

Belgian Sailability Cup 2026
SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 09:30 on the day it will take effect, except that any change to the schedule of races will be posted by 21:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at <https://bsc.menzz.be>.

3.2 The race office is located at Sport Vlaanderen Nieuwpoort Spaarbekken, Belgium, 8620 Nieuwpoort, Spaarbekken 2, 51.1363290618217 N, 2.7722653106935624 E.

3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4.2 [DP] Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the race office.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 10 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

6.1 Registration:

Date	From	To
Friday May 22th	18h00	19h00
Saturday May 23th	09h00	12h55

6.2 Dates of racing:

Date	Double	Solo
May 23th	racing	racing
May 24th	racing	racing
May 25th	racing	racing

6.3 Number of races:

Date	Double	Solo
May 23th	3	3
May 24th	5	5
May 25th	3	3

Two extra races per day may be sailed, provided that no class becomes more than one race ahead of schedule. This change of schedule will be made according SI 2.

6.4 The scheduled time each day:

Date	Briefing	First warning signal
May 23th	13h00	14h00
May 24th	10h00	10h30
May 25th	10h00	10h30

On the last scheduled day of racing no warning signal will be made after 13h30. A warning signal can be made after 13h30 after a general recall or a delay in the procedure for a race with a warning signal before 13h30.

6.5 Closing ceremony after races.

7 CLASS FLAGS

7.1 The Class flag is a white flag with the red Hansa logo (solo) or a red flag with a white Hansa logo (double). When not available the F-flag may be used.

8 RACING AREA

8.1 The racing area is "het spaarbekken". 51.1363290618217 N, 2.7722653106935624 E

9 PERSONAL FLOTATION DEVICES

9.1 [DP][NP] Rule 40.1 applies. Each competitor shall wear a personal flotation device, all time on the water, except briefly while changing or adjusting clothing or personal equipment..

10 COURSES

10.1 The diagram(s) in SI Addendum A show(s) the course(s), including the order in which marks are to be passed, and the side on which each mark is to be left. No later than the warning signal, the race committee shall signal the course to be sailed.

11 MARKS

11.1 Mark(s) are inflatable buoys.

11.2 Mark 1, 2 and 3 will be big yellow inflatable buoys.

11.3 The portend of the start line and the starboard end of the finish line will be yellow double-cone buoys.

12 THE START

12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

12.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

12.3 A boat that does not start within 5 minutes after her starting signal shall be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13 THE FINISH

13.1 The finishing line is between a staff displaying a blue flag on the finishing vessel at the port end and the course side of the starboard end finishing mark.

13.2 It is forbidden for boats to cross the finish line when sailing from mark 1 to 3 or from mark 3 to 1.

13.3 The finish line (including the mark and the finish boat) is an obstruction for boats if they are sailing

from mark 1 to 3 or from mark 3 to 1.

14 PENALTY SYSTEM

14.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15 TIME LIMITS

15.1 The race time limit is 45 minutes.

15.2 Boats failing to finish within the 10 minutes after the first boats finishes will be scored Did Not Finish (DNF) without a hearing.

16 HEARING REQUESTS

16.1 The protest time limit is 90 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

16.2 Notices will be posted no later than 60 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

17 SCORING

17.1 The scoring system is as follows: RRS Appendix A.

17.2 Rule A5.3 will apply.

17.3 Three races are required to be completed to constitute a series.

17.4 When fewer than four races have been completed, a boat's series score is the total of her race scores.

17.5 When from four to seven races have been completed, a boat's series score is the total of her race scores excluding her worst score.

17.6 When eight or more races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.

18 CHANGES TO THE RACING RULES OF SAILING

18.1 RRS 60.4 (a) (2) is replaced by:

"if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was neither involved in nor saw the incident, or"

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Substitution of competitors is not allowed in the solo races.

