

Royal Kennebecasis Yacht Club

2025 Wednesday Night Racing Series

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 1700 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 Wednesday Night racing series will run every Wednesday evening starting June 11th, 2025 and ending September 10th, 2025. There will be no race on the Wednesday of the RKYC Annual Cruise (July 30th, 2025).
- 4.2. The scheduled time of the warning signal for the first race each day is as follows
 - 4.2.1. Prior to August 16th Not before 1820 hours
 - 4.2.2. August 16th and after Not before 1810 hours

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 (If sufficient fleet size) Code Flag "C"
- 5.2. 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.

6. COURSES

- 6.1. No later than the warning signal, the race committee signal vessel will display the course board identifying marks and rounding direction.

7. MARKS

7.1. Mark(s) shall be as follows

Buoy	Description
Buoy F	Yellow Finish Line buoy
Buoy S	Yellow buoy on Snake Shoal
Buoy #1	Yellow buoy near Ragged Point
Buoy #2	Yellow buoy near McCormack's Cove
Buoy #3	Yellow buoy near McColgans Point
Buoy #4	Yellow buoy near Acamac
Buoy #6	Yellow buoy "Outer Ragged" near Ragged point beach

8. THE START

- 8.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 8.2. The starting line will be between the staff displaying an orange flag on the signal vessel and a specified mark.
- 8.3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 8.4. 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).
- 8.5. 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.

9. CHANGE OF THE NEXT LEG OF THE COURSE

- 9.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

10. THE FINISH

- 10.1. The finishing line will be between the staff displaying an orange flag on the signal boat and a specified mark.

11. TIME LIMITS

- 11.1. 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
60 Minutes	120 Minutes	60 Minutes
- 11.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 11.3. 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.

12. HEARING REQUESTS

- 12.1. 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.
- 12.2. For each class, the protest time limit is 60 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.
- 12.3. 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.
- 12.4. Hearings may be held as soon as possible after racing, or may be held over to a later date.
- 12.5. 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.

13. SCORING

- 13.1. Race results will be calculated using PHRF Time-On-Time (TOT).
- 13.2. The low point scoring system will apply for this series.
- 13.3. The J29 fleet will be scored both in Class A, and in a J29 Class
- 13.4. Four races are required to be completed to constitute a series.
- 13.5. When fewer than 5 races have been completed, a boat's series score is the total of her race scores.
- 13.6. When from 5 to 9 races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 13.7. When 10 or more races have been completed, a boat's series score is the total of her race scores excluding her two worst scores.
- 13.8. Should a boat choose to race in a non RKYC racing event, the boat shall be awarded as the average of her race scores up until the date of the event. This may be awarded for a maximum of two (2) races per year. Boats must apply to the race committee for scoring compensation. The number of races a boat receives scoring compensation for will be at the discretion of the race committee.
- 13.9. A boat that did not start, did not sail the course, did not finish, retired, or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. This changes rule A5.

14. PRIZES

- 14.1. Prizes will be awarded at the finish line party.

15. RISK STATEMENT

- 15.1. 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.

- 15.2. 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.

16. INSURANCE

- 16.1. 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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