



EAORA RACE WEEK 2022

Sponsored by DXB Pump & Power

**Incorporating the RORC/EAORA/RBYC
East Coast Race and the historic
MYC Cannon Ball Trophy**

Programme and Sailing Instructions

9th July – 15th July 2022

Introduction and Welcome

EAORA RACE WEEK 2022 returns to the Southern Netherlands, by popular demand!

Saturday 9th July – RORC/EAORA/RBYC – East Coast Race – Burnham On Crouch to Ostend

The East Coast race will return to being the delivery race for the Week to Southern Holland. This is co-organised by RBYC & EAORA and counts for points for the season as well as the Long EAORA Week (not discardable).

Sunday 10th July – MYC Cannon Ball Trophy - Ostend to Veere

A little bit of history for those doing EAORA Week for the first time. (July 1667 – The Dutch & English at war)

In July 1667 the daring Dutch Admiral, De Ruyter destroyed the cream of the English fleet in the Medway. De Ruyter had been instructed to carry the war into the enemy's camp – and he did just that. The English observed his approach along the Kent coast and panic ensued. A feeble attempt to stretch a chain across the Medway entrance was quickly thwarted by the Dutch Admiral. At Upnor Castle, the defenders fled from the firepower of the Dutch fleet. Over the course of three days, the Dutch fleet sank or burned the Charles V, Royal James, Royal Oake, Matthias, Loyal London and the 100 gun Royal Charles. To this day the Royal Arms from the stern quarters of the Royal Charles are displayed in the Ryke Museum. A member of the Medway Yacht Club, which adjoins Upnor Castle, discovered in the castle grounds a cannon ball that had been fired by the Dutch.

This race is the MYC sponsored Cannon Ball using the historic ball as the trophy. The Cannon Ball race results count towards the overall EAORA season's points and the Long Week.

This race will be an early start, 7am, meaning an early afternoon arrival outside Breskens and plenty of time for yachts to make their way across the Westerschelde through the Vlissingen lock and up the canal to Veere.

Prize giving for the Cannon Ball race will be in the Veere Yacht Club, a favourite with the EAORA fleet. There are a few restaurants in the town and the yacht club are expecting us. There are no supermarkets or food shops in the town.

Monday 11th July – Veerse Meer Race (Veere to Zierikzee)

We should be leaving Veere and starting the race by 10.00 at the start line just across the water from the marina entrance. REMINDER - This is a quiet waterway with a reasonable number of cruising yachts and dinghies, but there is the occasional working Barge; so watch out for them and REMEMBER it can get shallow very quickly (lots of boats have experienced this). The Principle Committee Vessel Absolute Diamond will be in position to start the race of about 15 miles ending near Kortgene. After the finish we continue along the Veerse Meer and pass through the Zandkreeksluis lock at the eastern end and follow the channel out into the Oosterschelde to make our way under the Zeeland Bridge (Opens 2 x the hour at 5 and 35 past) for the evening. A Committee Boat party on Offshore One will get the evening started. There are plenty of restaurants in the town, and supermarkets too

Tuesday 12th July – Oosterschelde Race (Zierikzee to Sint Annaland)

With a start at 10.00 the Principle Committee Vessel will have set a start line outside the canal. This will be more of a round the cans race in the Roompot that will finish near the Bridge we will then motor to the waterway leading to Sint Annaland marina

I haven't been able to book at the yacht club for all of us, but there is a huge supermarket near the Marina and this might be a good night to eat on board. There are a few other smaller restaurants in the town.

Wednesday 13th July – Oosterschelde race (Sint Annaland to Wemeldinge)

We will leave the marina and motor around the corner into the Mastgat starting at 10.00 and setting a course to take us to Wemeldinge. Once the race has finished we will head to the marina and moor at the back of the marina which we access under the Bridge. We normally all raft up together. I have booked the Havenbrasserie Bom Dia

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for dinner for all of us. There is a supermarket, its about 1 mile away, often you can borrow bikes from the marina.

