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| **Version** | **Change made by** | **Date** | **Short Description of Major Change** |
| Draft V1.0 | RC |  | First Draft |
| Draft V2.0 | RC |  | Tweaks to Paragraph 11, Courses  Changes to Appendix D (Schedule of Races) and Appendix F (scoring) |
| Final Version 1.0 | RC | 27 June 2021 | No Change. Published to Club. |
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**RACE COMMITTEE 2021:**

Fleet Captain Keel - vacant

Will McCrae (Scorer)

Alan Clough (RC1)

Mike Fuessel

Rob Lenters (PHRF-LO handicapper)

Bryce MacKinnon

Jody Pepper

Grahame Richardson (RC2 - Principal Race Officer)

Any questions or concerns should be addressed to Alan Clough, [RCommodore1@cobourgyachtclub.ca](mailto:RCommodore1@cobourgyachtclub.ca)

**Preamble** The notation ‘[NP]’ in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

Abbreviations:

“FS” means Flying Sails;

“NFS” means Non-Flying Sails;

“RC” means the on-the-water Race Committee.

1. **Rules**

This event is governed by the rules as defined in 2021-2024 Racing Rules of Sailing (RRS) as published by Sail Canada and available at [www.sailing.ca](http://www.sailing.ca) except for those rules altered by this Notice of Race and it’s Sailing Instructions.

1. **Sailing Instructions**
   1. The sailing Instructions will be available after 08:00 hours on 27 June 2021 on the Club Web-site;
   2. Changes to the Sailing Instructions will be published on the Club Web-site on or before 08:00 hours on the day of the race. An email notification that a change has been made will be sent via the Club’s web system; however, failure to send or receive such notification is NP.
   3. The RC may make verbal changes to the Sailing Instructions via VHF Channel 06 on the water.
2. **Communications**
   1. Each boat shall carry a VHF radio capable of communicating on channels 06 (Cobourg Y.C Race Committee), 16 (Emergency) & 68 (Cobourg Marina);
   2. The Race Committee will make courtesy broadcast to competitors on Channel 06;
   3. From the first warning signal until the end of the last race of the day], 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.
3. **Eligibility and Entry** 
   1. The event is open to all boats of members of the Cobourg Yacht Club with a valid PHRF-LO certificate; such certificate must be presented to the Race Committee by the conclusion of the last race;
   2. The event is also open to all boats with a provisional or “under-renewal” certificate; if the handicap on the final certificate is different from that used to calculate the results of any races, then the handicap on the final certificate will be used to recalculate the results of all races;
   3. All entrants must complete the Racing Application in Appendix A and email the Application to [RCommodore1@CobourgYachtClub.ca](mailto:RCommodore1@CobourgYachtClub.ca) 72 hours before the first race being entered;
   4. The Racing Application must be accompanied by the Crew Manifest as per Appendix B.
4. **Fees**

Entry fees [including PHRF-LO certificate] for 2021 are $50.00 Canadian.

1. **Crew Limitations**

As per PHRF-LO.

1. **Schedule of Races**

Refer to Appendix D.

1. **Scoring and Club Championships**

Refer to Appendix F.

1. **Equipment and Safety**
   1. All boats shall perform the Crew Over-Board drill and submit certification of same by email to [RCommodore1@CobourgYachtClub.ca](mailto:RCommodore1@CobourgYachtClub.ca) as per Appendix C;
   2. Compliance with the Safety Requirements as established in the current Transport Canada Safe Boating Guide (refer to Transport Canada Web-site) is required for each boat;
   3. Skippers and other persons helming a boat must have a valid P.C.O.C.
   4. Skippers must have the radio operators certificate known as the Restricted Operators Certificate (Maritime).
   5. It is highly recommended, but not yet required, that skippers review the World Sailing Category 4 safety requirements [(refer](http://www.sailing.org/specialregs) to World Sailing web-site) and move toward rectifying deficiencies;
   6. It is highly recommended that at least one person be trained and hold a current certification in Standard First Aid & CPR; this will be requirement in 2022.
   7. Skippers must comply with the requirements for managing concussions (Rowan’s Law – refer to Ontario Sailing web-site), skippers must err on the side of caution, retire and seek medical help for the injured person;
   8. Any yacht retiring from a race shall promptly notify the RC boat of her intentions. If a yacht is unable to reach the RC via VHF a relay should be sent via another yacht;
   9. No yacht shall participate in a CYC sanctioned race with fewer than two persons on board the yacht. Failure to adhere to this rule will result in a score of DSQ.
   10. Yachts racing after sunset are reminded that running lights are required. Yachts finishing after dark must illuminate their sail numbers to have their finish recognized by the R.C. boat.
   11. Each Skipper (Person in Charge) must have on their person or on their boat a copy of the RRS 2021-2024 and this Notice of Race and its Sailing Instructions in printed or electronic form.
2. **Venue**

