

# Royal Kennebecasis Yacht Club

## 2026 Digby 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.
- 1.2. RRS 52 is modified only for Single or Double Handed entries to allow the use of an autopilot

#### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 0800 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 Digby Race will be held Saturday September 19<sup>th</sup>, 2026. Note this is an "Open Race." You must register with the race committee no later than September 18<sup>th</sup>, 2026 if you intend to compete in this race.
- 4.2. The scheduled time of the warning signal for all classes shall not be before 0900 hours. Note there will be a common start for all classes.
- 4.3. Estimated Reversing Falls Slack Tides
 

Friday	0757 hours, 1531 hours, 2019 hours
Saturday	0350 hours 0854 hours, 1628 hours, 2118 hours
Sunday	0505 hours, 0956 hours, 1730 hours, 2219 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

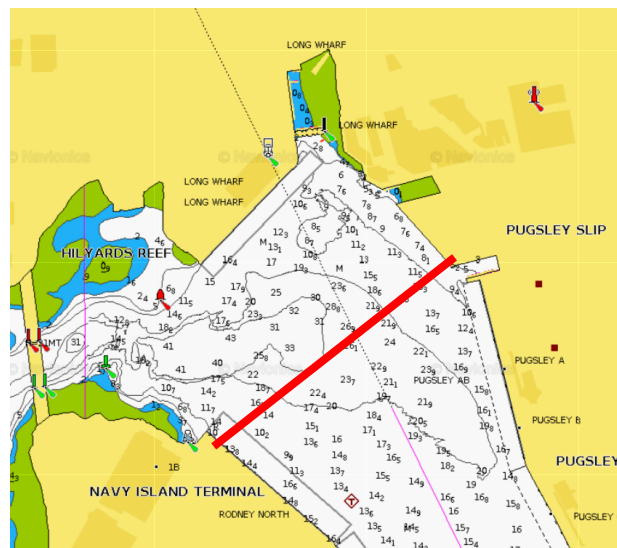
5.1.1. Racing Class	Code Flag "A"
5.1.2. Jib & Main Class	Code Flag "A"

## 6. COURSES

- 6.1. The course shall be between the start line and finish line as specified in these sailing instructions.
- 6.2. The course length is 34.17nm

## 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 race shall be a line between the orange flag located north of Pugsley Slip along harbour passage on the eastern side of the harbour and the northern most leg on the harbour side of the northern most port container ship gantry crane on the western side of the harbour.



- 7.3. The Race Committee will endeavor to hail boats observed to be OCS at the start over VHF. Failure to hail, the timing or order of any such hails will not be grounds for a boat to request redress. This changes RRS 60.1(b).
- 7.4. A boat that does not start within 30 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.A.

## 8. THE FINISH

- 8.1. The Finish Line will be a virtual GPS finish line. The finish line for this race shall be the latitude 44° 54.00N between longitude 65° 54.00W on the western end and longitude 65° 51.00W on the eastern end. You have finished when your GPS indicates you have reached the above latitude between the western and eastern ends of the line. Each yacht is responsible to record their finishing time using standard GPS time, and shall submit to the race committee.
- 8.2. Within three hours of finishing, each skipper must send your GPS finish time (hr, min, sec) to Chris Herrington. Email: herrington@bellaliant.net, or text: 506 647.8718. Please include the name of your vessel.
- 8.3. Finishing time shall be recorded using standard GPS time. Elapsed time is not acceptable.
- 8.4. Each boat, at the time of Finish, must take a photograph of the boat's clock and primary navigation GPS clearly showing the boat's latitude/longitude position at the time of Finish. This

photograph shall be saved for thirty (30) days after the Finish to assist the Race Committee in any scoring inquiries.

## 9. TIME LIMITS

- 9.1. All boats must be finished before 2000 hours. Boats failing to finish by 2000 hours, 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 more than the points scored by the last boat that finished before the time limit. 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](mailto: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 2 hours 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-Distance (TOD).
- 11.2. The low point scoring system will apply for this series.
- 11.3. One race is required to be completed to constitute a series.
- 11.4. The score for a boat which sails the course until it crosses latitude 054°01.000n, will be awarded as follows:
- 11.4.1. The boat with the best corrected time crossing this latitude receive points equal the last finishing place plus 1, and
- 11.4.2. The boat with the second-best corrected time will receive the above points plus 1, and so on.

## 12. SAFETY

- 12.1. [NP] All boats shall have all safety equipment on board as required by Transport Canada. Note the Race Committee may, at its discretion, inspect any or all yachts for compliance with safety equipment requirements.
- 12.2. [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.
- 12.3. [NP] All yachts must carry the following additional safety equipment.
- 12.3.1. VHF radio with at least channels 12, 14, 16, and 68
- 12.3.2. Electronic global positioning system device (GPS) with sufficient battery power
- 12.3.3. Adequate auxiliary power & fuel for the yacht to reach the closest harbour

12.3.4. Charts for all areas of the race

12.3.5. Lifelines

- 12.4. [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.
- 12.5. [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. It shall be presumed that the boat has broken RRS 56.2(b), but such presumption shall be rebuttable.
- 12.6. [NP] Except during the race start where VHF 68 shall be monitored, once in the Saint John Harbour or the Bay of Fundy boats shall maintain a radio watch on VHF 12 (Fundy Traffic). A boat failing to reply to a radio hail from an authority including, but not limited to, a Coast Guard station, naval vessel, harbour pilot or Fundy Traffic will be subject to protest.
- 12.7. [NP] It is imperative that each yacht take whatever measures are available to it, including but not limited to use of auxiliaries, to avoid the impedance of larger commercial vessels, such as cargo vessels, cruise ships, tugs, ferries and naval vessels.
- 12.8. [NP] If a boat without way infringes RRS 42.1 by using an engine to avoid a collision with a commercial vessel, it MAY continue racing and request redress. RRS 62.1 is modified to allow the consideration of this request. Full details must be delivered to the Race Committee within three hours after the yacht finishes the race. Such detail shall include positions, times, courses and speeds from the time that the course is altered and/or the engine is started until the yacht resumes racing.

### 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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