



## WEST MERSEA YACHT CLUB

# 2019 EAORA/RORC EAST COAST RACE & WMYC SUNK RACE SAILING INSTRUCTIONS

### West Mersea to Oostende, Belgium

Organised by the West Mersea Yacht Club in association with the East Anglian Offshore Racing Association and the Royal Ocean Racing Club

**Friday 28<sup>th</sup> June 2019**

First Warning Signal IRC 1955 / MOCRA 1945

HW West Mersea: 2124 BST 4.1M

#### CONTACT DETAILS

	Race Committee	Coastguard	Race Office
Start	Committee Vessel – flying an EAORA flag. Call Sign “Offshore One” on VHF Channel 72 Mobile: +44 (0)7928155410	HM Coastguard Dover VHF Channel 16 +44 (0) 01255 675518 (For Notification of retirements or in an emergency) <a href="mailto:Zone13@hmcg.gov.uk">Zone13@hmcg.gov.uk</a>	Race Officer Peter Fitt West Mersea Yacht Club 116 Coast Road West Mersea Colchester, CO5 8PB +44 (0) 1206 382947 Email: <a href="mailto:info@wmyc.org.uk">info@wmyc.org.uk</a>
Finish	Principal Committee Vessel “Absolute Diamond” a white hulled Jeanneau 51 Yacht. Call Sign “Offshore One” on VHF Channel 72 Mobile: +44 (0) 7793 372 548	As Above	Principal Race Officer Brian Bolton Committee Vessel in Oostende Marina (Montgomery Dock) or on the finish line. <a href="mailto:Brianfg.bolton@btinternet.com">Brianfg.bolton@btinternet.com</a>

**YACHTS RETIRING FROM THE RACE MUST IMMEDIATELY NOTIFY RACE HEADQUARTERS AT THE FINISH OR HM COASTGUARD AS APPROPRIATE.**

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

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

# SAILING INSTRUCTIONS

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. (RRS fundamental rule 4)

## 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 RRS part 2 rules will be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) between the times of local sunset and sunrise; or government right-of-way rules if applicable.
- 1.3 RYA Prescriptions to the Racing Rules can be found on the RYA Website. [www.rya.org.uk](http://www.rya.org.uk)
- 1.4 World Sailing's Offshore Special Regulations Category 3 with Category 2 life rafts, AIS Transponders and RORC Prescriptions.
- 1.5 The rules and regulations of appropriate Class rules; IRC Rules Parts A, B & C Rules.
- 1.6 The 2019 Notice of Race Part 1 is available from the EAORA Website and applies to all EAORA races and includes rules that effect every race unless modified by Part 2 which details rules that apply to specific races or modified by the Sailing Instructions. [www.eaora.org.uk](http://www.eaora.org.uk)
- 1.7 When a rule is modified by the Sailing Instructions, this shall take precedence over the Notice of Race, this changes RRS 63.7

## 2 EQUIPMENT AND MEASUREMENT CHECKS

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

## 3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located in the Foyer of the West Mersea Yacht Club before the race and the Race Office Oostende at the finish. Notices may be displayed on the EAORA website.

## 4 RADAR REFLECTORS

- 4.1 World Sailing Offshore Special Regulations 4.10, if AIS transceivers are not transmitting, EAORA recommends that radar reflectors should be flown at all times during this race.

## 5 AIS

- 5.1 All boats are required to have their AIS transceivers switched on and able to transmit (at least every minute) and receiving from 1930 on Friday 28<sup>th</sup> June and throughout the race.
- 5.2 A boat's AIS must transmit: the boat's MMSI number, current racing name, the speed and course over the ground.
- 5.3 Nothing shall be done to inhibit AIS transmissions.
- 5.4 Yachts unable to meet these requirements shall submit comprehensive details of the reason on their Declaration Form and may be subject to protest. The penalty for breaking this rule is at the discretion of the Protest Committee and may include disqualification.

## 6 CLASS FLAGS

Class	TCC	Class Flag
IRC Zero	1.275 and greater	Pennant 0
IRC 1	1.101 – 1.274	Pennant 1
IRC 2	1.051 – 1.100	Pennant 2
IRC 3	1.004 – 1.050	Pennant 3
IRC 4	0.850 – 1.003	Pennant 4
IRC 2H	Any TCC	Pennant 5
MOCRA	Any TCC	Pennant 8

## 7 IDENTITY AND NUMBER OF PERSONS ON BOARD CHECK

- 7.1 Every yacht shall pass close by the start Committee Vessel, displaying her sail numbers and letters in the lifelines if no sail is hoisted, on the CV Starboard hand side, and inform the Race Officer of the number of persons on board. This information should not be transmitted to the Race Committee by VHF.
- 7.2 If there are fewer crew than on the crew list supplied to the EAORA East Coast Race, it is imperative that the Committee Boat is informed of the name(s) of the absent crew. A yacht shall not sail with a crew member whose emergency contact details have not been lodged with Race Headquarters before the start of the race.
- 7.3 The Race Officer at the Start will lodge a list of competitors with HM Coastguard and the Principal Race officer in Oostende as soon as possible after the start of the race.