19.2 In de double races, substitution of competitors is not allowed without prior approval of the race committee.

20 EQUIPMENT AND MEASUREMENT CHECKS

20.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

20.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

21 [DP] SUPPORT TEAMS

21.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

22 PRIZES

22.1 The first three boats in each class receive a trophy. Other prizes may be awarded.

23 RISK STATEMENT

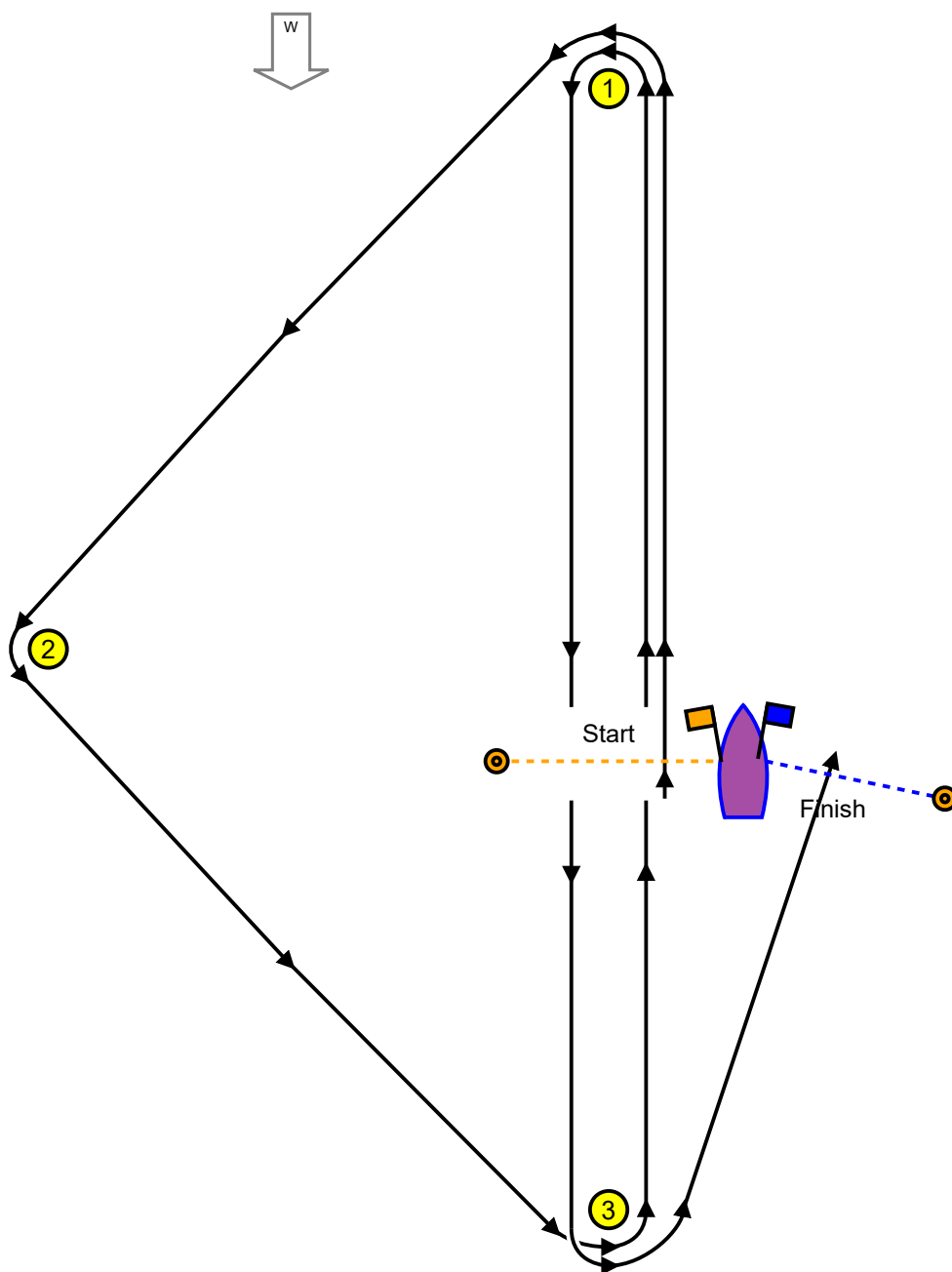
23.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