Thursday 14th July – Oosterschelde Race (Wemeldinge to Kortgene)

We will leave the marina once the harbour master opens the bridge and meet up outside to start the race of about 15/20 miles starting at 10.00. After the races finished outside the canal to the locks We will make our through the Zandkreeksluis lock into the Veerse Meer and stop at the Delta Marina for the night. The restaurant T Veeruus is expecting us for dinner. This is a good location to top up with Diesel.

Friday 6th July — Veere to Breskens

Get ready for a race start at 10.00 at a start line near Kortgene for a passage race to finish at Veere. Warning, this waterway is shallow and has hard sides so be careful as others have come to grief before you. After finishing, yachts need to make their way down the canal and back to Breskens, leaving time to food shop if required. Don't forget the bridges don't open at rush hour. Prize giving is booked at the Breskens YC. There are supermarkets a short walk into town, bikes also available from the marina.

At Pontoon Parties – Crew take your own glass!

Michael Wallis & Paul Wood our principal Race Officers have once again stepped up to the plate and our grateful thanks must go to them for everything they do to make EAORA Week happen. Without them it just wouldn't be EAORA Week. Behind the scenes we still have Brian Bolton and Andy Wise, EAORA is a real team effort.

EAORA's thanks also go to our race team of Lorraine Wallis, Chris Wallis and Nina Wallis. Our Committee boat is yet another beautiful diamond, Mike & Lorraine Wallis's "Absolute Diamond" from the Medway YC.

This just leaves me to wish everyone a fantastic EAORA Week 2022 and let's hope the sun shines.

LOOKING FORWARD TO SEEING YOU ALL

**Claire Scott
Chairman EAORA**

Long Race Week Programme 2022

Date & Start Time	Race	Organising Authority	Miles
Saturday 9 July 7.00 BST	Race 1 – East Coast Race <i>Burnham to Ostend</i>	RORC/EAORA/RBYC	100
Sunday 10 July 7.00 local	Race 2 – Cannon Ball Trophy <i>Ostend to Breskens</i>	MYC/EAORA	30
Monday 11 July 10.00 local	Race 3 – Veerse Meer Race 1 <i>Veere to Zeirekzee</i>	EAORA	15
Tuesday 12 July 10.00 local	Race 4 – Roompot <i>Zeirekzee to Sint Annaland</i>	EAORA	15/20
Wednesday 13 July 10.00 local	Race 5 – Oosterschelde Race 1 <i>Sint Annaland to Wemeldinge</i>	EAORA	15/20
Thursday July 10.00 local	Race 6 – Oosterschelde Race 2 <i>Wemeldinge to Kortgene</i>	EAORA	15/20
Friday 6 th July 10.00 local	Race 7 – Veerse Meer Race 2 <i>Kortgene to Breskens</i>	EAORA	15

NOTE: Race distance and start times are shown for reference, actual times and distance will depend on the conditions on each day. Competitors should monitor VHF channel 72 and/or check with the Principal Committee Vessel every day. Also monitor the EAORA WhatsApp group.

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2.1 – SAILING INSTRUCTIONS APPLICABLE TO EAST COAST RACE

Published on the EAORA Website

2.2 – SAILING INSTRUCTIONS APPLICABLE TO RACE 2 CANNON BALL RACE

Published on the EAORA website

2.3 – SAILING INSTRUCTIONS APPLICABLE TO RACES 3 TO 7

- STARTING LINE:** A Committee Vessel will advise the starting area and starting line using VHF 72.
- Yachts should start in the direction instructed by the Committee Vessel, passing between the mainmast of the Committee Vessel and the allocated starting buoy. The Committee Vessel may set an inner limit mark in which case this must be similarly observed as part of the said Committee Vessel.
- COURSE:** All Flexi-course details will be broadcast by a Committee Vessel on VHF 72 prior to each race start
- CAUTION NOTE – The inland waterways are shallow places especially the Veerse Meer – take care at all times.
- FINISHING LINE:** A line between a mark of the course and the mainmast of the Committee Boat. The line must be crossed in a line from the penultimate mark of the course.
- IMPORTANT for 2022 – As we have only one Committee Vessel this year it may be possible that there is no Committee Vessel at the finish line. Competitors will be instructed prior to the start as to what action they should take to take their own finish time.
- SHORTENED COURSE:** Attention is drawn to the shortened course procedure in Section 3.11 of this handbook.
- RETIREMENTS:** All Retiring yachts must contact the Committee Vessel “Offshore One” on VHF 72.
- RACE HEADQUARTERS:** Principal Committee Vessel

3 - RACE WEEK SPECIAL INSTRUCTIONS

3.01 General

- All races shall be sailed in accordance with EAORA Sailing Instructions Part 1 amended by this Race Week special Instructions and the Sailing Instructions Part 2 for each race.

