

1. SAFETY

- 1.1. The safety of a boat and her crew is the sole responsibility of the owner/s and/or skipper, who must ensure that the boat is fully sound, thoroughly seaworthy and manned by a competent and experienced crew. He or she must be satisfied as to the soundness of the hull, spars, rigging, sails and gear.
- 1.2. The skipper must ensure that all required safety equipment is present and in good working condition and that the crew is familiar with its location and use.
- 1.3. It is the responsibility of the skipper of each boat to decide whether or not to start, continue in, or retire from a race.
- 1.4. The skipper is also reminded that he/she is responsible for obeying all applicable rules and for the conduct of the crew and guests.
- 1.5. Every boat participating in races must be insured as per the rules of PYC.

2. GENERAL

- 2.1. These instructions apply generally to all racing done under the auspices of the PYC. However, it may be necessary to amend these instructions from time to time. If this happens, participants will be notified at the race meeting.
- 2.2. All PYC yachts are eligible to compete in PYC races. A list of races is provided in the club schedule, and a list of trophy races plus burgee awards is located on the club bulletin board.
- 2.3. **Regular participants in Saturday club races must have a valid PHRF-LO racing certificate. Boats that do not possess a valid PHRF-LO racing certificate will not be allowed to participate in the race. Boats not participating in a club race are asked to KEEP CLEAR OF RACE PARTICIPANTS.** To obtain a PHRF-LO racing certificate, contact either Peter Shirer or Rob Currie.
- 2.4. A file folder containing copies of all current PHRF-LO certificates is located in the clubhouse. Boat owners are reminded of the need to carry a copy of their current certificate with them when competing in races away from the club. Note that it is the responsibility of boat owners to ensure the information shown on their certificates is valid (if in doubt, please check with the club handicappers or other experienced racers).
- 2.5. All races, unless otherwise posted, are scored using the PHRF-LO handicaps. Points are awarded as follows:

Circumstance	Points awarded
1st place, 2nd place, 3rd place, etc	1, 2, 3, etc
DNC (did not come to start area)	No of starters in fleet + 2
DNS (came to the start area but did not start)	No of starters in fleet + 1
DNF, RET (did not finish, retired)	No of starters in fleet + 1
DSQ (disqualified)	No of boats starters + 2

- 2.6. All races are sailed under the current World Sailing (previously known as ISAF) 2017 - 2020 Racing Rules as amended by Sail Canada and PYC Race Instructions.
- 2.7. Rules will apply in the following preference:
 - (a) PYC Race Instructions, (b) Sail Canada, (c) World Sailing (RRS)

- 2.8. A race committee boat (RC boat) will be utilized for to start and time all participants. The RC boat will normally fly a green "on station" flag at all times. However if there is a course change between the skippers meeting and the start of the race, the RC boat will fly the "L" flag (yellow and black) prior to the race. The start and finish lines will be between this flag on the RC boat and a red marker that it places.
- 2.9. The RC will monitor VHF channel 72 at all times while out of harbour. It is strongly recommended that all participating boats have an operating and useable VHF transmitter/receiver on board during all races.
- 2.10. **Any boat abandoning a race shall make every effort to notify the RC in a timely manner.** This can be done by sailing/motoring close aboard the RC boat and notifying them verbally, by notifying them by VHF (channel 72), or by notifying another competitor who will then relay the information to the RC. Any yacht abandoning a race that requires assistance should ensure that some other racer is aware of this fact and will relay the information to others as required.

3. SPECIAL RULES & RACE INSTRUCTIONS

- 3.1. All yachts must display their correct sail numbers if they wish to be scored.
- 3.2. Any changes to a yacht or her equipment that may affect her rating must be submitted to the club handicappers (Peter Shirer or Rob Currie) for approval and a new rating prior to its use.
- 3.3. There will be a race meeting held every race day prior to leaving the harbour for racing. Race meetings will commence 1 hour before the start of bay races, 1 hour and 30 minutes before the start of lake races, and 45 minutes before the start of Wednesday night races. When two races are to be held on one day, there will only be one race meeting (held before the start of the first race). The course to be sailed plus any special instructions will be discussed at these meetings.
- 3.4. When two races are scheduled on one day, the second race will start approximately 15 minutes after the last boat finishes the first race (unless advised otherwise).
- 3.5. A race sign-up sheet will be provided for every race (two races on one day = two sign-up sheets). Every skipper must ensure that his boat number and name is entered correctly on the race sign-up sheet at each race meeting prior to leaving the race meeting - please enter your boat in the appropriate fleet.
- 3.6. In exceptional circumstances, a participant may communicate their entry by VHF (channel 72) or verbally to the RC prior to the Preparatory signal.
- 3.7. Any last-minute changes to these sailing instructions will be notified by the RC boat flying the "L" flag in place of the green "on station" flag and course details given via VHF (channel 72) on the water. **Any participants without an audible VHF radio tuned to channel 72 should pay attention to the flags flown by the RC boat as they may miss any last-minute changes.**
- 3.8. In certain circumstances (normally lighter than anticipated wind conditions), the RC may decide shorten a course. They will communicate this by VHF (channel 72) and fly the "S" flag (white with blue square). At this time the RC boat will move to the new finish position. The new finish line will be between the "L" flag on the RC boat and EITHER one of the course marks OR a mark dropped by the RC boat).
- 3.9. In case of severe threatening weather or no wind, the RC may make the decision to cancel or postpone any race. This will be communicated to the fleet either at the race meeting or by VHF (channel 72) if the decision is made after the race meeting.
- 3.10. **The only time a boat may use her engine during a race is to back off grounding or to clear weed from underwater parts. In so doing, she must not gain a material advantage, and she must only use reverse gear.**