Races comprising the Wednesday series and the speciality races will be held in an area generally located south of the entrance to Cobourg harbour. The race marks consist of a fixed ‘zero’ buoy (orange/blue double barrel) anchored approximately one nautical mile south of the entrance to the harbour and an inflatable orange/yellow tetrahedron. At the discretion of the RC boat and in the interest of safety, either mark may be used to designate the start line, the other shall be designated as the windward mark.

1. **Courses**
   1. **A**ll Wednesday *Series* races shall consist of a varying number of legs on a Windward – Leeward course. For FS Fleets, when possible, there will be an equal number of windward and leeward legs. All marks are to be passed to Port except for the finish. The windward leg will be approximately 0.75nm or shorter (0.5nm) in light winds or longer in stronger winds (1.00nm) at the discretion of the RC; variances in the length of the windward leg and number of legs are not subject to Protest (NP).
   2. For both FS and NFS Fleets the number of legs will be posted on the RC boat according to the Fleet colour. See Appendix A of the Sailing Instructions.
   3. For Wednesday night racing the NFS Fleet(s) will normally sail a windward leg, a leeward leg and a (final) windward leg.
   4. Speciality Races will use a system of fixed marks; the sequence of mark rounding’s will be established on the day of the race depending on conditions:
      1. Mark 0 is the CYC mark as per paragraph 10 above;
      2. Mark 1 is the Cobourg Water Treatment Inlet Mark, toward the eastern side of the Victoria Beach at approximately 43 56’56N 078 09.02W;
      3. Mark 2 is the Cobourg Waste Water treatment plant outlet near Lucas Point at approximately 43 57’14N 078 07’06W. It is highly recommended that boats consult their charts regarding safe depth before rounding this mark;
      4. Mark 3 is the Cardinal Buoy at Peters Rock Mark is located at approximately 43 56’06N 078 14’29W. It is highly recommended that boats consult their charts regarding safe depth before rounding this mark;
      5. For safety reasons, inshore Marks will be rounded so that the resulting direction after the mark rounding is offshore: Mark 2 is rounded to Starboard, Mark 3 to Port.
2. **Penalty System**

Refer to RRS Rule 44. Rule 44.3 does not apply.

1. **Haul-Out, Diving Equipment and Plastic Pool Restrictions**

None.

1. **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.**

1. **Insurance**

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| Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of $2,000,000 Canadian (Two Million Dollars Canadian) per incident or the equivalent.   1. **D ISCLAMER OF LIABILITY**  **Competitors participate in racing entirely at their own risk (see RRS rule 3, decision to race in RRS). CYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after racing**. |
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**Appendix A**

**Racing Application:**

Boat Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Skipper’s Name:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Skipper’s Contact info: Phone # \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Email \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

PHRF-LO Rating: \_\_\_\_\_\_\_\_

Select which races that will be entered:

Wednesday Series [ ] Flying Sails or [ ] No Flying Sails

Curtis Cup [ ] Flying Sails or [ ] No Flying Sails

Peter’s Rock [ ] Flying Sails or [ ] No Flying Sails

Double Handed Race [ ] Flying Sails or [ ] No Flying Sails

Note. The choice of FS or NFS by race is to help compliance with COVID-19 restrictions. However, Club Championships are for FS and NFS separately and results will not be combined across FS and NFS.

PHRF-LO Certificate #: \_\_\_\_\_\_\_\_\_\_\_\_

Make/Model of boat: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Sail #: \_\_\_\_\_\_\_\_\_\_Alternate Sail #\_\_\_\_\_\_\_\_\_\_

I agree to be bound by the Racing Rules of Sailing 2021-2024, the CYC Notice of Race and Sailing Instructions and by all other rules that govern these events. I am familiar with the 2021-2024 Racing Rules of Sailing, and have read and understand the current CYC Race Instructions & Program. Furthermore, unless the rating for my yacht is revised by PHRF-LO during the course of the current racing season, I agree that the above rating will be applied to my yacht for all CYC races in which I will be participating this season.

There is a $50.00 Registration Fee. Skippers will be invoiced through the CYC billing system and is due upon receipt of invoice. The fee may be pro-rated at the discretion of the RC.

