

Sailing Instructions for Racing

General Entries

1. General

1.1 All boats participating in club races shall be equipped in accordance with the Canada Shipping Act, (CSA 2001) SOR/2008-272, pertaining to safety equipment and lights.

1.2 Racing is governed by the International Sailing Federation (ISAF) 2009-2012 Racing Rules of Sailing (RRS) as amended.

1.3 A boat entering a National Yacht Club (NYC) event shall carry a minimum of 1 million dollars liability insurance coverage.

1.4 Races shall be governed by ISAF Regulation 20 (Advertising).

1.5 Spinnakers shall not be flown in Toronto Harbour, including the Eastern and Western Gaps, between the West Entrance Buoy 'TT3' and the Outer Harbour Buoy 'T7'.

1.6 No boat shall be raced single-handed, except those classes (e.g. Lasers) designed primarily for single-handed sailing.

1.7 A boat carrying an anchor that protrudes beyond the bow shall remove it when racing.

1.8 Any boat retiring from a race shall notify the Race Committee, either by hail or by VHF radio on channel 9, at the earliest opportunity. Failure to do so will be subject to protest. If the protest is upheld, the boat protested will be scored DNE (see 16.1). In the event of a second or subsequent offence, the Race Committee will report their findings to the Board of Directors for action.

2. Entries

2.1 Boats owned or chartered by NYC members in good standing, or members of CFSA or from neighbouring clubs may participate in any NYC race. In addition, boats given special permission by the Vice Commodore Fleet may also participate in club races.

Registration

About our trophies

Most NYC trophies have a long and revered history.

Did you know... yacht clubs in the early days (1890's to 1930s) awarded a trophy to a yacht owner as a keeper trophy once a yacht had won the trophy three times. A new trophy would then be competed for. 1930's Deeds of Gifts started to change this practise as trophies became more expensive.

Oldest trophy still held by the Club - Whinton Shield - 1903. Donated by Captain Art Whinton and family for cruising races. Still awarded annually for that purpose today. The Whinton's were founding members of NYC.

In the early 1930's to bridge internal rifts between sailors and power boaters, several trophies were commissioned by sailors for power boat events and vice versa. Examples:

- Loren Ardiel trophy - 1930 for Class A 14' dinghies. Ardiel was Chair of the NYC Power Boat Section and President, Cdn Powerboat Association. The Ardiels held world power boat speed records.

2.2 Registration

Registration forms will be available in the Sailing Office, in the NYC office, or at the Officer of the Day station. A boat will be entered in the Race Committee Sailing Office Register when:

- her owner has completed a registration form and submitted it to the NYC office or Sailing Office;

- her owner has signed a liability release form and submitted it to the NYC office; and,

- she holds a valid PHRF certificate or one-design class measurement certificate, or gets assigned a rating under 2.5.

2.3 A boat shall be entered in the Race Committee Sailing Office Register at least one week prior to its first midweek race. Entry on a race night will not be recognised.

2.4 A boat will be registered for a series when she is listed in the Race Committee Sailing Office Register and she has started one race of the series.

2.5 Boats shall race as a one-design class, under the PHRF-LO handicap system, or under the Portsmouth Rating System for dinghies. Boats not holding a valid rating certificate will be assigned a provisional PHRF rating, which shall be the lowest for the class minus six. It is the responsibility of the boat owner to ensure that a valid rating has been filed with the Race Committee. No rating will be changed retroactively within a series.

2.6 Weekend Race Registration

There will be separate registration for the Spring and Fall Round the Island and Frigidaire races. Registration forms will be available on the notice board (see 3., below) and at the Officer of the Day station.

Monday Nights Crew Race Requirements

2.7 Monday Night Requirements

2.7.1 Boats racing in the Women's series shall have a woman skipper and a majority of female crew.

2.7.2 Any dinghy may be raced in the dinghy fleet, if it conforms to the all prescriptions of these Sailing Instructions (including safety equipment). All dinghies will be assigned a Portsmouth rating by the Race Committee. Dinghy crews shall wear approved personal buoyancy while racing and their boats shall be equipped with a 10m. towline.