## 8 START LINE

- 8.1 A line between the main mast of the Committee Vessel lying to the west of the Nass Beacon and an Outer Distance Mark (yellow Buoy with an Orange Flag) approximately 370 metres to the south of the Committee Vessel. The Committee Vessel will be flying an EAORA flag.
- 8.2 Yachts whose Warning Signals have not been made shall keep clear of the starting line when other yachts are starting.

## 9 STARTING TIMES AND SIGNALS

### (This amends the Starting Details in the Notice of Race Part 2)

- 9.1 The Race Committee will broadcast a time check by VHF radio (channel 72) at 1940 BST using a countdown procedure and hoist an orange Code Flag.

There shall be three starts as follows:

Time (BST)	FLAG		SOUND SIGNAL
1945	MOCRA Classes Warning signal	Numeral Pennant 8 raised	One sound signal
1946	MOCRA Classes Preparatory signal	Code Flag P raised	One sound signal
1949	Code Flag P lowered		One long sound signal
1950	MOCRA Classes Start	Numeral Pennant 8 lowered	One sound signal
1955	IRC Classes 3 & 4 Warning signal	Numeral Pennant 3 raised	One sound signal
1956	IRC Classes 3 & 4 Preparatory signal	Code Flag P raised	One sound signal
1959	Code Flag P lowered		One long sound signal
2000	IRC Classes 3 & 4 Start	Numeral Pennant 3 lowered	One sound signal
2000	IRC Classes Z, 1 & 2 Warning signal	Numeral Pennant 1 raised	One sound signal
2001	IRC Classes Z, 1 & 2 Preparatory signal	Code Flag P raised	One sound signal
2004	Code Flag P lowered		One long sound signal
2005	IRC Classes Z, 1 & 2 Start	Numeral Pennant 1 lowered	One sound signal

- 9.2 Competitors should be aware of local racing in the vicinity of the course and be aware of other racing boats.
- 9.3 The numbers or names of yachts OCS may be broadcast by the Race Committee.

## 10 THE COURSE

### (This amends the Course Details in the Notice of Race Part 2)

The Course for the East Coast Race was given in the Notice of Race on the EAORA Website, but there is a change to the listing due to Wind Farm construction changes. To save any confusion please use the amended course shown below:

Order	Mark	Required Side: Leave to:	Latitude *	Longitude *
	Start Line			
1	Colne Bar Buoy	Port	51° 44.62' N	001° 02.56' E
2	North Eagle Buoy	Starboard	51° 44.72' N	001° 04.34' E
3	Wallet No. 2 Buoy	Starboard	51° 48.88' N	001° 22.98' E
4	NE Gunfleet Buoy	Port	51° 49.95' N	001° 27.79' E
5	North Shipwash Buoy	Starboard	52° 01.77' N	001° 38.23' E
6	East Shipwash	Starboard	51° 57.14' N	001° 38.34' E
7	Trinity Buoy	Port	51° 49.12' N	001° 36.34' E
8	Long Sand Head Buoy	Starboard	51° 48.13' N	001° 39.43' E
10	Twin Buoy	Port	51° 32.19' N	002° 22.81' E
11	Goote Bank Buoy	Starboard	51° 27.06' N	002° 52.63' E
12	D1 Buoy	Port	51° 13.95' N	002° 38.59' E
13	Oostendebank West Buoy	Starboard	51° 16.21' N	002° 44.77' E
14	Buitenstroom Bank Buoy	Starboard	51° 15.19' N	002° 51.72' E
	Finish Line			

Distance – approximately 124 miles

If a mark is not seen a yacht shall supply with the declaration satisfactory evidence that the mark has been passed correctly.

