

Royal Kennebecasis Yacht Club

2025 Harbour Race

SAILING INSTRUCTIONS

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 1000 on the day it will take effect, except that any change to the schedule of races will be posted by 1700 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 within the clubhouse.
3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 68.
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. SCHEDULE OF RACES

- 4.1. The RKYC Harbour Race will be held Saturday September 6th, 2025. Note this is an "Open Race."
4.2. The scheduled time of the warning signal is as follows
4.2.1. Racing Class Not before 1400 hours
4.2.2. Jib & Main Class Not before 1400 hours

- 4.3. Estimated Reversing Falls Slack Tides
Saturday 0913 hours, 1356 hours, 2130 hours
Sunday 0214 hours, 0954 hours, 1436 hours, 2048 hours

The actual time of slack-water at the Reversing Falls will vary depending upon the level of the Saint John River. The calculated times above are based on: 3 hours, 50 Minutes after low water in Saint John Harbour and 2 hours, 25 minutes after high water in Saint John Harbour.

- 4.4. Racing Classes are defined as all sailboats racing with "Flying" sails (spinnakers, etc.). Jib & Main Class is defined as all sailboats racing without "Flying" sails.

5. CLASS FLAGS

- 5.1. Class flags will be as follow
5.1.1. Racing Class Code Flag "A"
5.1.2. Jib & Main Class Code Flag "C"

6. COURSES

6.1. No later than the warning signal, the race committee will announce the course on VHF channel 68. Anticipated courses are as follows:

6.1.1. Course #1: Start - Partridge Island bell (J1) to starboard - Mahogany and Thumb Cap Islands to port - Negro Head buoy (JA1) to port - Black Point dumping buoy (JB) to port - Fairway buoy Mo(A) to starboard - Finish

6.1.2. Course #2: Start - Partridge Island bell (J1) to starboard - Mahogany and Thumb Cap Islands to port - Partridge Island bell (J1) to port - Finish

6.1.3. Course #3: Start - Fairway buoy Mo(A) to port - Finish

7. THE START

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

7.2. The starting line for the Harbour race shall be a line between the orange flag located on pier 12 on the western side of the harbour and the south corner of the pier directly across the harbour (old sugar refinery site).



7.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

7.4. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

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

8. THE FINISH

8.1. The finish line for the Harbour race shall be a line between the orange flag located on pier 12 on the western side of the harbour and the south corner of the pier directly across the harbour (old sugar refinery site).

8.2. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

8.3. Finishing time shall be recorded using standard GPS time. Elapsed time is not acceptable.

9. TIME LIMITS

9.1. The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
6 Hours	6 Hours	2 Hours

9.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

9.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place [one][two] more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

10. HEARING REQUESTS

10.1. Hearing requests shall be delivered to a member of the race committee in person within the time limit. When a member of race committee cannot be located may be filed electronically within the time limit by email to racing@rkyc.ca. The time of transmission will be taken as the time of receipt.

10.2. For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

10.3. The race committee will notify competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the clubhouse unless otherwise stated.

10.4. Hearings may be held as soon as possible after racing, or may be held over to a later date.

10.5. Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c) equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries, whichever is less. However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

11. SCORING

11.1. Race results will be calculated using PHRF Time-On-Time (TOT).

11.2. The low point scoring system will apply for this series.

11.3. The J29 fleet will be scored both in Racing Class, and in a J29 Class

11.4. One race is required to be completed to constitute a series.

12. SAFETY

12.1. [NP] Personal flotation devices must be worn from the time of a boats preparatory signal until the starting signal. It is recommended that personal flotation devices be worn during the entire race.

12.2. [NP] Boats are reminded that as a shipping port, Saint John frequently experiences commercial vessel traffic. Such vessels are restricted in their manoeuvrability and therefore they have the right of way. In order to control traffic in busy waterways like the Bay of Fundy and Saint John Harbour, the Canadian Department of Fisheries and Oceans has instituted a Vessel Traffic Services system. The Bay of Fundy / Saint John Vessel Traffic Services (VTS) is operated under the call sign "Fundy Traffic". Communications between Fundy Traffic and vessels in the race area is on VHF channel 12. Yachts shall not interfere with the orderly passage of a commercial vessels.

12.3. [NP] A boat that interferes with the orderly passage of a commercial vessel prior to, during or after the race will be subject to a protest upon receipt of a complaint from the vessel's captain, pilot or from a governmental authority such as Fundy Traffic.

12.4. [NP] Once in the Saint John Harbour or the Bay of Fundy boats shall maintain a radio watch on VHF 12 (Fundy Traffic).

13. PRIZES

13.1. Prizes will be awarded at the finish line party.

14. RISK STATEMENT

14.1. 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.

14.2. Competitors participate in the races entirely at their own risk. See *rule 4, Decision to Race*. The organizing authority does not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

15. INSURANCE

15.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 per incident or the equivalent.

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