the RC Finishing Boat IMMEDIATELY after finishing. The competitor must wait for an acknowledgment from the RC. This change RRS 61.1(a)
- 19.2. Protest forms are available at the Local Race Offices. Protests shall be delivered within the Protest Time Limit.
- 19.3. For each Class, the Protest Time Limit is ninety (90) minutes after the last boat has finished the last race of the day. The same Protest Time Limit applies to all protests by the RC and Jury and to requests for redress. This changes RRS 61.3 and 62.2.
- 19.4. Notices will be posted within thirty (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 Offices of the respective Race Offices.
- 19.5. The arbitration system explained in Appendix C may be used
- 19.6. Protests will be heard at the Jury rooms at each shore location. Parties involved in protests (including witnesses) shall remain in the vicinity of the Jury room until the protest has been heard.
- 19.7. Notices of protests by the RC or Jury will be posted within the protest time limit to inform boats under RRS 61.1(b).
- 19.8. A list of boats that have acknowledged breaking RRS 42 or have been disqualified by the Jury will be posted on the local notice board.
- 19.9. Breaches of instructions 14.5 (boat in Starting Area), 21 (Safety), 22 (Replacement), 26 (Support), RRS 55 (Trash disposal) and 31 (Radio Communication) will not be grounds for a protest by a boat. This alters RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Jury so decides.
- 19.10. On the last day of a qualifying series and on the last day of the regatta a request for reopening a hearing shall be delivered: (This changes RRS 66):
Within the Protest Time if the party requesting opening was informed of the decision on the previous day, No later than thirty (30) minutes after the party requesting reopening was informed of the decision on that day.
- 19.11. If there is no racing on the last day of the regatta the Time Limit for a request for reopening is thirty (30) minutes after signaling the abandonment of all further races.
- 19.12. An International Jury in accordance with RRS Appendix N will be appointed and is approved by the KBYV/FRBY. The decisions of the Jury will be final as provided in RRS 70.4.

20. SCORING

- 20.1. The Low Point scoring system of Appendix A of RRS will apply
- 20.2. When fewer than four (4) races have been completed, a boat's series score will be the total of her race scores. When from four (4) to nine (9) races have been completed, a boat's series score will be the total of her race scores excluding her worst score. When ten (10) or more races have been completed, a boat's series score will be the total of her race scores excluding her two (2) worst scores
- 20.3. However, if a Class is split into groups:
- 20.3.1. Boats will be scored based on the number of boats in each Start. If fewer than the scheduled number of Races are completed, the score shall stand after the last race in which all groups competed.
- 20.3.2. If a class starts in different starting groups and if these starting groups have an unequal number of participants, boats will be scored on basis of the number of competitors of the largest registered starting group.
- 20.3.3. A boat's series score will be the total of her race scores, excluding her worst score of the qualifying series. If at least 4 races are sailed in the final series, also the worst score of the final series will be excluded.
- 20.4. The scoring abbreviation for a discretionary penalty imposed under SI 19.8 will be DPI and under SI 17.2 will be PTS.

21. SAFETY REGULATIONS

- 21.1. The safety of a boat and her entire management, including insurance, shall be the sole and inescapable responsibility of the owner or entrant racing the boat.
- 21.2. ALL PARTICIPANTS SHALL WEAR ADEQUATE PERSONAL BUOYANCY ALL TIMES WHILE AFLOAT. WET SUITS OR DRY SUITS ARE RECOMMENDED BUT DO NOT CONSTITUTE ADEQUATE PERSONAL BUOYANCY, changing RRS 40

- 21.3. All boats shall have aboard a seven (7) m length tow rope, strong enough to tow several boats.
- 21.4. Boats are only allowed to go afloat via their official slipway.
- 21.5. All participants receive an Identification Badge at registration. This Identification Badge will be given to the Beach Master when leaving the slipway and will be collected back immediately after the race at the slipway.
- 21.6. A lost Identification Badge must be renewed and shall cost **5 EUR**.
- 21.7. In addition to RRS 60 any participant who fails to comply with 21.5 will be scored DSQ for the first race he/she finishes that day.
- 21.8. A boat that retires from a race shall notify the RC as soon as possible.
- 21.9. When flag "W" is displayed on any Race Committee boat and / or the Race Committee Signal Boat has fired a white flare, all coaches and support boats are permitted to enter the race area and shall cooperate with the race committee in rescue assistance.