2.7.4 A beginner's boat is a boat racing under the helm of a sailor with less than two years' experience at helming in a race.

2.7.5 Any boat may be raced in the double-handed fleet, provided that it may do so in a safe and seamanlike manner. All double-handed boats must have PHRF certificates, including one-design boats.

2.8 Midweek Crew Race Requirements

This race gives an opportunity for Tuesday and Wednesday series crew and helmsperson to reverse roles. A helmsperson during this race shall:

be a member of the National Yacht Club or a member of a neighbouring club with the permission of the Race Committee;

have been a member of the boat's crew during the current season, but not regularly helmed; and,

not have been a winner in this event in the previous two years.

more on trophies

• 1932 Thatcher Trophy for Top Power Boat in an NYC Open Regatta was donated by sailor and Vice Commodore Jack Thatcher.

What's behind the trophy name:

Hammer – donated 1938 by Fred Hammer for power boat cruiser races.

Frigidaire – donated 1950 by Carl Cannon for Competition in sailing. A power boater, Cannon was President of Frigidaire Canada. Frigidaire funded numerous undertaking around NYC in the 1950s.

Cope – Presented to members bringing outstanding recognition to the Club. Awarded in 1942 in memory of C.H. Cope.

Lighthouse trophy – 1931 - For 1st yacht across the line sighted from the Queen's Wharf lighthouse (now on Fleet Street) on the annual cruise race home from Oakville.

Kermath trophy – 1933 – Kermath Marine was a large marine engine firm in the first half of the century. Kermath sponsored NYC's annual Invitational Power Boat Cruiser race for over 20 years.

Notices to Competitors Signals Made Ashore

more on trophies

Trade Fair trophy – 1950 –
Donated by the International
Trade Fair (now the CNE) for
Lightning competition.

Commodores Trophy for
midweek competition dates to
1936 when Commodore Burgess
chose to encourage and expand
week night racing.

Lou Marsh Trophy -1936- one of
several Club trophies dedicated
by members to Commodore
Marsh's memory. His funeral
was one of the largest ever held
in Toronto. Canada's Athlete of
the Year trophy is still awarded
annually in his name by Canada's
Sports Hall of Fame of which he
is a member.

3. Notices to Competitors

Notices to competitors will be posted on the official notice board, located in the west corridor on the ground floor of the NYC clubhouse.

3.1 Changes in Sailing Instructions

Any change in the sailing instructions will be posted on the official notice board at least one and one half hours before the day's scheduled start. The Race Committee vessel will fly code flag "L" and make a sound signal when a change to the sailing instructions has been posted. The Race Committee may repeat the change to the sailing instructions on VHF Channel 9, 10 minutes before the warning gun for the first race of the day.

4. Signals Made Ashore

Signals made ashore will be displayed on the club flagpole according to Race Signals of the RRS. In the case of a postponement ashore, the first warning signal will be made no sooner than one half hour after "AP" is lowered ashore. This amends RSS Race Signals.

NYC Race Schedule

5. Schedule of NYC Races

Race	Schedule Date	Scheduled Warning Signal Time
Practice starts	May 11 & 12, 2010	1825
Spring Round the Island	May 24, 2010	1400
Mondays		
Spring Series	May 17 to July 5, 2010 (excluding May 24)	1825
Summer Series	July 12 to Aug. 30, 2010 (excluding Aug. 2)	1825
Tuesdays		
Spring Series	May 18 to July 6	1825
Summer Series	July 13 to Aug. 31, 2010	1825
Crew Race	Sept. 7, 2010	1825
Wednesdays		
Spring Series	May 19 to July 7, 2010	1825
Summer Series	July 14, 2010	1825
Crew Race	Sept. 8, 2010	1825
Frigidaire	Aug. 15, 2010	1100
Fall Series Wednesdays	Sept. 15 to 29, 2010	1800
Fall Round the Island	Oct. 2, 2010	1400

Divisions

6. Divisions

6.1 Midweek Racing Divisions

Division allocations will be posted on the official notice board prior to the first race of a series. The Race Committee reserves the right to assign a boat to a particular division in the best interests of the NYC fleet. A one-design class with at least five registered boats may request to be scored separately and will be assigned an appropriate division start.