• 3.02 Committee Vessel & Race Team

- The Principal Committee Vessel will be “Absolute Diamond” a white hulled Jeanneau 51 yacht.

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- The Race Team will consist of

Principal Committee Vessel:

Principal Race Officer

Paul Wood

Mike Wallis

Claire Scott

Race Team

Lorraine Wallis

Chris Wallis

Nina Wallis

• Identification:

The Committee Vessel will fly the EAORA flag at all times along with a Blue flag when on station at the finish and an Orange Flag when ready at the start.

3.03 Communications

- The Committee Vessel will be listening on Channel 72 with the following call sign:
Principal Committee Vessel - Offshore One
- The race officers and EAORA Committee members can be contacted by mobile phone in an emergency, please see the list on the EAORA website
- Key contacts: Claire Scott +44 7990 041569, Michael Wallis +44 7860 350209 and Paul Wood +44 7768 351048
- The Principal Committee Vessel will broadcast a daily bulletin giving details of the day’s events every morning at approximately one hour prior to each race start, also monitor the WhatsApp group too
- The course for each race will be broadcast on VHF Channel 72. The receiving of or request for such race course information by VHF is not grounds for protest under Rule 41 - outside help.
- Committee Vessels will use a hooter rather than a gun to make sound signals whilst in Netherlands. Competitors should take care and be aware of the visual signals, but mainly countdown will be transmitted over VHF 72

3.04 Safety

- All entrants must comply with the EAORA safety requirements as specified in the Sailing Instructions Part 1, except:

3.05 SI part 1 is amended with respect to the Short Week races within the inland waterways, these races are open to yachts with a SSS Base Minimum rating of 10.

3.06 Briefings and Alterations

- Notices, including any amendments to the Sailing Instructions, will be posted at the Principal Committee Vessel. These will be numbered and made in accordance with EAORA Sailing Instructions Part I paragraph 3.
- Owners/Skippers are reminded that it is their responsibility to acquaint themselves with any changes of course or arrangements that may become necessary through the week.

3.06 Declarations and Reporting

- Declarations are required for:

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- The RORC/EAORA/RBYC East Coast race. The declarations should be delivered to the EAORA representative as soon as possible after the race.
- Yachts are requested to identify themselves to the Committee Vessel on the start line and receive an acknowledgement before the start of each race, not necessarily via VHF72.
- For all races, yachts retiring should notify a Committee Vessel as soon as possible.
- In addition, retirements during the East Coast Race should be notified as per the Part 2 Sailing Instructions for the race.
- In the event of a Committee Vessel not being on station at the finish of any race, competitors should time their finish and report to the Principal Committee Vessel at the earliest opportunity with the time and the timepiece used.

3.07 Results

- Each day's results will be given where designated in the programme. Otherwise they will be available from the Principal Committee Vessel.

3.08 Protests

- In the event of protest, evidence will be heard by a Protest Committee drawn from the EAORA Committee and/or other members of EAORA Clubs not personally involved.

3.9 Buoys

- Will be taken from paper charts and electronic chart plotters.

3.10 Charts

- In addition to the North Sea Charts covering the Southern North Sea, owners should ensure they have Netherlands Hydrografische Kaart 1801 (Belgian and Dutch Coast), 1803 (Westerschelde) and 1805 (Oosterschelde). The 2022 version of these charts is now available from your normal chandlery.

3.11 Shortened Courses

- The Race Officer may at his entire discretion shorten any race at any mark of the course. In this event a Committee Vessel (or other vessel despatched by the Race Officer) will position herself adjacent to the appropriate mark and will finish the race in accordance with RRS 32. This can also be transmitted on the VHF, which each boat confirm receipt of this information.