4. STARTING

- 4.1. Start times are listed in the club schedule. These may be modified (delayed) at the discretion of the RC, who will inform all participants at the race meeting (if known at that time). Delays incurred after the meeting will be relayed to participants by VHF (channel 72).
- 4.2. All races will utilize time-on-time scoring (with the exception of the Scotch Bonnet race, which will utilize time-on-distance scoring). Both fleets will have a common start time.
- 4.3. The start and finish line is an imaginary line running from the starting mark and the green (or "L" - yellow/black) flag at the aft end of the RC boat cockpit.
- 4.4. Once the start sequence has been initiated, racers must not communicate with the RC (emergencies excepted)
- 4.5. **Start sequence for all races are:**
 - 5 minutes to start (Warning signal): Horn sounded and Class Flag raised (white with red ball)
 - 4 minutes to start (Preparatory signal): Horn sounded and Preparatory Flag raised (yellow with black ball). This flag is used because rule 30.1 is in effect (**see section 4.9**)
 - 1 minute to start: One long Horn sounded and Preparatory Flag lowered
 - Start: Gun or horn sounded, Class Flag lowered

Note that times should be taken from the gun or horns and not the raising/lowering of flags).
- 4.6. **Individual Recall:**
 - If one or more boats are over the line early, a second horn will be sounded and the "X" flag raised (white flag with a blue cross). The RC boat will try to notify the offending boat however it is the skipper's responsibility to determine if he was over early.
 - **Return to start is round the RC boat or starting mark (do not re-cross the line - see point 4.9) - remember you have no rights of way when returning to re-start.**
 - Once the offending yacht(s) have started correctly the X flag is lowered
- 4.7. **General Recall:**
 - If too many boats are over early, the recall is signalled by two (2) horn blasts and the "First Substitute" flag (blue triangle with smaller yellow triangle inside) is raised.
 - There is one horn blast when the First Substitute is lowered. The new starting sequence (section 4.5) begins one minute after the First substitute is lowered.
- 4.8. **Racing rules apply after the 4 minute preparatory signal.** Note that this applies to equipment as well sailing (i.e. motors must not be used, tow lines must be disconnected, etc, after the 4 minute signal).
- 4.9. **Any boat or part thereof over the start line within 1 minute of the start must return to the correct side of the line via a route outside the RC boat or the start mark (Rule 30.1). Do not cross the start line in the wrong direction. Any boat contravening this rule will be disqualified.**
- 4.10. **At the discretion of the RC a yacht may be disqualified for attempting an unsafe start, putting either the RC boat or other boats in peril.**
- 4.11. **When conditions warrant, the RC will indicate mandatory wearing of personal flotation devices (PFDs) by all crew members not in the cockpits of the racing boats (even if they only leave the cockpit for a few seconds). This will be communicated by flying the "Y" flag (yellow and red diagonal stripes) during the race start sequence. Mandatory wearing of PFDs will remain in effect throughout the race or until the RC lowers the "Y" flag. Failure to adhere to this instruction will lead to disqualification. Note that this does not take any responsibility away from each skipper for the personal safety of all crew members on his boat.**

5. FINISH

- 5.1. Once finished, keep clear of the finish line, and boats still competing. Failure to do this may result in disqualification.

6. TIME LIMITS

- 6.1. The RC will communicate the abandonment of a race (by VHF channel 72) should it's duration exceed a reasonable time. The definition of "reasonable time" depends on several factors, and is not defined in these instructions. It will be determined at the race meeting.

7. PENALTIES/PROTESTS

- 7.1. A copy of the 2017 - 2020 World Sailing Racing Rules (plus interpretations) is always available for reference/review by all participants. See Rob Currie.
- 7.2. RRS 31.2 Touching a Mark: 360^o penalty turn applies.
- 7.3. RRS 44.1 and 44.2: 720^o penalty turns apply.
- 7.4. Protest sequence:
- Protests must be submitted in writing on the prescribed form to the Race Committee within thirty (30) minutes of the Race Committee boat's docking.
 - The Race Committee will appoint the protest committee. When possible, skippers from the division other than that which the protest applies will be used.
 - Protests will be heard as soon as possible after the race, but no later than seven (7) days after the race (time and date will be communicated with the affected parties).
 - The responsibility of attending the hearing rests with the Protestor and the Protestee.
 - The protest committee may hear the protest and make a ruling should either party fail to attend said hearing.
- 7.5. Protests or grievances with PHRF-LO ratings shall be dealt with in accordance with current by-laws of PHRF-LO.