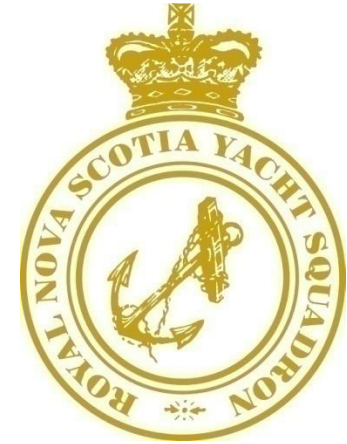


2024 Wednesday Night Race Series I

May 1st – June 19th

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 1600hrs 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/weds-1>. A backup paper notice may be posted on the notice board located at the entrance to the Wardroom.
- 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 Dates of racing:

<u>Date</u>	<u>First Signal</u>
May 1 st	1830
May 8 th	1830
May 15 th	1830
May 22 nd	1830
May 29 th	1830
June 5 th	1830
June 12 th	1830
June 19 th	1830

5.2 One race for each fleet is to be sailed per day.

5.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6 HANDICAPS

6.1 Yachts shall compete with handicaps supplied by the RNSYS Handicap Committee. If no handicap is supplied by the RNSYS Handicap Committee then the current Sail NS PHRF-NS handicap shall be used. These handicaps cannot be contested during the course of the series.

6.2 A list of handicaps supplied by the RNSYS Handicap Committee will be posted on the RNSYS website.

7 SPINNAKER RATING

7.1 For each race in the series yachts shall be assumed to be flying a spinnaker and rated as such unless the Signal Boat is informed to the contrary via VHF or voice and a confirmation is received before the preparatory signal for that race.

7.2 Yachts shall be placed in classes according to their spinnaker rating. Should a yacht choose not to fly a spinnaker it shall not change the class in which she races.

8 CLASSES

8.1 Yachts shall be split into classes based upon their spinnaker rating as follows:

<u>Class</u>	<u>Rating Band</u>
A	< 56
B	56 - 130
C	>130

8.2 The Race Committee may decide to move a yacht to a different class in which case they shall notify the yacht in question prior to the start of that yacht's first race of the series.

9 CLASS FLAGS

Class flags shall be:

<u>Class</u>	<u>Flag</u>
A	Dark Blue
B	Red
C	Green

10 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>.

11 COURSES

11.1 Prior to the first warning signal the courses to be sailed will be announced on VHF channel 72.

11.2 The course 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.

12 MARKS

12.1 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**

12.2 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

12.3 The start and finish mark will be a yellow inflatable pin.

13 INTERFERENCE WITH SHIPPING

13.1 Yachts shall not interfere with the orderly passage of a naval or commercial ship.

13.2 Any yacht breaching SI 13.1 will be subject to protest by the Race Committee and may be denied entry to subsequent events.

13.3 Serious or continued breaches of SI 13.1 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.

13.4 All yachts are encouraged to monitor VHF channel 12, Halifax Traffic Control, while in Halifax harbour.

13.5 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.

14 THE START

14.1 The starting line shall be between a staff displaying an orange flag on the Signal Boat and the start mark.

14.2 Boats whose warning signal has not been made shall avoid the starting area. The starting area is defined as a 50-metre radius around the starting line and its marks.

14.3 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).

14.4 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.

14.5 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.

15 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee shall announce the change on VHF 72. The announcement will contain the class(es) to which the change applies, the mark at which the change applies and the new list of marks and the side to which they are to be left. As a courtesy to racers, a Race Committee boat will be stationed near the mark at which the change applies displaying a Charlie flag and making sound signals to alert racers to the VHF announcements. This changes Rule 33.

16 THE FINISH

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

17 PENALTY SYSTEM

For all classes, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty for infractions outside the zone. Infractions inside the zone still require a Two-Turns Penalty.

18 TIME LIMITS

The time limit for each class is 2 hours after their respective starts or 25 minutes after the first boat in that class sails the course and finishes, whichever is sooner. 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.

19 HEARING REQUESTS

19.1 For each class, the protest time limit is 60 minutes after the last boat in that class finishes.

19.2 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.

19.3 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.

19.4 Protest hearings will be scheduled for 1900hr on the Thursday following the race in question.

19.5 The Protest Committee will be made up of the winner of each class from the previous week and will be headed by the Race Director. Should any member of the Committee be a party to a protest they shall be removed from the Committee for that protest. Should the Race Director be unable to head the Committee he shall arrange a substitute.

20 SCORING

20.1 One (1) race is required to be completed to constitute a series.

20.2 (a) When fewer than five (5) races have been completed a boat's series score shall be the total of her race scores.

(b) When from five (5) to seven (7) races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.

(c) When eight (8) or more races have been completed, a boat's series score shall be the total of her race scores excluding her two (2) worst scores.

20.3 Rule A5.3 applies.

21 SAFETY REGULATIONS

21.1 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 and number of persons on board. If a yacht does not intend to fly a spinnaker it should also be announced at this time. Check-in is not complete until a response is received from the RC.

21.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

22 PRIZES

Prizes will be awarded to the top three (3) finishers in each class for each race. The top three finishers for each class for the series will also be recognized at the Annual Awards and Prize Presentation dinner on November 2nd, 2024. Additional peer and officials awarded prizes are planned for that night, details to follow.

23 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.**

24 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.

25 FURTHER INFORMATION

For further information please contact RNSYS Race Director, Luke Porter at (902) 414-3284 or racedirector@rnsys.com or the Vice Commodore of Sailing at vc sailing@rnsys.com.