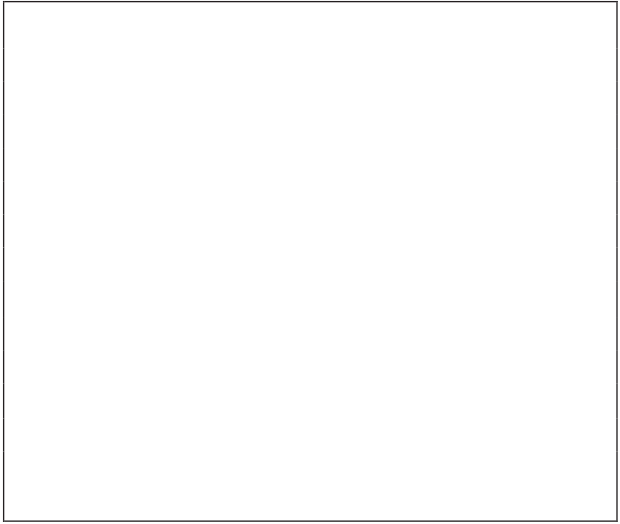


Skippers are reminded of SHALLOW WATER near Marks 'B' and 'C'  
**N.B. Vessels over 20 metres have right of way in a buoyed Channel.**

<b>R</b>	- Red Start/Finish Pin
<b>Y</b>	- Yellow Start/Finish Pin unused
<b>B</b>	F.Y.C. Racing Mark (Yellow)
<b>C</b>	F.Y.C. Racing Mark (Yellow)
<b>M</b>	CPA Buoy 'M' (Green)
<b>N</b>	CPA Buoy 'N' Skelmorlie North (Yellow)
<b>O</b>	CPA Buoy 'O' (Green)
<b>W</b>	CPA Buoy Warden Bank (Green)



## Appendix 1b

## Courses for Local Races at Kip 2015

Wind Sector	Wind Strength	Start Line	Round	Course	Dist	Finish Line
<b>A</b>	light	c.v. & R	1	BOCR	2.9	c.v. & R
			2	BOCR	2.9	
			3	BCR	2.0	
			4	BOCR	2.9	
<b>B</b>	heavy	C.V. & r	1	c w b r	4.3	C.V. & r
			2	w r	2.6	
			3	c w b r	4.3	
			4	w b r	3.2	
<b>C</b>	light	C.V. & r	1	c o b r	2.7	C.V. & r
			2	c b r	2.0	
			3	c o b r	2.7	
			4	c b r	2.0	
<b>D</b>	heavy	C.V. & r	1	m o b r	3.6	C.V. & r
			2	m b r	3.0	
			3	m o b r	3.6	
			4	m b r	3.0	
<b>E</b>	light W-L	C.V. & r	1	MR	2.4	c.v. & R
			2	MR	2.4	
			3	MR	2.4	
			4	MR	2.4	
<b>F</b>	light W-L	C.V. & r	1	NR	2.4	c.v. & R
			2	NR	2.4	
			3	NR	2.4	
			4	NR	2.4	
<b>G</b>	light	C.V. & r	1	N C R	2.7	c.v. & R
			2	NR	2.4	
			3	N C R	2.7	
			4	NR	2.4	
<b>H</b>	heavy	C.V. & r	1	n o b r	3.5	C.V. & r
			2	n b r	3.3	
			3	n o b r	3.5	
			4	n b r	3.3	
<b>I</b>	light	C.V. & r	1	O C R	2.1	c.v. & R
			2	O R	1.4	
			3	O C R	2.1	
			4	O R	1.4	
<b>J</b>	heavy	C.V. & r	1	O M R	4.1	c.v. & R
			2	O R	3.2	
			3	O C R	2.1	
			4	O R	1.4	
<b>K</b>	light W-L	c.v. & R	1	w r	2.6	C.V. & r
			2	w r	2.6	
			3	w r	2.6	
			4	w r	2.6	
<b>L</b>	light	c.v. & R	1	w b r	2.9	C.V. & r
			2	w r	2.6	
			3	w b r	2.9	
			4	w r	2.6	
<b>M</b>	heavy	c.v. & R	1	W O C R	4.3	c.v. & R
			2	W O R	3.2	
			3	W O C R	4.3	
			4	W O R	3.2	

### NOTES:

Start line will be between the CV Buoy, and The red Pin Mark-  
See Pin Mark Location Diagram and Course Chart.

Finish line will be between the CV Buoy, and the RED Pin Mark.