3.13 Handicaps

- EAORA points will only be awarded to yachts with a current IRC rating certificate for the East Coast Race, the Cannon Ball Trophy race and for the Short Week overall.

3.14 Points System

- Points for the Week will be awarded in accordance with the EAORA Scoring System
- Refer to Sailing Instructions Part 1 paragraph 18.

- **Long Week points** Saturday to Friday races will count with one discard allowed. The East Coast Race cannot be discarded.
- **Short Week points** Monday to Friday races will count with one discard.

3.15 Crew Limitation

- Competitors are reminded that this is a week of good fun racing and shall be expected to treat it as such.
- Accordingly, whilst the EAORA Crew limit shall apply, the Committee expects the following guidelines to be observed: -
 - **Yacht crews shall be expected to sleep on board unless there are genuinely insufficient berths in which case surplus crews may sleep elsewhere.**
 - **The full kit of each crewmember shall be carried on board during racing and not ferried by car/mother ship from port to port.**

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- The number of crew carried shall remain reasonably constant from race to race rather than numbers varied to suit the conditions.
- **Rule 2 (Fair Sailing) and rule 69 (Misconduct). The Committee and Race Officer draw the Competitors' attention to these rules and will apply them if the spirit of East Anglian Week is jeopardised either afloat or ashore.**

3.16 Prizes

- Trophies and prizes for the Week will be presented as follows:

Race	Result	Trophy	Presentation
East Coast Race	Overall and Class positions	RORC & EAORA	End of Season Prizegiving
Cannon Ball Trophy	Overall and Class positions	Cannon Ball Trophy & Glassware	Veere YC Sunday
EAORA Long Week (Friday to Friday)	1 st Overall 1 st Class 1 1 st Class 2 1 st Class 3 Class Positions	County Standard Salver Millennium Trophy Ailish Trophy Secretary's Plate Glassware	Breskens Friday
EAORA short week (Monday to Friday)	1 st Overall	Mary Hill Trophy	Breskens Friday
Daily Race	Day Results		Each Finishing Port where possible - listen on VHF72 for details

4.0 GENERAL INFORMATION

4.01 Harbour Dues

- We have negotiated a block booking for ports entered for **those doing the entire week** and the Race Team will organise & pay the payments. This runs from Saturday evening in Ostend to Friday night at Breskens (incl.). Boats doing only part of the week or staying beyond Friday night should make their own arrangements with the relevant Harbour Authorities. Every Netherlands port will levy a Tourist Tax that we will have to pay.
- A member of the Committee Boat party will collect 12.00 euro for every crewmember at the beginning of the week from each boat. Please use the form at the back of this handbook.

4.02 Insurance

- **Many standard insurance policies for U.K. & Continental Waters Brest to Elbe do not cover yachts once they enter Continental Inland Waterways. Competitors must inform their insurers of their intention to take part in the week.**

4.03 Legal Requirements

- Check under the RYA website for the new rules concerning Brexit. This link will take you to the nescary form for entering Belgium. <https://www.politie.be/grenscontrole/nl/aangifte-pleziervaart>
- **All craft must** carry a copy of the waterway regulations, *Binnenvaart Politie reglement* (BPR), as given in the current ANWB publication *Almanak voor Watertoerisme, vol 1* (written in Dutch). You can download this as an App now. You may also carry the RYA version and find it easier to understand.
- **All craft must** carry Netherlands Schengen forms fully completed for their vessel. These should be completed in triplicate and copies must be kept on board and there is a possibility of an on board spot check. Forms are available from the RYA travelling abroad web site.
- **You must carry** the original copies of your Yacht Registration Document and VAT Status, Insurance documents (see above), Ship Radio licence and Maritime radio operator's licence and a Certificate of Competence.
- If your yacht's VHF is of a digital type and has a MMSI number **you must comply** with the Rainwat requirements and apply for and install an ATIS (Automatic Transmitter Identification System) code. This is available from OFCOM (licensingcentre@ofcom.org.uk)- they will require your Name, Address, Vessel Name, Call Sign and MMSI No.) and you must give authority for this information to be given to the Belgian Institute for Postal Services and Telecommunications (BIPT). They administer the scheme for the whole of Europe.
- **Red Diesel – You must carry** all invoices for red diesel that you have purchased in the UK and this diesel must be in your yacht's fuel tanks. You must not carry red diesel in cans, you will risk being prosecuted for importing it. It is also advisable in Belgium to have the receipt showing that full tax was paid on all the fuel – the 60/40 split confuses the authorities.
- **Blackwater**, with effect from 1/1/2009 it is a requirement in the Inland Waterways not to discharge black water. You must have a holding tank or alternative means of storing the black water. However the Royal Netherlands Yachting & Rowing Club at Muiden has advised us that this does not apply to Race Yachts. Race Yachts are classed as those with a current IRC certificate.