Monday

DIVISION	CLASS
Division 1	Women's & white sail
Division 2	Beginners and doublehanders
Division 3	Dinghies and 2.4mR

Tuesday

DIVISION	CLASS
Division 1	Shark and Star classes
Division 2	PHRF V (Level PHRF 222)
Division 3	PHRF IV (white sail) PHRF III (white sail)
Division 4	PHRF II (white sail) PHRF I (white sail)

Wednesday

DIVISION	CLASS
Division 1	PHRF V, J22, J24
Division 2	PHRF IV
Division 3	PHRF II & III
Division 4	PHRF I

6.2 Weekend Racing Divisions

Divisions and division allocations for the Spring and Fall Round the Island and Fridgairre races will be posted on the notice board one hour prior to the warning signal.

DIVISION	CLASS
Division 1	One design classes (Shark, Star, J22, J24)
Division 2	Cruising white-sail I & II
Division 3	PHRF I, II, III

Racing Area

7 Racing Area

The racing area for midweek racing will be in Humber Bay as shown in Figure 1 on page 20-21. The racing area for weekend racing will be in Lake Ontario, including Humber Bay and Toronto Harbour.

7.1 Obstructions

Boats shall not enter the areas at the ends of the runways of Toronto Island airport as defined by the white buoys. The boundary defined by these buoys shall rank as an obstruction. Commercial traffic shall be considered an obstruction.

7.2 Courses

Courses will be set in one of two manners: by referring to marks by their designated codes listed in 8, below; or by specifying a bearing and range to the first mark of one of four course diagrams (Figs. T, U, V or W). Course diagrams show the courses, including the approximate angles between legs and the order in which marks are to be passed.

7.2.1 Marks in midweek racing shall left to port. Marks in the Spring and Fall Round the Island races shall be left to starboard if starting in Toronto Harbour, and left to port otherwise. Other club weekend races may have Sailing Instructions issued separately.

7.2.2 Courses by Designated Marks

Code letters from the list in 8 below will be posted on the Committee Boat prior to the warning signal. The course will be from the starting line, rounding, or passing the marks in the order posted. The Race Committee may also post "X" followed by a numeral, indicating the number of times the sequence of designated marks is to be rounded.

An example of a fixed mark course displayed on the committee boat stationed at Dufferin.

3 1 D X 2

This would indicate start to NYC 3, NYC 1, Dufferin, twice around the course, with a finish at Dufferin.

NOTE: Any leg of a course which includes the '7' mark (T1), requires that the "G" mark shall be passed to seaward.

Courses

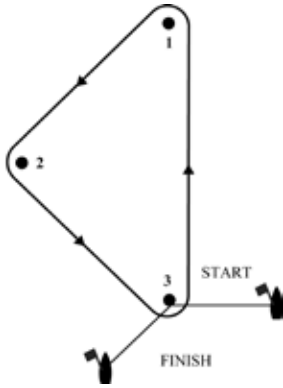


Figure T

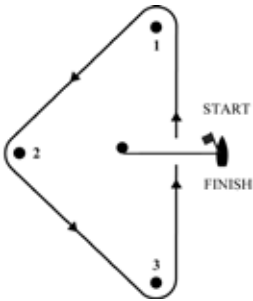


Figure U

7.2.3 Courses by Course Diagram

The Race Committee will post the magnetic compass bearing to the first mark, followed by the distance from the starting line in nautical miles and tenths.

