



EAORA RACE WEEK 2024

Sponsored by DXB Pump & Power

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

Programme and Sailing Instructions

All times are Local

6th July – 12th July 2024

EAORA RACE WEEK 2024

Introduction and Welcome (Not part of the official Sailing Instructions)

EAORA RACE WEEK 2024 returns to the Southern Holland, by popular demand!

Saturday 6th July – RORC/EAORA/RBYC – East Coast Race – Harwich to Ostend

The East Coast race will return to being the delivery race for the Week to Southern Holland. This is co-organised by HPYC, RORC & EAORA and counts for points for the season as well as the Long EAORA Week

Sunday 7th July – MYC Cannon Ball Trophy - Ostend to Breskens (Middleburg)Local Time

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, (no earlier than 7 am local time), 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 Middleburg. Opening times for the bridges are Local Time 12:12, 13:42, 15:42, so ideally, we want the 13.42 opening or we will have to wait for 2 hours.

Prize giving for the Cannon Ball race will be in the Middleburg Yacht Club. There are lots of restaurants in the town. There are also a couple of supermarkets near the centre.

There is a FUEL Pontoon in Middleburg

Monday 8th July – Veerse Meer Race (Middleburg to Zierikzee)

We should be leaving Middleburg about 9.00 and going through the lock into the Veerse Meer and starting the race by 10.00 at the start line just across the water from the harbour 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 Committee Vessel Windrunner 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 once an hour at 55 mins) for the evening.

There are plenty of restaurants in the town, and supermarkets too.

Tuesday 9th July – Oosterschelde Race (Zierikzee to Sint Annaland)

We will leave Zierikzee and pass through the bridge (opens 8.55 Local Time) and meet the committee boat Windrunner.

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With a start at 10.00 the Committee Vessel will have set a start line near the bridge. This will be more of around the cans race in the Oosterschelde that will finish near the waterway to St Annaland. We will then motor to the entrance of Sint Annaland marina.

There is a huge supermarket near the Marina and we plan on having a group barbeque. Spot to be decided that evening.

Wednesday 10th July – Grevelingenmeer Race (Sint Annaland to Bruinisse)

We will leave the marina at St Annaland and motor approximately 45 mins to the lock Grevelingensluis outside Bruinisse, once through the lock the committee boat will set a start line and a course around the Grevelingenmeer.

A word of caution to all those who have deep draught yachts – the Grevelingenmeer gets a bit shallow in places – make sure your navigator is well on the ball.

Once finished we will head into the Bruinisse marina. There are plenty of facilities in the Marina, Restaurants, Chandlery, sail maker and supermarket on site with more bars and restaurants in the town – 15 minutes' walk.

There is a FUEL pontoon in Bruinisse.

Thursday 11th July – Bruinisse to Willemstad

Leave the Marina and Lock through the Grevelingensluis and turn to port to lock through the Krammerslizen into the Volkerak to motor sail up to the Volkeraksluizen. We won't race in this waterway, as it is usually very busy with barge traffic. Once through the third lock of the day, if time we will set a short race around Hollandsch Diep.

Once finish head to the entrance into Willemstad keeping to the right to enter the old port area. This is an old port with all the required facilities, showers however are short walk back into the marina. The committee boats will be moored against the quay for a Committee Boats party. Make your own restaurant arrangements for the evening but book early. Be prepared for an earlyish start the following day.

There is a FUEL Pontoon in Willemstad Marina

Friday 12th July — Willemstad to Hellevoetsluis

Today's race will be in the Haringvliet but to get there we have to pass through an opening span on the far side of the Haringvlietbrug, give yourself plenty of time. Check with the Committee boat for opening times. The start line will be as close to the bridge as possible and a course set to finish at Hellevoetsluis. Enter Hellevoetsluis using the middle entrance, not the marina and moor as directed against the wall on the starboard side. The Prize giving supper will be in the Restaurant Limani just a few hundred yards along the quay side.

All - Pontoon Parties – take your own glass!

Andy Wise our principal Race Officer assisted by Paul Wood & Sally Wise on board Windrunner 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.

This just leaves me to wish everyone a fantastic EAORA Week 2024 and let's hope the sun shines.

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Long Race Week Programme 2024

| Date & Start Time | Race | Organising Authority | Miles |
|--|---|----------------------|-------|
| Saturday 6 July 7.00 BST | Race 1 – East Coast Race <i>Harwich to Ostend</i> | RORC/EAORA/HPYC | 76 |
| Sunday 7 July No earlier than 7.00 local | Race 2 – Cannon Ball Trophy <i>Ostend to Breskens</i> | MYC/EAORA | 30 |
| Monday 8 July 10.00 local | Race 3 – Veerse Meer <i>Veere to Zeirekzee</i> | EAORA | 15 |
| Tuesday 9 July 10.00 local | Race 4 – Oosterschelde <i>Zeirekzee to Sint Annaland</i> | EAORA | 15 |
| Wednesday 10 July 10.00 local | Race 5 – Grevelingenmeer <i>Sint Annaland to Bruinisee</i> <i>Race in the Grevelingenmeer</i> | EAORA | 15 |
| Thursday 11 July 10.00 local | Race 6 – Hollandsch Diep <i>Bruinisse to Willemstad</i> | EAORA | 10/15 |
| Friday 12 July 10.00 local | Race 7 – Haringvliet <i>Willemstad - Hellevoetsliuis</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.