4.04 Emergency Services

- Those amongst us who have used distress/rescue services in the past will be pleased to know that Belgium and Netherlands have an excellent coastguard and lifeboat service.
 - Call Coast Guard on VHF CH 16.
 - Emergency Services in Belgium and Netherlands – Telephone – 112

4.05 Port Information

Information regarding the inland waterways in Holland is contained in either the "North Sea Passage Pilot" or "Cruising Guide to the Netherlands" both are Imray publications. These include Harbour Master telephone numbers, bridge and lock opening times, fuel, vitals, craneage etc.

Check daily especially when making a passage under a bridge, through a lock or along a canal during rush hour, otherwise you might be late for a party.

4.06 Fuel

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Additional Notes for Competitors

(These notes are NOT part of the Sailing Instructions)

1. WhatsApp Group

To join the EAORA WhatsApp group either follow this link or scan the QR code with your mobile phone's camera.

<https://chat.whatsapp.com/I50p6PSRi1w8nRwFzOUhSw>



The group is for anything EAORA related, especially in the run up to a race. It may be used by Race Officers to communicate to competitors (although formal communications such as amendments will also be posted in the normal way). It may also be used to chat about moorings, marinas, restaurants and bars and anything related to EAORA Racing.

2. CUSTOMS & IMMIGRATION

Disclaimer:

It is the owners/person in charge's responsibility to ensure that the correct procedures are followed. EAORA take no responsibility for the accuracy of this information and only offer it as a guide. Requirements change often and this should not be a substitute for official information.

Entry to Schengen area:

All yachts must complete a Belgium border control form prior to departure. The forms can be found at <https://www.police.be/bordercontrol/en/pleasure-craft-declaration>

All yachts will be cleared into the Schengen area as a group in Oostende, it is recommended all yachts depart from Oostende and complete departure checks as a group there at the end of the week.

Ship's Papers:

The following papers are required to be carried on board:

Registration document Evidence of Competence.

(E.g. ICC)

Ship Radio Licence Authority to Operate

Maritime Radio

Insurance documents (requirements vary by country and may be required in the language of the country you are visiting)

Evidence of eligibility for relief from VAT and import duty (to facilitate your return to the UK)

More details can be found on the [RYA website](#).

Crew Passports & Medical Docs:

You should check that all crew have passports that meet the following two requirements:

They should be less than 10 years old on the day you enter (check the 'date of issue')

They should be valid for at least 3 months after the day you plan to leave (check the 'expiry date')

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Non UK citizen may have additional visa requirements.

GHIC (or EHIC) and insurance cover for medical care abroad and repatriation to the UK. You can apply for a GHIC [here](#).

The British government still advises you to take out travel insurance that includes healthcare. The GHIC will not cover you for private medical healthcare or other costs, such as repatriation.

Departing the UK:

Full requirements can be [found here](#), see the summary below:

You are required to Report when departing the UK.

Use this form to declare pleasure craft on voyages leaving or arriving in the UK. You can use either of these:

- [e-c1331 Excel form](#) and send it by email (A button on the spreadsheet is setup to send this to the relevant email addresses).
- [c1331 print and post form](#).