An example of a bearing and range displayed on the committee boat:

180 0.8

This would indicate a course of 180 degrees to the first mark, eight tenths of a mile in distance.

The Race Committee may also post “X” followed by a numeral, indicating the number of times around the course is to be sailed.

The Race Committee will also display one of four code flags, to indicate which of the four course diagrams is in effect.

7.2.3.1 Code Flag T

When the Race Committee displays code flag “T” the course will be a triangle with a finish at the end of the third leg of the triangle. See Figure T.

7.2.3.2 Code Flag U

When the Race Committee displays code flag “U” the course will be a triangle with a weather mark upwind of the start-finish line, a leeward mark downwind of the start-finish line, and a gybe mark. See Figure U. For greater clarity: in a race where the Race Committee has indicated that the course is to be sailed two times around, competitors shall sail a course consisting of: Start - 1 - 2 - 3 - 1 - 2 - 3 - Finish. Note: after starting the start line is neither a mark nor an obstruction.

Courses

7.2.3.3 Code Flag V

When the Race Committee displays code flag “V” the course will be a windward-leeward course with a weather mark upwind of the start-finish line, a leeward mark downwind of the start-finish line. See Figure V. For greater clarity: in a race where the Race Committee has indicated that the course is to be sailed two times around, competitors shall sail a course consisting of: Start - 1 - 2 - 1 - 2 - Finish. Note: after starting the start line is is neither a mark nor an obstruction.

7.2.3.3 Code Flag W

When the Race Committee displays code flag “W” the course will be a windward-leeward course with a windward mark and an offset mark, a single leeward mark to windward of the start-finish line, and a downwind finish. See Figure W. For greater clarity: in a race where the Race Committee has indicated that the course is to be sailed two times around, competitors shall sail a course consisting of: Start - 1 - 1a - 2 - 1 - 1a - Finish. Note: mark 2 is not a mark of the course for boats beating to 1 for the first time, nor is it a mark of the course for boats on a run to finish.

7.2.4 Dinghy Fleets and 2.4mR fleets may use a separate course and may have separate Sailing Instructions.

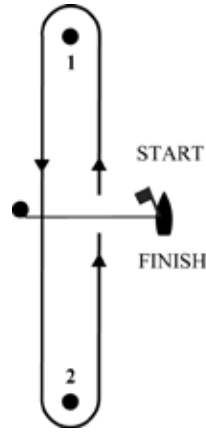


Figure V

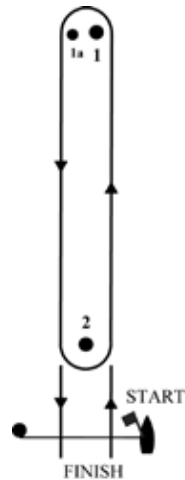


Figure W

Marks

8. Marks

8.1 List of Designated Marks

CODE LETTER	DESCRIPTION	LIGHT LIST No.
0	NYC Mark.	Refer to Figure 1 on page 21 Private
1	NYC Mark.	Refer to Figure 1 on page 21 Private
2	NYC Mark.	Refer to Figure 1 on page 21 Private
3	NYC Mark.	Refer to Figure 1 on page 21 Private
4	NYC Mark.	Refer to Figure 1 on page 21 Private
D	Toronto West Entrance Buoy (Dufferin fairway)	513
G TE18	Gibraltar Point Buoy (red)	511
5	Port Credit Mark: an orange pyramid buoy located immediately south of the entrance to the Port Credit Yacht Club. Private	Private
7 T1	Toronto Harbour Outer Approach Buoy (green)	509
8 TT12	Toronto Harbour Buoy east of the eastern end of the western entrance to Toronto Harbour (red)	518.1
9 TT3	West Entrance Buoy (Western Gap green)	515
L T7	Outer Harbour Buoy (green, south of Eastern Gap)	509.6
K	Yellow pyramid inflatable mark	
M	Orange pyramid inflatable mark	
N	Red pyramid inflatable mark	

8.2 Marks in Course Diagrams

Marks will be inflatable pyramid marks. Change marks (see 9, below) will be of a contrasting colour to the original marks.