## 11 AREAS THAT ARE OBSTRUCTIONS

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

- 11.1 All Traffic Separation Schemes are Obstructions.
- 11.2 Any area prohibited for navigation, such as nature reserves, bird or sea life sanctuaries, is an obstruction.
- 11.3 Oil and Gas fields, production platforms and associated structures, including tanker moorings, storage tankers and platforms on pipelines. Technical installations generally exhibit Morse code "U" lights (2 FL & 1 LFL), Aircraft Obstruction lights, and audible fog signals.  
**Navigation is prohibited within 500 metres** of all such structures, including storage tankers which can swing about their moorings. Vessels manoeuvring in the vicinity of platforms and moorings should be given a wide berth.  
 Wind farms under construction are generally prohibited for navigation, whereas completed farms may be navigable **as long as a distance of 500 m to any individual installation** can be maintained safely. Care should be taken to ensure that AIS is operable and a constant radio watch on VHF Ch 16 is maintained.
- 11.4 Any area reported as prohibited for navigation in Notices to Mariners is an obstruction. Boats shall comply when instructed to avoid areas by local authorities such as naval, law enforcement or technical installation guard units.

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

<b>Obstruction</b>	<b>Position (WGS84): Latitude/Longitude</b>	
<b>TSS – Sunk Traffic Separation</b>	A – 51° 42.16' N / 01° 43.18' E	B - 51° 42.63' N / 01° 50.12' E
<b>Scheme South</b>	C - 51 38.80' N / 01° 50.81' E	D - 51° 38.31' N / 01° 43.88' E
<b>TSS – Sunk Traffic Separation</b>	A - 51° 56.50' N / 01° 43.32' E	B - 51° 55.71' N / 01° 50.54' E
<b>Scheme North</b>	C - 51° 53.91' N / 01° 49.95' E	D - 51° 54.68' E / 01° 42.72' E

## **12 COMMUNICATION**

- 12.1 The Race Committee may broadcast information on VHF ch72, call sign “Offshore One”.
- 12.2 Yachts are reminded to keep a watch on VHF ch72 during the start and as requested at the finish.
- 12.3 Yachts are reminded of their legal obligation to keep a continuous watch on VHF Ch16**
- 12.4 The PRO in Oostende will confirm with HM Coastguard the safe arrival of all vessels completing the race.

## **13 REPORTING IN A SLOW RACE OR ROUGH WEATHER (Force 7 and above)**

- 13.1 In the event of rough weather all Yachts shall endeavour to report to the Race Committee their whereabouts and status at reasonable intervals (if possible 4-hourly), and pass on information about other boats if known.
- 13.2 Inter-boat communication calls should when possible be on DSC or VHF ch16 as a calling Channel and VHF ch72 as a working Channel.
- 13.3 Yachts with communications in addition to VHF should act as a link, taking other boats’ reports on VHF and passing them to the Race Committee or Coastguard.

## **14 RETIREMENTS**

- 14.1 Yachts retiring should inform the Race Officer at the finish as soon as possible by telephone or VHF ch72 or inform HM Coastguard on +44 (0) 1255 675518 or by VHF ch16 that they have retired and their intentions.

## **15 USE OF ENGINE**

- 15.1 When a boat uses its engine, e.g. to avoid collision or in a grave emergency, the facts shall be reported on her Declaration Form.
- 15.2 Temporary discontinuance of racing: If a boat makes fast in order to take shelter or in an emergency, the crew may temporarily leave the boat to handle her moorings. If she uses her engine for propulsion she shall, on re-joining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. She shall report the circumstances on her Declaration Form. This changes RRS 45 and 47.2.

## **16 TIME LIMIT**

- 16.1 There is no time limit for the race.

## **17 APPROACH TO THE FINISH**

- 17.1 All yachts are required to set listening watch on VHF ch72 when approximately 30 minutes from the finish and at that time to call “Offshore One” to advise Estimated Time of Arrival at the finish line defined in 18.1.
- 17.2 At night or in poor visibility yachts should assist with identification at the finish line by calling “Offshore One” on approach. At all times be ready to assist with identification at the finish line and

keep VHF watch until berthed. The PRO will maintain a watch on VHF ch72 and mobile phone +44 (0) 7793 372 548.

## 18 THE FINISH

- 18.1 The Finish line is a line extending from the O3 Buoy (Green) to the Binnenstroom Bank Buoy.
- 18.2 Yachts must take their own time when the Binnenstroom Bank Buoy bears 225°. (For Reference the Binnenstroom Bank Buoy is in an approximate position: 51° 14'.47N 02° 53'.65E)
- 18.3 Boats are **reminded** to take their own finishing times (BST) together with the names of the boats ahead and astern, if any. Finishing times shall be delivered to the EAORA Race Officer as soon as possible. If this is a separate watch then that watch must be checked against the official time clock.
- 18.4 Confirmation of Arrival: It is extremely important that every boat confirms her arrival as quickly as possible to the Committee Vessel, or Race Office when no Committee Vessel is on station. Boats failing to comply with this rule may find themselves disqualified from the race.