22. REPLACEMENT OF CREW OR EQUIPMENT

- 22.1. Substitution of competitors will not be allowed without prior written approval of the race committee.
- 22.2. Substitution of damaged or lost equipment will not be allowed unless approved by the RC. Requests for substitution shall be made to the RC at the first reasonable opportunity.

23. EQUIPMENT AND MEASUREMENT CHECKS

- 23.1. A boat or equipment may be inspected at any time for compliance with the class rules and SI. On the water, a boat can be instructed by a RC Measurer to proceed immediately to a designed area for inspection.

24. spare

25. OFFICIAL BOATS

- 25.1. Jury boats will fly a flag marked "JURY"

26. SUPPORT BOATS

- 26.1. Team leaders and/or representatives shall register at the Central Regatta Office before the start of the first race and indicate their address during the Regatta. They will receive a numbered flag supplied by the organizing authority after paying a fee of 20 € which will be returned at the end of the regatta.
- 26.2. Each coach/team leader shall conspicuously fly the numbered flag supplied by the organizing authority and his/her national flag. This last may be replaced by a sign on his/her boat of at least 50 x 50 cm with the national letters of the country he/she represents.
- 26.3. Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the Preparatory Signal for the first Class to start until all boats have finished or the RC signals a Postponement, General Recall or Abandonment.
The penalty for failing to comply with this requirement may be the disqualification of all boats associated with the infringing support personnel. In case of Postponement, support boats may reenter the Racing and Starting Area and competitors and non competitors may communicate until the new Preparatory Signal is given
- 26.4. See also SI 21.9

27. TRASH DISPOSAL

- 27.1. Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats

28. spare

29. spare

30. spare

31. RADIO COMMUNICATION

- 31.1. 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.

32. PRIZES

- 32.1. Prizes will be given as stated in the Notice of Race.

33. DISCLAIMER OF LIABILITY

- 33.1. Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race.
- 33.2. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

34. INSURANCE

- 34.1. Each participating boat shall be insured with valid third-party liability insurance.

FOLLOWING REGULATIONS SHALL BE NO GROUNDS FOR PROTEST OF A YACHT AGAINST ANOTHER YACHT

1. **LIABILITY**

2. **INSURANCE**

3. **REGISTRATION**

Competitors shall register and personally (or a parent if < 18 year) sign the registration form at the Central Regatta Office before the first start of the series.

4. **SAIL NUMBERS**

Boats shall register and only use the sail number on their certificate. Exceptions require the written approval of the Race Committee

5. **CHANGE OF CREW**

6. **BOAT PARKING**

Boats shall only be parked at the designated parking areas for each Class. The Beach Master's instructions are to be strictly followed.

7. **WEATHER FORECAST**

Every morning a weather forecast will be posted on the notice board not later than 0930 hours.

8. **ANTI POLLUTION RULE**

It is not allowed to pollute the sea or river with plastic bags etc. ...

Sailors seeing polluting the sea may be protested.