Change of Course The Start Recalls

9. Change of Course after the Start

At any mark the race committee may signal a change in a subsequent leg or legs of the course by displaying code flag “C” with repeated sound signals.

9.1 Courses by Designated Marks

The subsequent mark or marks of the course will be displayed from a Race Committee vessel. This replaces RRS 33. In the case of a change to mark “K” the bearing to the new mark will be displayed as

Example: K 275 G

And will indicate a change, the next mark to be an yellow pyramid inflatable mark, at a bearing of 275 degrees followed by a finish at Gibraltar.

9.2 Courses by Course Diagram

Changes will be signalled according to RRS 33 (a) (1).

10. The Start

10.1 Races will be started according to RRS 26. For purposes of warning signals in the starting sequence the class flag will be the division number pennant. The warning signal for each succeeding class will be made with or after the starting signal of the preceding class.

10.2 The starting line will be between the mast of the committee boat flying an orange flag, and the adjacent mark.

10.3 Boats shall check in with the Race Committee by sailing, on starboard tack if possible, past the stern of the Committee boat before the first warning signal. NOTE: The Race Committee may fly code flag ‘Y’ (lifejackets must be worn). Any boat with crew not wearing lifejackets when instructed will be subject to protest. This instruction does not relieve the skipper of the duty to ensure the safety of the crew.

10.4 Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made.

11. Recalls

11.1 The Race Committee may attempt to hail each premature starter. Failure of a premature starter to hear her hail will not be grounds for redress.

The Finish Time Limit Protests

11.2 General recalls will be signalled in accordance with Rule 29.3; but the division recalled will restart in sequence after all scheduled succeeding divisions, i.e. The warning signal of the first recalled division will come after, or simultaneously with, the start of the last scheduled division. In the event that the last division to start is recalled, a new warning signal will be made subsequently. This modifies RRS 29.2.

12. The Finish

12.1 For courses by designated marks, the finish line will be between the blue flag on a Committee boat and the last designated mark.

12.2 For courses by course diagram, the finish line will be between the blue flag on a Committee boat and the adjacent mark, as illustrated in the course diagrams.

13 Time Limit

The time limit of midweek course races is 2 ½ hours from the start of the first division for all races, except for the last three races of the summer series, the crew races, and the Fall series, when the time limit is 2 hours from the start of the first division. For dinghy classes, the time limit will be local sunset, except for the last three races of the summer series, the crew race, and the Fall series, when the time limit will be 30 minutes before local sunset. This changes RRS 35.

Series	Keelboat Time Limit	Dinghy Time Limit
Spring Series	2.5 hours after start of first division	Local sunset
Summer Series races 1-4	2.5 hours after start of first division	Local sunset
Summer Series races 5-8, Crew race	2 hours after start of first division	30 minutes before local sunset-
Fall Series	2 hours after start of first division	30 minutes before local sunset

14. Protests and Requests for Redress

14.1 Protest forms are available at the Officer of the Day Station and from the Sailing Office.

14.2 A completed protest form shall be filed with the Race Committee at the Sailing Office within the following time limits:

Midweek races: 1 hour from the Race Committee's return to the dock.

Weekend races: 2 hours from the time the protesting boat finishes or retires.

Protests Taking a Penalty

14.3 For midweek races, within 30 minutes of the end of the period for protests in 12.1 (b), the Race Committee will post a list of boats protesting and protested. For weekend races, the notice will be posted by 1000 hrs the following day. The posted notice will serve as the official notification of the parties as required by RRS 63.2. and RSS 61.1 (b).