## 19 DECLARATIONS

Competitors are reminded that under EAORA Notice of Race Part 1 para 11.2 they are required to complete a Declaration Form. Yachts shall complete a Declaration Form and submit it to the PRO as soon as possible after the race. In the event of a yacht not entering the finish port, the Declaration maybe e-mailed to [info@wmyc.org.uk](mailto:info@wmyc.org.uk). Every member of the crew shall sign the Declaration Form. Failure to comply with this rule may result in the yacht being excluded from the results. When a yacht retires from the race she shall write the reasons on her Declaration Form.

## 20 SCORING

EAORA will supply all race result details to the RORC as soon as possible after the race has finished such that points can be awarded in the RORC series and Trophies/medallions awarded. EAORA yachts will be extracted from the results and rescored within the EAORA classes and awarded points within the EAORA series and Presented with the WMYC Sunk Race prizes.

## 21 PENALTY SYSTEM

### 21.1 Scoring Penalty:

- 21.1.1 When the right-of-way rules of IRPCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).
- 21.1.2 The scoring penalty will be 10 minutes added to the boat's corrected time for each penalty.
- 21.1.3 When a scoring penalty does not apply, a yacht may take a Two Turns Penalty for breaking a rule of RRS Part 2 or a One Turn Penalty when she may have broken RRS 31, as described in RRS 44.2.

### 21.2 Standard Penalties:

- 21.2.1 When at a boat's starting signal she is subject to RRS 29.1 Individual Recall and she fails to comply with RRS 29.1 to start correctly, the Race Committee shall, without a hearing, apply a time penalty of 20%. This changes RRS63.1 and A5.
- 21.2.2 For a breach of RRS 28 (Sailing the Course) the Race Committee shall, without a hearing, apply a time penalty of 20%. This changes RRS63.1 and A5.
- 21.2.3 For a breach of any area designated an Obstruction, i.e. Traffic Separation Schemes, the Race Committee shall, without a hearing, apply a standard time penalty of 20%, unless the breach was unavoidable and unintentional and no advantage was gained. This changes RRS 63.1 and A5.
- 21.2.4 Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.
- 21.2.5 If, in a valid hearing brought by the Race Committee under Sailing Instruction 20.2.4 or by another boat, a boat is found to have infringed RRS 28, 29.1 or the Sailing Instructions, the penalty will be at the discretion of the Protest Committee but will not be less than the standard penalty.

### 21.3 Grounds for Protest:

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

## **21.4 Other Penalties:**

21.4.1 When the Protest Committee decides that a boat that is party to a protest hearing has broken a rule other than RRS Part 1 and 2 and that no serious damage or injury was caused and no significant advantage has been gained, it may apply a time penalty of 20%. Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion choose to give a warning.

## **22 PROTESTS AND REQUESTS FOR REDRESS**

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

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

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

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

## **23 Trophies and Prizes**

### **This amends the Notice of Race for the RORC trophies**

Bob Stewart Memorial Trophy – Best Corrected time – IRC

Blackwater Trophy – IRC Class 1

WSV Breskens Trophy – IRC Class 2

John Catt Salver – IRC Class 3

Hugh Ellis Cup – IRC Class 4

North Sea Yacht Club Trophy – 1st Two Handed (IRC Class 5)

Ailish Salver – First Yacht home.

RORC Medallions

### **EAORA Sunk Race Trophies**

Red Dragon Shield – Best Yacht Club Team (best 2 Yachts)

WMYC Sunk Race – Coulton Cup (1<sup>st</sup> Overall); Mulberry Tankard (1<sup>st</sup> Class 1);

Sir Travers Humphries Cup (1<sup>st</sup> Class 2); Carronade Trophy (1<sup>st</sup> Class 3); WMYC Glassware for Overall and Class Winners

## **24 RISK STATEMENT**

24.1 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.”

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

- a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d) their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) the provision of a race management team, other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.

## 25 INSURANCE

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

# END OF SAILING INSTRUCTIONS

## Additional Notes for Competitors

### (These notes are NOT part of the Sailing Instructions)

1. **SCHENGEN AREA** - All UK skippers are reminded that they must complete a Schengen form and hand it to the harbour master at the Royal North Sea Yacht Club in Oostende.