**Course Marks** in **CAPITALS** are to be left to Port otherwise Marks are to be left to Starboard. This nomenclature has also been used for the start and finish lines.

**The CV** position remains the same throughout the race, unless the course is shortened at a mark of the course.

Many courses show a change of PIN mark for the finish. This is the Pin used for rounding, after the start.

Courses designated "W-L" are windward-leeward courses.

Yachts must cross the finish line at the end of each round, but at no other time, when the finish line is deemed to be an obstruction.

**Yachts should stay clear of the line during earlier class starts.**

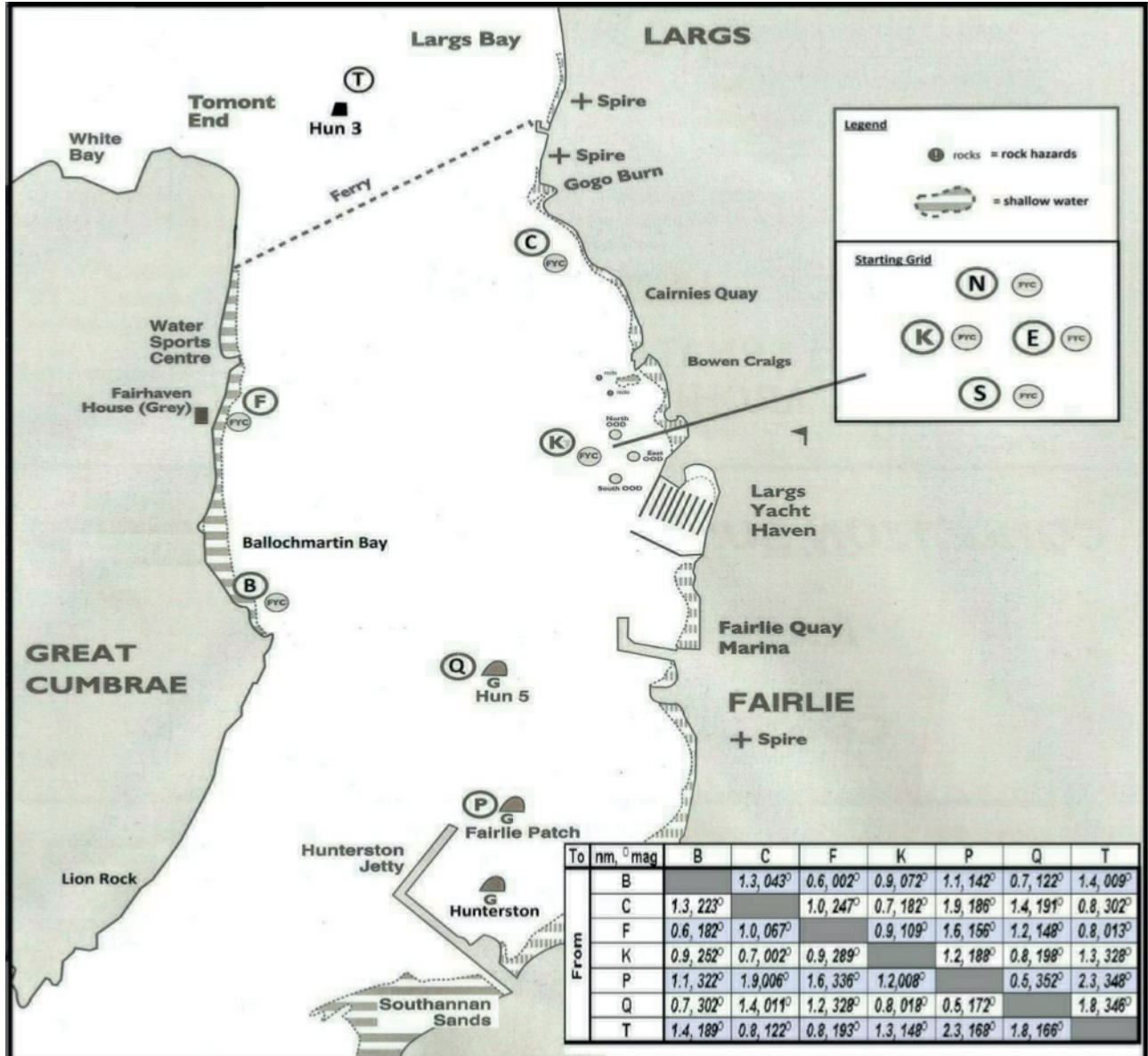
# Appendix 2a

# Racing Marks at Fairlie Patch 2015

### Navigational Warning :

Competitors are reminded that there are shallow areas inshore and North of the start area (K), to the East of Fairlie Patch buoy (P) and to the north and south of the marina entrance and rapidly shelving water on the direct line between marks C and K.