14.4 An arbitration hearing may be held for midweek races on the evening of the race if there is an alleged infringement of a rule of Part 2 of the Racing Rules of Sailing or of RRS 28 or 31. This modifies Rule 63.1. Please note: arbitration hearings for Monday night races will be held on the Tuesday following the race. An arbitration hearing of about 15 minutes will be conducted immediately after protests are posted in the following manner: The parties to the hearing will meet with one member of the Protest Committee (the Arbitrator). The protestor will present the basis for the protest, including the rules(s) considered infringed. The party protested may respond, citing any other rules believed applicable. The parties shall address their remarks only to the Arbitrator. The Arbitrator may:

- (i) decide that the matter will go to a full protest hearing;
- (ii) recommend that one party accept a 40% penalty, as defined in RSS 44.3(c);
- (iii) recommend that the protest be withdrawn.

If the Arbitrator's recommendation is not accepted, the matter shall go to a full hearing. Acceptance of the recommendation of the arbitrator shall be final, and not grounds for appeal or redress.

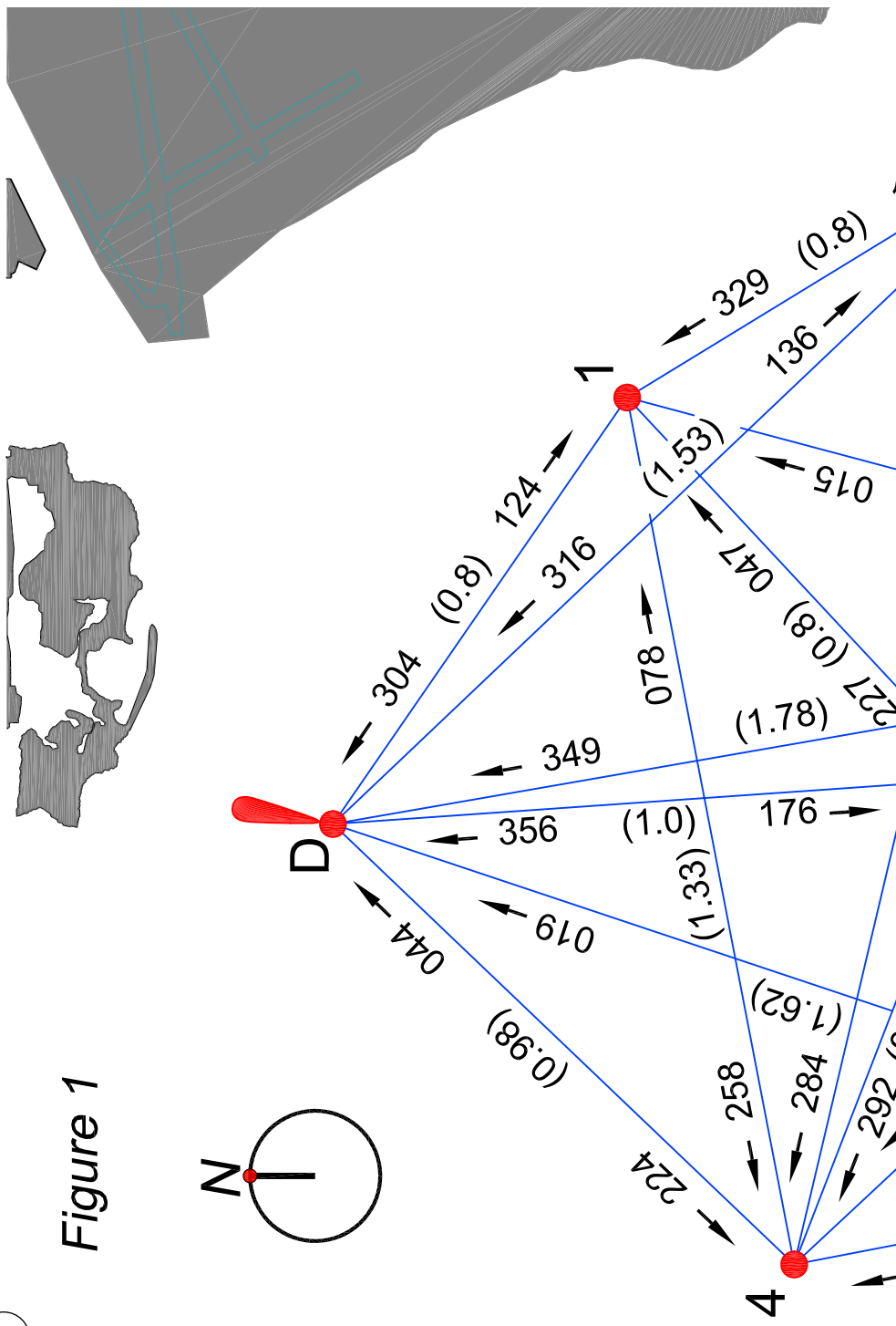
14.5 Protests regarding club midweek and weekend races will be heard on the following evenings: May 27; June 24; July 29; August 26; and October 4, 2010.