24 INSURANCE

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

24.2 Personal insurance such as accident and health are the sole responsibility of each competitor.

Appendix A: course 1



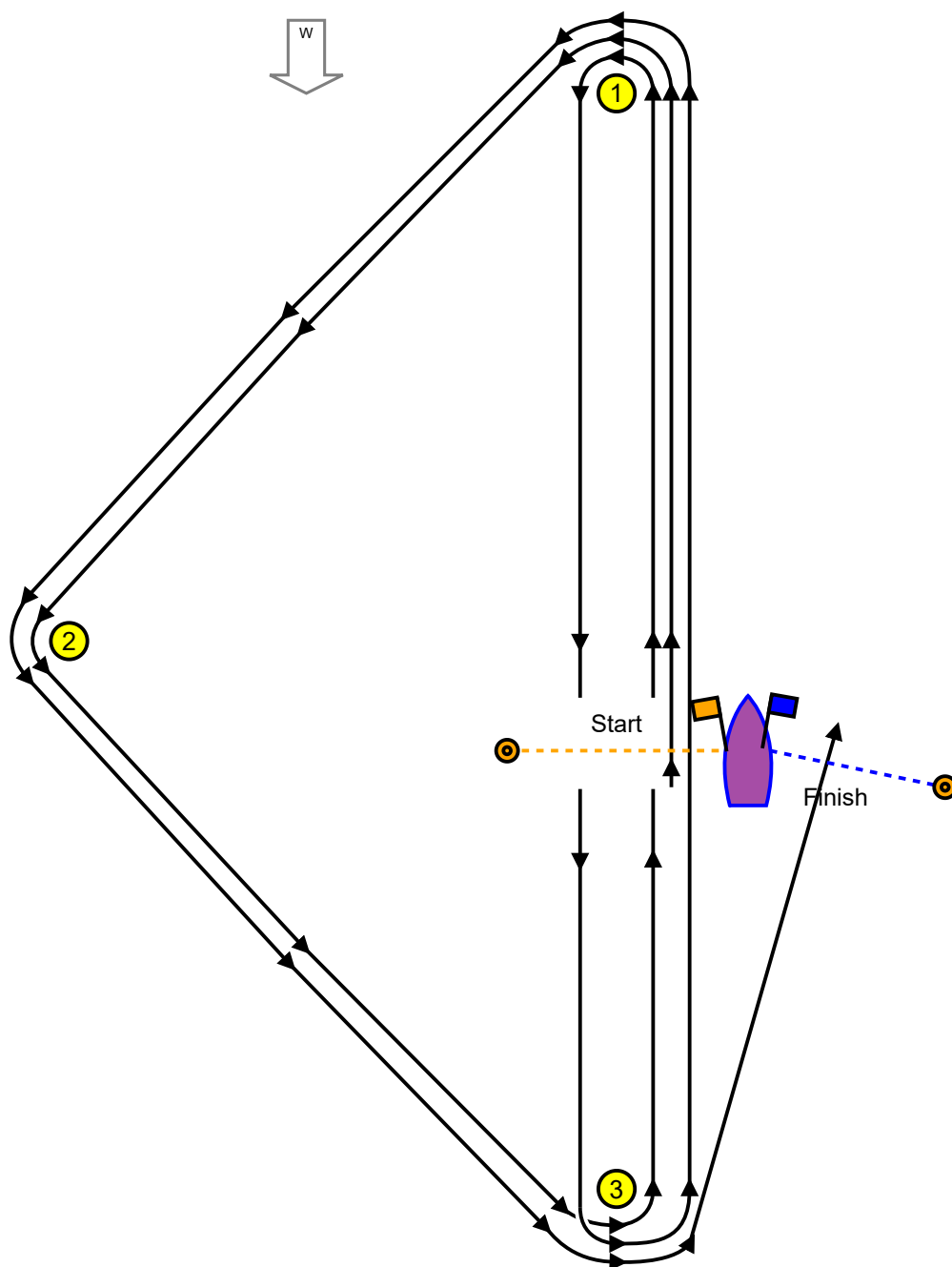
Start - 1 - 2 - 3 - 1 - 3 - Finish

Marks 1, 2 and 3 to be kept to port.

It is forbidden for boats to cross the finish line when sailing from mark 1 to 3 or from mark 3 to 1.

The finish line (including the mark and the finish boat) is an obstruction for boats if they are sailing from mark 1 to 3 or from mark 3 to 1.

Appendix A: course 2



Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - Finish

Marks 1, 2 and 3 to be kept to port.

It is forbidden for boats to cross the finish line when sailing from mark 1 to 3 or from mark 3 to 1.

The finish line (including the mark and the finish boat) is an obstruction for boats if they are sailing from mark 1 to 3 or from mark 3 to 1.