Vessels over 20 metres have right of way in a buoyed channel - Infringements will result in disqualification.



Mark	Description	Location
F	Orange Race Mark	Fairhaven Bay 55° 46'.80 N 004° 53'.74 W
B	Orange Race Mark	Ballochmartin Bay 55° 46'.21 N 004° 53'.70 W
C	Orange Race Mark	Cairnies Quay 55° 47'.24 N 004° 52'.25 W
K	Green / Red Quarters	0.5nmNNW of Marina Entrance 55° 46'.58 N 004° 52.20 W
N,E,S	Start and Finish CVmarks, white with orange top band and identifying letter in vicinity of "K"	
P	Green Lateral Buoy	CPA Fairlie Patch [G FL G 1.5s] 55° 45'.38 N 004° 52'.33 W
Q	Green Lateral Buoy	CPA Hun 5 [G FL G 5s] 55° 45'.87 N 004° 52'.52 W
T	Red Lateral Buoy	CPA Hun 3 [R FL R 2s] 55° 47'.61 N 004° 52'.06 W

Mark positions are approximate

## Appendix 2b

## Courses for Local Races at Fairlie 2015

Course WIND DIR.	CV @ Start	PIN mark	R N D	Marks	Dist NM	CV @ Finish
<b>A</b> (SOUTH)	East	k	1 2 3 4	p f c k q f c k q c k c k	4.5 3.7 2.9 1.4	East
<b>B</b> (S.WEST)	South	k	1 2 3 4	b t c k b f c k b c k c k	3.8 3.2 2.9 1.4	East
<b>C</b> (WEST)	South	n	1 2 3 4	F q p b K F q b K F q b K b K	4.5 3.7 3.7 1.9	South
<b>D</b> (N.WEST)	North	K	1 2 3 4	T P Q K T Q K C Q K Q K	4.8 3.8 2.9 1.6	East
<b>E</b> (NORTH)	East	K	1 2 3 4	C B P K C B Q K C Q K Q K	4.2 3.4 2.9 1.6	East
<b>F</b> (N.EAST)	South	n	1 2 3 4	B Q K B K B Q K B K B Q K B K	4.2 4.2 2.5 1.8	South
<b>G</b> (EAST)	South	n	1 2 3 4	F B K B K F B K B K F B K B K	4.2 4.2 2.4 1.8	South
<b>H</b> (S.EAST)	East	k	1 2 3 4	p t k q t k q t k t k	4.7 4.0 4.0 1.4	North
Course WIND DIR.	CV @ Start	PIN mark	R N D	Marks	Dist NM	CV @ Finish

Capital letters indicate leave mark to PORT, all others marks leave to STARBOARD.

If a large vessel is manoeuvring in the area, racing may be cancelled or postponed.

### COURSES

Course letters shall be suffixed by either 'M' or 'L' indicating courses as follows:

#### M - (Moderate winds Force 3 and above )

Class 1 Shall sail rounds 1, 2, 3.  
Class 2 Shall sail rounds 2, 2, 3.  
Classes 3 & 4 Shall sail rounds 3, 3, 4.

#### L - (Light winds Force 0-2)

Classes 1 & 2 Shall sail rounds 2, 3, 4.  
Classes 3 & 4 Shall sail rounds 3, 4, 4.

### PIN MARK:

The PIN end varies and may be EITHER 'K' or 'CV North' as defined in the course chart.

### FINISH COMMITTEE VESSEL (CV) BUOY:

The Committee Vessel shall relocate to the specified Finish CV Buoy at the expiry of the starting sequence time limit. This does not preclude moving to another location on the course to facilitate the shortening of a race, if the RO deems it appropriate in light conditions.

### SPECIAL REQUIREMENTS:

Should a CV Buoy or PIN MARK be unavailable for a **START** sequence, the CV shall fly Code Flag L. Competitors should approach to a safe distance for information and clarification of the revised starting line.

Should a CV Buoy be unavailable for a **FINISH**, the CV may relocate to an appropriate alternative CV Buoy or hold station at the nearest available position to the defined mark.

No yacht shall start later than ten minutes after the last start of the sequence including recalls.