Post the completed c1331 form to:

United Kingdom Border Force
Yacht Reports
Freight Clearance Centre
Lord Warden Square
Western Docks
Dover
Kent
CT17 9DN

Arriving Back in The UK:

When arriving from outside the UK you must notify the National Yachtline by calling them on +44(0)3001232012. You will be asked to complete the same form, including the declaration, and submitting it via email using the buttons on the "Declaration & Submission" tab. We recommend saving the form to save you re-entering much the same information.

You must fly the yellow 'Q' flag as soon as you enter UK waters (the 12-mile limit).

Do not take down the flag until you have finished reporting to the customs authorities. If you do not comply you will be liable to a penalty.

You must not lower your "Q" flag, land goods or persons or transfer them to another vessel until a customs official says you may do so.

Delayed Races:

If there are any delays to your departure, or if any details on the notification change, you should contact Border Force by writing to the address where you sent the original C1331. You should also inform the Border Force of abandoned voyages by endorsing part 2 of the [C1331](#) with the words 'voyage abandoned' and then forward to the address you used for part 1.

PORT INFORMATION

GENERAL IMPORTANT 2022 With only one Committee boat this year it is highly unlikely that Offshore One will be on the finish line, and a self-finish will be required.

In all cases moor up as directed by the Harbour Master or EAORA personnel.

For the yachts that have signed on for the full week, a race officer will be paying the necessary harbour dues. Information regarding the individual ports we are visiting is given in Reeds Almanac, the North Sea Passage Pilot or Cruising Guide to the Netherlands.

We have also gathered information from the various marinas and these are summarised below.

NOTE – Harbour Masters are aware of the depth required to berth our fleet, but please be patient with the Harbour Masters and berth as directed.

OSTEND

On entry into Ostend you must still obey the IPTS signals on the East pier; there are sometimes lengthy delays when ships and ferries are leaving. Do not try to “jump” the lights and nip into the marina. Port control is VHF channel **09** if you are in any doubt. Towards the end of the west pier you will see the Royal North Sea Yacht Club above you on the starboard side, turn immediately after the club into the Montgomery Dock. Be aware that the entrance to the Dock has additional posts in the entrance way to cut down on some of the swell from the work vessels. Moor as directed by the Harbour Master or EAORA personnel.

The Club has excellent showers and offers a good dinner (albeit a little expensive) if you arrive in time otherwise Oostende has plenty of restaurants, bars and cafes to choose from and the fleet have been here many times, so if in doubt ask one of the “old hands” -

Don't forget next day is a race day and an early start (0700 local) so make full use of the many supermarkets nearby for your ship's stores, next supermarkets available is at Zeirikzee
Take care on leaving the Montgomery Dock as there are IPTS signals controlling the exit.

VEERE After finishing the Cannon Ball Race at Breskens make your way across the Westerschelde to Vlissingen, Be aware that you cannot cross the Plaat van Breskens and you **MUST** return and round the VH2 buoy and follow the recommended route and watch out for the fast moving ships and ferries. Enter the Kanal door Walcheren (Speed Limit 8 knots) at Vlissingen and it will take you at least 2 hours to pass through the many bridges and locks to get to the Veerse Meer. We hope to enter the lock as a fleet and will be waiting for the Class 3's – Please put your battle flags up, hopefully this will get us through the bridges quicker.

NOTE the opening times of the bridges and locks in the Kanal door Walcheren are 0600 to 2300 (Mon to Sat) and 0900 to 2100 (Sun) VHF 22. The Veere Schutluis operates from 0530 to 2300 every day.

On entering the Veerse Meer, turn to port and Veere is immediately on your port side. Berthing will be in the Stadshaven, where toilets and showers are available, please moor as directed by the Harbour Master. There is a pontoon outside the harbour which is used by pleasure craft and is a very inviting place to moor, but be careful as there is little or no water especially at the far end.

The town is one of the most beautifully picturesque towns on our itinerary and you will have a little time to appreciate it. It does have plenty of small gift shops and a number of restaurants. Be aware that there will be many tourists there at that time and everywhere will be busy.

The prize giving will take place in the Societeit Jacht Club on the Quay and you can of course book in the Club for supper. It is suggested that if you wish to dine elsewhere you book before the party.