Date: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Signed: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

EACH APPLICATION SUBJECT TO RACE COMMITTEE APPROVAL

**Must be submitted by email to** [**RCommodore1@CobourgYachtClub.ca**](mailto:RCommodore1@CobourgYachtClub.ca) **72 hours before the first race entered**

**Appendix B**

**Crew Manifest:**

The crew manifest will be used in the event of an emergency involving your boat.

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| **Name** | **E-Mail** | **Emergency Telephone Number** |
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**Must be submitted by email to** [**RCommodore1@CobourgYachtClub.ca**](mailto:RCommodore1@CobourgYachtClub.ca) **48 hours before the first race entered**

It is the Skippers responsibility to keep this document up-to-date by submitting revisions as and when needed.

**Appendix C**

**Crew Over Board Drill and safety equipment review**

Boat Name:

Sail #:

As skipper, I have reviewed with my crew the safety features on my boat and the location of the various safety devices (PFDs, current flares, VHF radio, bailing bucket / bilge pump, fire extinguisher, waterproof flashlight, emergency plugs for through-hulls, knife for cutting lines, device to cut mast shrouds, man-overboard pole/throwing buoy, life ring, etc.)

Skipper and Crew have completed a crew overboard drill on \_\_\_\_\_\_\_\_\_\_\_ (date)

Skipper’s Name: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

Skipper’s Signature \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Must be submitted by email to** [**RCommodore1@CobourgYachtClub.ca**](mailto:RCommodore1@CobourgYachtClub.ca) **before 28 July 2021**

**Appendix D**

**Schedule of Races**

**COVID-19 Regulations**

1. Individual Skippers are responsible for adherence to prevailing Regulations by themselves and their crew. Compliance will not be monitored by the Race Committee (RC), non-compliance be not be protestable (NP) under the Racing Rules of Sailing.
2. The restrictions on the use of the club-house will be established and published by the Vice-Commodores from time-to-time, as needed.
3. The overarching Regulations that apply to Racing, after discussion with the Ontario Sailing Association are as follows:
   1. CYC Fleets (known as “groups” in the Regulations) cannot exceed 50 people;
   2. any one event, such as a Wednesday Night Race (known as a “league” in the regulations) cannot exceed 100 People including the RC;
   3. Compliance will be monitored through the Crew Manifests.
4. Racing will only be permitted when the KHPR Health Unit is in a colour code of green, yellow or Orange; if the colour code is red, grey or lockdown then racing will be suspended.
5. Depending on numbers of entrants and the PHRF handicap of their boats, the boats will be assigned to a Fleet in the usual manner; however, after a boat has been assigned to a Fleet it cannot change Fleet, this is a COVID related restriction which says that teams (Boats) cannot change groups (Fleets).
6. All events, including specialty events, must adhere to the groups (Fleets). The intention is that the Wednesday night events will follow the traditional format (FS Fleets, Gold Fleet first and so on). Specialty events cannot use mass starts but must adhere to the groups (fleets); therefore, they will be in reverse order with NFS fleets(s) first. The definitive statement on starting sequences will be in the Notice of Race and the Sailing Instructions.

**Appendix D (Continued)**

**Schedule of Races**

**CYC 2021 Keelboat Racing Calendar**

Pre-Season Skippers Meeting tbd

Barren Launched 5 June

CYC Lift In June 5th

Sail-past Saturday July 3rd to be confirmed

Wednesday Night Series Race 1 July 7th

Wednesday Night Series Race 2 July 14th

Wednesday Night Series Race 3 July 21th

Curtis Cup Saturday July 24th

Wednesday Night Series Race 4 July 28th

Wednesday Night Series Race 5 August 4th

Wednesday Night Series Race 6 August 11th

Double Handed Race Saturday August 14th

Wednesday Night Series Race 7 August 18th

Wednesday Night Series Race 8 August 25th

Wednesday Night Series Race 9 September 1st

Peter’s Rock Saturday September 4th

Wednesday Night Series Race 10 September 8th

Wednesday Night Series Race 11 September 15th

CYC Lift Out 1 [[1]](#footnote-1) Sept 25th

CYC Lift Out 2 Oct 23rd

The start sequence for Wednesday races will commence at 18:15 hours except for Wednesday races from August 18th onward which will commence at 18:00 hours.