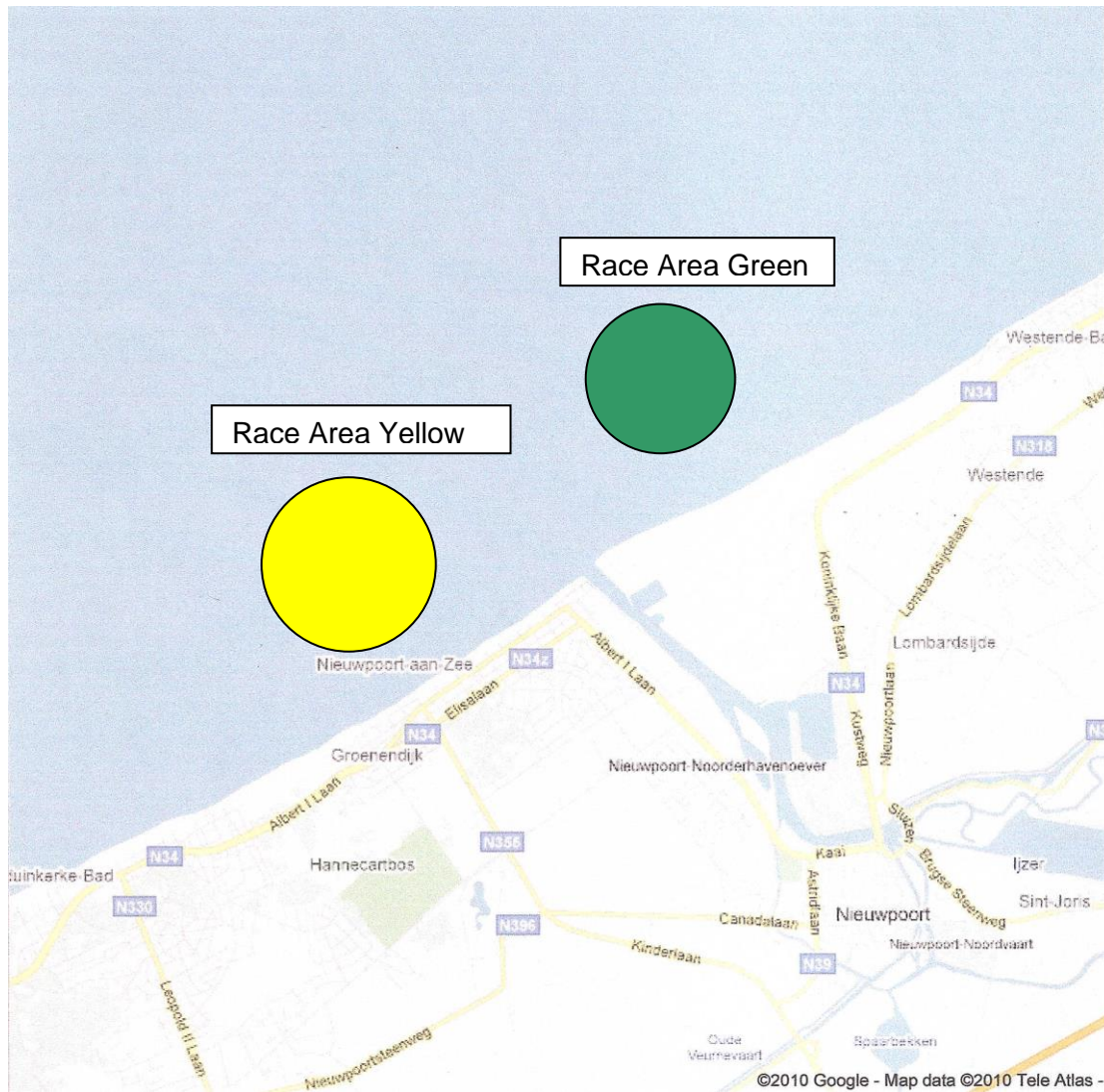
9. **HARBOUR REGULATIONS**

9.1. There is a **maximum speed limit of 5 km/h** in the entire channel.

9.2. All crafts must keep their starboard river bank. Beating is forbidden.

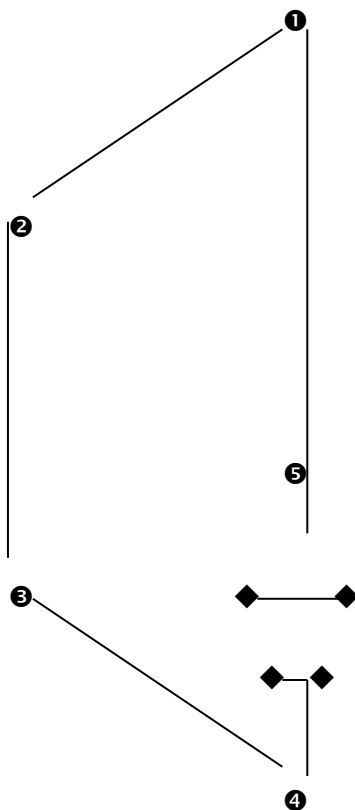
9.3 The instructions from RC boats in the harbour are to be followed strictly

