



May 19, 2024
June 23, 2024
July 14, 2024
August 25, 2024
September 29, 2024

Royal Nova Scotia Yacht Squadron

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing 2021 - 2024*.
- 1.2 Rules of the Sail Nova Scotia PHRF-NS fleet shall apply.
- 1.3 All aspects of the RNSYS Constitution and Bylaws shall apply.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted before 1200hrs on the day it will take effect, except that any change to the schedule of races will be posted by 2000hrs on the day before it will take effect.

3 COMMUNICATING WITH COMPETITORS

- 3.1 Notices to competitors will be posted online on the RNSYS website. The documents will be located in the appropriate event listing <www.rnsys.com/events/ladies-first>.
- 3.2 The Race Office is located on the third floor of the club house (Race Director/Sailing Office).
- 3.3 The race Committee will use VHF channel 72 as the working channel.
- 3.4 The following communications will be made by the Race Committee on the working channel:
 - Start area location
 - Courses to be sailed
 - Check in communications
 - Times to class starts
 - Recalls
 - Changes to the course
 - Relevant traffic information
- 3.5 While racing, except in an emergency, a boat shall not make voice or data transmissions related to the race and shall not receive voice or data communication related to the race that is not available to all boats.

4 SIGNALS MADE ASHORE

Signals made ashore shall be displayed from the flagstaff on the water side of the RNSYS Clubhouse.



5 SCHEDULE OF RACES

- 5.1 For each race there will be a mandatory check-in and welcome package pickup 1100 – 1130. Brunch will also be available at this time.
- 5.2 For each race a competitors meeting will be held at 1130 under the tent.
- 5.3 For each race the first warning signal will be at 1300.
- 5.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed at least five minutes before a warning signal is made.

6 HANDICAPS

Yachts can compete with or without a spinnaker. Handicaps will be adjusted by the RC according to the sail inventory declared at check in. The inventory declared and the handicap assigned does not effect the listed PHRF-NS handicap of the yacht in question.

7 CLASSES

- 7.1 If there are sufficient registrations, boat will be split in to two classes, A and B, as follows:

<u>Class</u>	<u>Rating Band</u>	<u>Flag</u>
A	<100	Pink
B	101+	Pink with yellow circle

- 7.2 If there are insufficient registrations then all boats will race as one class using a pink class flag.
- 7.3 Class splits, if any, and the assignemtns of boats to each class will be confirmed at the competitors meeting (SI 5.2).

8 RACING AREA

Races shall be run in Halifax Harbour. The Sail Nova Scotia Course Card shows the racing area and is available online <www.rnsys.com/racing>.

9 THE COURSES

- 9.1 Prior to the first warning signal the courses to be sailed will be announced on VHF channel 72.
- 9.2 The courses will be displayed on a board on the starboard side of the Signal Vessel prior to the first warning signal. The course will consist of a list of marks and the side to which they are to be left, "P" for port and "S" for starboard.

10 MARKS

- 10.1 The Sail Nova Scotia Course Card shows the marks to be used except that the following changes are to be made:
 - Mark 86 Yellow inflatable tetrahedron
 - Mark 87 Orange inflatable tetrahedron
 - Mark 88 Pink inflatable tetrahedron
 - Mark 89 Green inflatable tetrahedron
 - Mark 90 Yellow inflatable cylinder
- 10.2 The following navigational buoys shall be passed on their proper side, unless they are marks of the course:

Hens and Chickens	HQ2	Ives Knoll North	HT2
Point Pleasant	H19	Ives Knoll West	H22
- 10.3 The start and finish mark will be a yellow inflatable pin.



11 INTERFERENCE WITH SHIPPING

- 11.1 Yachts shall not interfere with the orderly passage of a naval or commercial ship.
- 11.2 Any yacht breaching SI 10.1 will be subject to protest by the Race Committee and may be denied entry to subsequent events.
- 11.3 Serious or continued breaches of SI 10.1 may be investigated by the Organizing Authority and/or Sail Nova Scotia to determine if further action is appropriate and what such action may be.
- 11.4 All yachts are encouraged to monitor VHF channel 12, Halifax Traffic Control, while in Halifax harbour.
- 11.5 Engines may be used in an emergency. Details are to be reported to the Race Committee and requests for redress under Rule 62 may be made.

12 THE START

- 12.1 the starting line shall be between a staff displaying an orange flag on the Signal Boat and the start mark.
- 12.2 Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a 75-metre radius around the starting line and its marks.
- 12.3 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 on VHF channel 72. 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).
- 12.4 A fleet that incurs a General Recall shall have their start moved to the end of the sequence of starts. If that fleet is already at the end of the sequence then RRS 29.2 applies.
- 12.5 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee vessel signalling the change shall indicate the new course using a list of the new marks and the sides on which they are to be left. This changes Rule 33.

14 THE FINISH

The finish line will be between a staff displaying a blue flag on the Signal Boat and the finish mark.

15 TIME LIMITS

- 15.1 The time limit for all boats is 3.5 hours.
- 15.2 Boats failing to finish within the time limit, 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 in their class that finished within the time limit. This changes RRS 35, A5.1, A5.2 and A10.

16 HEARING REQUESTS

- 16.1 For each class, the protest time limit is 45 minutes after the last boat in that class finishes.
- 16.2 Protest forms are available online on the RNSYS website <www.rnsys.com/racing>. Protests shall be emailed or delivered to the Race Director <racedirector@rnsys.com> within the protest time limit.



- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 16.4 Hearings will be scheduled for as soon as possible after a request has been received.

17 SCORING

- 17.1 One (1) race is required to be completed to constitute a series.
- 17.2 The race shall be scored Time on Time.

18 SAFETY REGULATIONS

- 18.1 Prior to her preparatory signal, and after the RC announces that the Check-In is open, each vessel shall inform the RC of her intention to race via VHF Ch 72 or voice. The check in shall include the yacht name, sail number, number of persons on board and the sail inventory to be used (spinnaker or non-spinnaker and jib size). Check-in is not complete until a response is received from the RC.
- 18.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 PRIZES

Prizes for the race will be awarded as soon as possible after racing under the tent or, in the case of inclement weather, in the Sailors Bar.

20 RISK STATEMENT

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.**

21 INSURANCE

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

22 FURTHER INFORMATION

For further information please contact RNSYS Race Director, Luke Porter at (902) 414-3284 or racedirector@rnsys.com.