2 – SAILING INSTRUCTIONS

This section contains the official Sailing Instructions for the week.

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

Committee Vessel & Race Team

The Principal Committee Vessel will be “Windrunner” a white hulled yacht.

The Race Team will consist of

Principal Race Officer Andy Wise
ARO Paul Wood
ARO Sally Wise

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Chairman Claire Scott

2.3.1. RULES

- 1.1. The race will be governed by:
 - 1.1.1. The rules as defined in The Racing Rules of Sailing (RRS).
 - 1.1.1.1. 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.
 - 1.1.2. RYA Prescriptions to the Racing Rules which can be found on the RYA Website. www.rya.org.uk
 - 1.1.3. World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.
 - 1.1.4. The rules and regulations of appropriate Class rules; IRC Rules Parts A, B & C.
 - 1.1.5. The Notice of Race Part 1 is available from the EAORA Website and its General Rules apply to all EAORA races. The Notice of Race Part 2, also available from the EAORA Website, gives information about individual races. Both Documents may be modified by the Sailing Instructions for each race. www.eaora.org.uk
 - 1.2. When a rule is modified by the Sailing Instructions, this shall take precedence over the Notice of Race, this changes RRS 63.7

2.3.2. EQUIPMENT AND MEASUREMENT CHECKS

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

2.3.3. NOTICES TO COMPETITORS

- 3.1. Notices to competitors will be posted on the EAORA website and will be available from the committee boat.

2.3.4. CLASSES & FLAGS

Entries are invited from IRC rated boats that meet the requirements of the EAORA Notice of Race Part 1.

Entries are also invited for a “White Sails” class which will race under either IRC “No Spinnaker” TCC or under RYA YTC (No Spinnaker). The choice of rating system will depend on whether all entrants have an IRC certificate or not. Separate results will be provided for the White Sails class.

| CLASS | T.C.C. Range | CLASS FLAG |
|-------------------|-------------------|--------------|
| One | 1.005 and greater | IC Numeral 1 |
| Two | 0.960 to 1.004 | IC Numeral 2 |
| Three | 0.800 to 0.959 | IC Numeral 3 |
| Multihull (MOCRA) | 1.100 and greater | IC Numeral 8 |
| White Sails | | IC Numeral 4 |

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.

SIGNALS: The Race Committee will broadcast a time check by VHF radio (channel 72) 10 minutes before the first start using a countdown procedure and hoist an orange Code Flag.

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There shall be one combined start for all classes.

The start procedure shall be the standard RRS 26 (5, 4, 1, Start) procedure.

The numbers or names of yachts OCS may be broadcast by the Race Committee.

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 – 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.

RETIREMENTS: All Retiring yachts must contact the Committee Vessel “Offshore One” on VHF 72.

RACE HEADQUARTERS: Principal Committee Vessel - Windrunner

2.3.5. 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: Andy Wise +44 7967 670995, Paul Wood +44 7768 351048 and Claire Scott +44 7990 041569,
- 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.
- Notices, including any amendments to the Sailing Instructions, will be posted at the Principal Committee Vessel.
 - 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.

2.3.6. Safety

- World Sailing Special Regulations for inshore racing – Appendix B with VHF radio.
- NoR part 1 is amended to, “these races are open to yachts with a SSS Base Minimum rating of 10”.

2.3.7. Declarations and Reporting

- Declarations are not required for the midweek series when the committee boat is on station, however yachts will be required to take their own finish times if it is not on station and therefore declarations will be required.
 - Skippers are advised to record their own finish times & the boats ahead & astern for all races.

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- For all races, yachts retiring should notify the Committee Vessel as soon as possible.

2.3.8. Results

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

2.3.9. PENALTY SYSTEM

- **Standard Penalties:**

Under World Sailing Test Rule DR21-01, the definition Start is changed as follows:

A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either.

(a) at or after her starting signal, or

(b) during the last 10 seconds before her starting signal.

When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be a time penalty of 10% (NoR Part 1 para 11.3 & RRS 44).

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 10% (NoR Part 1 para 11.3 & RRS 44), unless the breach was unavoidable and unintentional, and no advantage was gained. This changes RRS 63.1 and A5.

- **Should the Race Committee consider a standard penalty to be inappropriate, it shall protest the boat.**
- **If, in a valid hearing brought by the Race Committee under Sailing Instruction 17.2 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.**
- **Other Penalties:**
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 10% (NoR Part 1 para 11.3 & RRS 44). Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion choose to give a warning.