14.6 Observers are welcome to attend protest hearings.

15. Taking a Penalty

RRS 44.1 is modified as follows: If the infringing boat has a spinnaker set and drawing at the time of the infringement, she may drop it so the head is below the boom while taking her penalty and reset it after taking her penalty. The penalty is then one full turn including one tack and one gybe instead of two.

Figure 1



16. Scoring

16.1 Scoring will be the Low Point System as described in RRS Appendix A with the following modifications: - The finishing position for:

DNF is the number of boats that started in that class plus one.

DSQ is the number of boats that started in that class plus one.

OCS is the number of boats that started in that class plus one.

DNE is the number of boats that started in that class plus two, and cannot be dropped from the boat's series scoring.

DNS is the number of boats that started in that class plus two.

16.2 PHRF classes will be scored using the time-on-time method.

17 Prizes

17.1 Prizes for Midweek Races

RRS Appendix A is amended as follows:

17.1.1 Races to count:

Monday spring series: 7 races in May, June & July

Races completed in class Races to count

5 or more 5

4 or fewer all

Monday summer series: 7 races in July & August

Races completed in class Races to count

5 to more 5

4 or fewer all

Tuesday, Wednesday, spring series: 8 races in May, June & July

Races completed in class Races to count

8 6

5 or more, but less than 8 5

4 or fewer all

Tuesday, Wednesday, summer series:

8 races in July, August & Sept (Wed.).

Races completed in class Races to count

8 6

7 or 6 5

5 or fewer all

Prizes

17.1.2 Prize flags will be awarded in each class for each midweek racing series, based on a boat's best position in the races above. NYC trophies will be awarded to the boats with the best standing in each class, based on 70% of the total number of midweek races completed over the entire season. Trophies will not be awarded in series where fewer than 2 boats compete.

17.2 Prizes for Weekend Races

NYC trophies will be awarded to the boats with the best standing in each class of individual Weekend Races provided at least 2 boats compete in the class. Where fewer than 2 boats compete in a specific class, the boat may compete in the next most applicable class. In the event of a tie, the trophy shall be shared. Prize flags will be awarded as follows:

Class Entries	Flags for
1	First
2 or 3	First and Second
4 or more	First, Second & Third

Skippers, we want YOU to volunteer for Race Committee !!

This year we're requiring all racing skippers to be responsible for providing volunteers for a total of two events aboard Grand National or on one of the other R/C boats over the course of the season. This could be as driver for a midweek evening race or as a mark setter during the day for a weekend regatta, for example. You will earn Club Hours while on the water enjoying a different perspective of racing.

We need your help to ensure that your Race Committee delivers quality racing for a growing number of racing programs, programs that are so important for this Club's growing status in the racing world, Club growth and your personal racing satisfaction.

Please select your race dates, and then either sign up on the Volunteer's Schedule posted on the Bulletin Board or contact the Race Committee to volunteer.