On Monday morning the Veerse Meer race will start from the VM79 buoy immediately opposite the entrance to the harbour at 10.00. However as this will be a busy time; please help the Harbour Master as much as possible and be ready to move.

ZIERIKZEE Before entering the Roompot you will have to pass under the Zeelandbrug. You need to make your way to the northern end and wait for the opening bridge, which opens every half an hour from 0700, at 5 past and 35 past the hour.

The entrance to Zierikzee is about a mile from the bridge up a canal (Havenkanaal) with post moorings on one side.

We will be moored on the pontoons as directed by the Harbour Master just before the canal turns to the right. There is a shower/toilet block on the pontoon and a small chandlery at the end of the quay and as it is a fishing port there are other facilities within the city. The “city” is not very big and the main area is easily walked around in half-hour so you should be able to quickly find the many bars/restaurants.

SINT-ANNALAND After finishing the race make your way through the bridge into the Krabbenkreek between Tholen and Sint Philipsland (Chart - 1805.6) and follow the buoyed channel to Sint Annaland. Moor as instructed by the Harbour Master in this large marina, which again has many of the facilities you may possibly need. The WSV yacht Clubhouse is on the Dyke overlooking the Krabbenkreek and has showers/toilets in a separate building which has been enlarged since our last visit. From the other side of the marina a short walk takes you into the town with shops and local bars. Prizegiving party on Offshore One and then book for dinner in the Clubhouse or in one of the village restaurants/bars, I could not make a group booking,

WEMELDINGE

We are expecting to moor in the Oosthaven, so keep to port and enter the Oosthaven, proceed through the first part of the Marina to the Oostsluis at the southern end. The harbour master will be expecting us and will open the gate, moor as instructed. You will require a security card to get into marina areas and the showers, these can be obtained from the Harbour Master. There are showers (1 euro and extra charge for the “posh” ones), restaurants and bars available both at the marina and along with a supermarket in the town, use the bridge over the Binnenhaven entrance or walk round the road (10 to 15 minutes walk).

The “Bom Dia” restaurant is large enough to accommodate everyone but it is probably a good idea to book as early as possible as we have notified the restaurant that we will be there. This allows for food to arrive fairly quickly, but if you want something more than this there are restaurants in the town. Tuesday has an 10.00 hours start in the Oosterschelde as near as possible to the marina entrance, not far, so do not be late especially as the bridge has to be opened to let you out.

KORTGENE Enter the marina through the outer entrance and moor as directed, usually rafting up in the outer harbour. This is again a large marina with full facilities for both repairs, fuel and stores replenishment. There is a mini supermarket about 50 metres from the berth and another well-stocked chandlery a bit further on. There are other shops and bars in the town, about 20 minutes walk, for those who need a larger amount of ships stores or to stretch their legs in pursuit of a beer. The daily results and prizes will be organised at the Marina Club house, upstairs just past the mini supermarket. Supper is available – A group booking has been made.

Next morning please make you way out of the marina where the Principal Committee Vessel will be on station ready to start the race.

BRESKENS As you exit the lock and enter the Westerschelde please be aware of the fast ferries entering and leaving the ferry terminal. Cross the Westerschelde using the recommended route making sure you round the VH2 buoy on the Breskens side. It is not advisable to try to cut the corner and head straight for the marina entrance as the sand bank has grown a little further west. Once round the buoy the entrance is on your starboard side, be aware of the strong tides especially as you motor towards the marina entrance. After entering, turn to port into the main marina and moor as instructed, the fleet will probably moor together on the visitors pontoons immediately ahead. There are plenty of facilities including diesel (outside the marina in the commercial dock), chandlery, local shops, restaurants and bars as well as the Clubhouse in the Marina. We have booked the Club for the prizegiving dinner.

OSTEND It's been suggested we check out with the police from Ostend as we have Simon the Harbour Master to help us. So when you enter into Ostend obeying the IPTS signals on the East pier. See notes above.

Take care on leaving, as there are IPTS signals controlling the exit from the Montgomery Dock.

SAFE JOURNEY HOME

DON'T FORGET YOUR PASSPORTS

AND

**We recommend a good supply of 1.0 euro coins for showers
and electricity meters.**