2.3.10. Protests

- Protests may be written on plain paper when Protest forms are not available. Protests and requests for redress or reopening shall be delivered to the race office within the appropriate time limit.
 - Time limits are as specified in the NoR Part 1 paragraph 11.5 & 11.6.
- Notices will be posted no later than 30 minutes after the protest time limit for the last boat to finish the race.
- 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.
- 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.

2.3.11. Charts & Buoys

- Netherlands Hydrografische Kaart 1801 (Belgian and Dutch Coast), 1803 (Westerschelde) and 1805 (Oosterschelde).
- Marks will be taken from the paper charts and electronic chart plotters.

2.3.12. Scoring

- Results will be calculated for both the IRC fleet and the White Sail fleet.

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- Points for the Week will be awarded in accordance with the EAORA Scoring System (Notice of Race Part 1 Para 16)
 - 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.

2.3.13. 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.**
 - 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.**

2.3.14. 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 | Middleburg 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 | Hellevoetsluis Friday |
| EAORA short week (Monday to Friday) | 1 st Overall 1 st White Sails | Mary Hill Trophy | Hellevoetsluis Friday Hellevoetsluis Friday |
| Daily Race | Day Results | | Each Finishing Port where possible - listen on VHF72 for details |

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4.0 GENERAL INFORMATION (Not part of the SIs)

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 Hellevoetsluis.

- (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.

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 necessary 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.

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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

The best places for re-fuelling will be at Middelburg, Kortgene, Bruinisee. Please note that it is very difficult for yachts to re-fuel in Oostende. Contact the Committee Vessel if you have a problem finding fuel.

Additional Notes for Competitors

(These notes are NOT part of the Sailing Instructions)

1. WhatsApp Group

To join the EAORA WhatsApp group, contact one of the committee members.

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 Hellevoetsluis and complete departure checks as a group there at the end of the week arrangements to be confirmed.

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:

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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')

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

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GENERAL IMPORTANT 2024 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 Middleburg.

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

Middleburg - 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 Middleburg. 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. The Harbour Master will be expecting us and will tell you where you must moor. They may raft us up.

We will leave the next day and pass through the lock into the Veerse Meer ready for the days race.

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. Do not cut the corner, its shallow and now renamed the Flying Fish corner.

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 The next morning we will pass through the Zeeland Bridge where the committee boat will set up a start line. After finishing the race make your way to St Annaland following the buoyed channel. 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

EAORA RACE WEEK 2024

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, or we may plan on a shoreside BBQ.

BRUINISSE After finishing the race make your way north into the Grevelingensluis, this is a big busy lock operating at all times, with waiting pontoons on starboard side. Once through the lock pass a small marina (Aquadelta) on the port side and turn to starboard to enter the Grevelingenmeer, turn immediately to port and after about 100m turn to port and enter the Jachthaven Bruinisse. This has been dredged over the winter and should easily accommodate the fleet, moor as directed. There are all the regular marina facilities and restaurant and bar, further bars etc are available in the town. We may also make this a BBQ night as there is a supermarket there too.

WILLEMSTAD Make your way north via three locks and the Volkerak. This is a historical fortified village built by Willem van Oranje and has a wonderful town quay where we will be moored. Once through the third lock and out into the Hollandsch Diep motor for about 0.5 mile and turn to starboard, be aware of the commercial traffic, and enter Willemstad keeping to the right hand side of the channel to get to the Town Quay. You will pass the fuel pontoon on the way in on the right hand side and the marina entrance on the left. It gets a bit narrow – don't panic – we have been here before, moor as directed by the Harbour master. Showers are in the marina, which is a short walk round the windmill at the end of the Quay. Plenty of shops, bars and restaurants.

Next morning, you may want to be up earlyish and round to the shops for provisions as it is easier here than Hellevoetsluis. Then you need to make your way into the Haringvliet and to do so you need to be through the opening section of the Haringvlietbrug. This is 2 miles from the entrance and opens on the hour, we will check this when in Willemstad so make sure you liaise with the Committee Boat.

HELLEVOETSLUIS The Haringvliet race will end near to the entrances of Hellevoetsluis which has a number of entrances so be careful. The entrance you require is the old town harbour (Het Groote Dok) entrance with the lighthouse on the west pier. This was the harbour the 17th century ferry port to which the Harwich Packet boats plied. It was also the port from which William III sailed to take the British Throne in 1688.

Moor as directed by the Harbour Master. Showers are under the Harbour Masters office at the lock gates, water/electric on the wall and fuel is available in the marina. I am afraid the nearest shops are a bit of a walk some 15-20 minutes into the main town.

Next morning, leave whenever you like to suit your own arrangements. Access to the North Sea is at the Western end of the Haringvliet via the Haringvlietsluizen.

SAFE JOURNEY HOME

**DON'T FORGET YOUR PASSPORTS
AND**

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