Appendix A – THE RACE AREAS



Appendix B – THE COURSES

Yellow Area



Numeric Pennant 1:

Start, 1, 2, 3, 2, 3, 4 and finish
All marks to be left to port

Numeric Pennant 2:

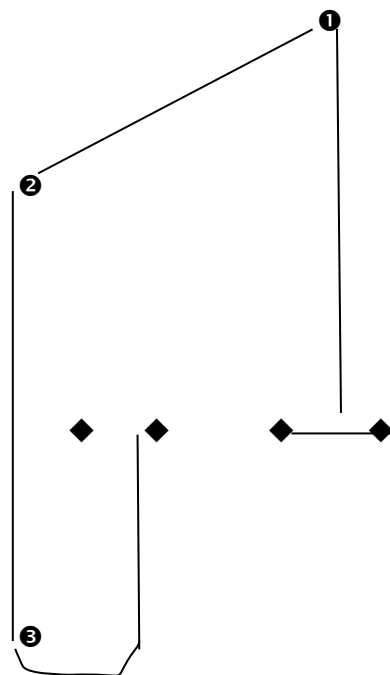
Start, 1, 5, 1, 2, 3 4 and finish
All marks to be left to port

Numeric Pennant 3:

Start, 1, 2, 3, 4 and finish
All marks to be left to port

The numeric pennant will be shown at the warning signal.

Green Area



Course “Optimist” fleet

Start, 1, 2, 3 and finish
All marks to be left to port

See also SI 11.3

It is forbidden to cross the finishing line when sailing from mark 2 to mark 3

Appendix C ARBITRATION SYSTEM

This appendix only applies for classes with shore location VVW-Nieuwpoort (Race Area Yellow)

C1 Exoneration Penalty

A boat that may have broken a rule of Part 2 or rule 31 may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 30% scoring penalty as calculated in rule 44.3(c), (except that the minimum penalty is two places if that does not result in a score worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

C2 When an Exoneration Penalty is accepted:

(a) Neither the boat nor a protest committee may then revoke or remove the penalty.

(b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

C3 Arbitration

When a protest or request for redress is lodged, a boat may at the same time request Arbitration, or the protest committee or race committee may offer it.

(a) If the parties and a member of the protest or race committee agree that Arbitration is suitable, an arbitrator who is a member of the International Jury will call a hearing conforming to Section B of Part 5 of the Racing Rules of Sailing, except that rule 64.1(a) will not apply. Instead, when the arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1.

(b) When there is not an agreement to use Arbitration, or when, after Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing. Rule 66 will not apply to the arbitration decision. A boat may still accept an applicable Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

(c) When redress is offered and accepted at the Arbitration, the International Jury or the race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

(d) Arbitration is available only when all parties agree. Therefore, when a party to a protest does not attend a scheduled protest hearing and does not have a good reason for not being present, so that the hearing continues, it will be decided as a normal protest by the International Jury.

TIDAL STREAMS

Reference port : Zeebrugge

H.W. Nieuwpoort = H.W. Zeebrugge - 31 min.

L.W. Nieuwpoort = L.W. Zeebrugge - 10 min.

Local time	+ / -	Stream Direction		Springs	Neaps
		S.W.	N.E.		
	- 6 h	252°		1.2	0.8
	- 5 h	233°		1.3	0.8
	- 4 h	223°		1.2	0.7
	- 3 h	200°		0.8	0.5
	- 2 h		118°	0.8	0.6
	- 1 h		080°	1.2	0.7
	HW Zeebr.		074°	1.2	0.8
	+ 1 h		066°	0.9	0.6
	+ 2 h		054°	0.6	0.5
	+ 3 h		021°	0.3	0.2
	+ 4 h	298°		0.6	0.3
	+ 5 h	272°		1.0	0.7
	+ 6 h	260°		1.2	0.8