## 2. BERTHING ARRANGEMENTS

### At West Mersea

- a. Vessels should make themselves aware of the banks and depth of water at West Mersea, especially if arriving at low water and if your draft is more than 2.6M . On approaching the Nass Beacon all vessels should call the WMYC Launch, call sign "YC1", on VHF ch37 or ch M1 who will assist them with berthing. There is no marina at West Mersea, swinging moorings will be allocated. There are charges for berthing at West Mersea for racing yachts and the Launchman will collect the relevant fee as follows: 35 feet and under - £5.00 Over 35 feet - £7.50
- b. When approaching the Nass Beacon be aware of installation work of Oyster Bed Spat Collector Frames, area is marked by Yellow Buoys, which are lit at night.
- c. Please contact the WMYC Launchman, mobile: 07752309435, if you are arriving earlier in the week.

### At Oostende

- d. When finishing at Oostende, please take due regard to the harbour entry lights when entering the harbour, if in any doubt it is advisable to call the Oostende Port Authority on VHF ch 09.
- e. Royal North Sea Yacht Club marina (Montgomery Dock) has berths for all vessels; please berth as directed by the Harbour Master or EAORA personnel.
- f. If you intend to return to your home port, please notify the Principal Committee vessel of your intentions.

## 3. LAUNCH SERVICE AT WEST MERSEA

- a. Call sign YC1 on VHF ch37a or channel chM1
- b. During the week prior to the race the Club will operate its' normal one Launch service between the hours of 0830 and 1730.
- c. **West Mersea Launch service - Thursday 27<sup>th</sup> June 2019** - Our launch service will run until 1730 hours and will be "on call" during the evening for later arrivals, Call sign YC1 on VHF 37(M1). An evening launch service, from the Hammerhead, will run from 2100 hours until approximately 2245 hours. - **PLEASE NOTE THAT THERE WILL BE NO SERVICE AFTER 2300 HOURS.** It would be very helpful to the Launchman if you could advise him of your return trip when initially coming ashore.
- d. On Friday 28<sup>th</sup> June 2019 the normal two launch service will run from 0830 until 1900 hours and One Launch until 2300 during the evening.

## 4. CATERING AT THE WEST MERSEA YACHT CLUB

### a. THURSDAY 27<sup>TH</sup> JUNE 2019

- i. Our restaurant is closed on Thursday evening, however there are many places where you can dine along the waterfront. Bookings should be made in advance, and to assist we have given the telephone numbers below. For restaurants further afield please refer to the WMYC web site.



1. Oyster Bar            01206 381600
2. Coast Inn            01206 383568
3. Victory Pub           01206 382987

**b. FRIDAY 28<sup>th</sup> JUNE 2019**

- i. Lunchtime bar snacks will be available at WMYC
- ii. An early sailor's supper served from 1630hrs to 1800hrs will be available. This is an opportunity for a sailor's meal just before departure. Bookings should be made in advance to our restaurant on 01206 384463, please give number of persons and the name of the boat.

**5. LOCAL SHOPS**

- a. There are small supermarkets within short walking distance of the WMYC for vessels needing supplies for the race.

**6. CAR PARKING AT WEST MERSEA**

- a. The car park immediately behind the WMYC Clubhouse has a stay limit of 12 hours and is reserved for cars displaying authorised stickers. The Council car park between the Clubhouse and the water has a limited stay period for which you must pay. You will receive a fine if you park without a pay/display ticket showing the correct charge.
- b. Therefore, would Competitors wishing to leave cars at West Mersea please use the Club Car Park in City Road. Authorised stickers are also required to park here, to obtain a sticker apply to the Club Office or Bar giving car and race details. To access this park take the road (Firs Chase) up the hill at the side of the Club House, then take the first turning on the left (about 50yds) into City Road, the Car/Boat Park is on the right hand side. This car park is controlled with a barrier and a code is required to lift the barrier. This code is changed on a regular basis so please ask at the Club on arrival.

**7. OOSTENDE**

- a. Depending upon finishing times food will available on Saturday evening in the Royal North Sea Yacht Club at the Marina or crews can make their own arrangements in the Bars and Restaurants in the town.

**8. PRIZE GIVING PARTY**

- a. The prizes will be presented at a prize giving ceremony at the Royal North Sea Yacht Club Oostende at a time to be advised after the finish of the race. It is hoped that this will be on Saturday 29<sup>th</sup> June 2019, but if there are late arrivals it will be postponed to Lunchtime Sunday 30<sup>th</sup> June 2019. Contact the Principal Committee Vessel for up to date details.

**9. THANK YOU**

- a. The Commodore and Flag Officers of the West Mersea Yacht Club wish all competitors good sailing and look forward to welcoming you to the West Mersea Yacht Club.

**END OF ADDITIONAL NOTES**