## **Appendix E**

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## **Appendix F**

**Scoring and Club Championships**

1. **There will be two Divisions; one for Flying Sails (FS) boats and one for Non-Flying Sails (NFS) boats. Each Division will have one or more Fleets. Each Division will have an overall club champion**. In Wednesday Series racing and Speciality races scoring will be at the Fleet level.
2. Finishing times will earn points as follows; 1st = 1 point, 2nd = 2 points, 3rd = 3 points, etc. For all races the Low Points system will be used.
3. Scoring abbreviations see Appendix A, item A10 in the 2021 - 2024 RRS. Boat will be scored as follows: OCS, UFD, BFD, DNS, NSC, DNF, RET = Number of boats sailing in the race for the fleet + 1. DNC, DSQ, DNE = Number of boats registered in fleet for series + 1.
4. Wednesday night Series scoring will be based on a minimum of five races series. Should fewer than five races be completed, the series will be cancelled but the completed races will apply to determine overall club champions. No make-up races will be held.
5. Throw-outs for Wednesday Night series will be calculated as follows: 5 races or fewer, no throw-outs. 6 or 7 races, 1 throw-out, 8 or 9 races, two throw-outs, 10 or 11 races, three throw-outs.

7. The Club Champions for each Division will be determined by the RC based on points earned as follows.

- (40 points) Wednesday series

- (5 points) Curtis Cup

-3 bonus points for 1st, 2 points for 2nd, 1 point for 3rd in the Peter’s Rock and Double-handed races.

A maximum of 45 points plus 6 bonus points are available to each boat with distribution based on finish position in each event:

1st = 100% of points, 2nd = 90% of points, 3rd = 80% of points ... 10th = 10% of points.

Ties will be broken based on: Overall Wed. series finish, and finally, one of the specialty races.

1. Breaking Ties for Race series: refer to appendix A8 of the RRS.
2. In an event where no boats in a Fleet finish then that event will be discarded for that Fleet as if the event never occurred. That is, RRS 35 & Rule 90.3 (a) will apply at the Fleet level and not at the Division level nor across Divisions.

**Appendix G**

**Alternate Start and Finish Lines when no RC is available.**

In the absence of an RC boat, the methods of start and finish must be announced on Channel 6 before the commencement of the Start sequence and/or at a Skippers meeting prior to the event.

**Start Line**

1. A Rabbit start shall be used for Winward/Leeward courses; it can be used in other events if appropriate. The Rabbit will be the slowest boat racing as determined by PHRF-LO handicap, that is the boat with the numerically largest handicap number. The Rabbit will announce the time sequence as per paragraph11.1 on VHF Channel 6, and use an air horn for the sounds signals if one is available; discrepancies in precision shall not be grounds for protest (NP). The Rabbit shall sail on Port Tack and immediately after closely passing the starting mark at the Start of Race signal, shall sail close-hauled on port tack thereby creating a start line between the starting mark and the stern of the Rabbit.; in the event of a Port/Starboard situation (Rule 10) during the start and involving the Rabbit, the Rabbit will be exonerated without penalty; this does not relieve any boat of its obligations under Rule 14 (Avoiding Contact). All other boats shall start on Starboard tack. The Rabbit is free to tack subject to all applicable conditions of the RRS when it has created a start line of approximately (the number of boats competing multiplied by their average boat length), or all boats have crossed its stern, whichever comes first.

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1. For a point-to-point race a start line can be made by using a line made from a fixed position on shore and floating marker buoy. For example, the Cobourg Harbour East Tower and the Zero Buoy. A designated boat will announce the time sequence as per paragraph11.1 on VHF Channel 6, and use an air horn for the sounds signals if one is available; discrepancies in precision shall not be grounds for protest.
2. The absence of Flags (Fleet, Prepatory) shall not be grounds for protest. The above items modified RRS 26 and, when used, are NP.
3. Note: the RRS Definition of Start is not and cannot be changed.

**Finish Line**

1. For windward/leeward courses boats will finish when they have successfully rounded the finish mark by the bow of the boat crossing the extension of a line drawn between the previous mark and the finish mark. Boats are responsible for noting their finish times in either elapsed time or 24 hour EDT in hours, minutes and seconds and communicating that time to the RC.
2. For point-to-point races a finish line can be made by using a line from a fixed position on shore and a floating marker buoy. Irrespective of whether or not the race is buoys to port or buoys to starboard, in this circumstance, Boats shall finish with boat length abeam of the floating mark. Boats will contact the RC by VHF radio channel 06 when approaching the finishing mark, and then letting the RC know when they have successfully crossed the finishing line; boats are responsible for noting their finish times in either elapsed time or 24 hour EDT in hours, minutes and seconds and communicating that time to the RC.

Note: the RRS Definition of Finish is not and cannot be changed.

1. Lift Out dates to be confirmed depending on number of boats [↑](#footnote-ref-1)