

2018 ON DECK WEDNESDAY NIGHT SERIES

May 22 – October 9, 2019

Thunder Bay Yacht Club

Thunder Bay, Ontario

Sailing Instructions

The organizing authority (OA) is the Thunder Bay Yacht Club (TBYC).

The notation [DP] in a rule in the Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. This changes RRS 64.1.

The notation [NP] in a rule in the Sailing Instructions means that breaches in this rule shall not be grounds for a protest or request for redress by a boat. This changes RRS 60.1.

1 RULES

1.1 The series will be governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2017-2020*.

1.2 Each boat shall comply with all Transport Canada and other applicable laws, rules, and regulations.
[DP]

2 NOTICES TO COMPETITORS

Official notices, including changes to these sailing instructions, will be posted on the TBYC website (www.tbyc.on.ca) no later than 8 PM on the day before the notices take effect.

3 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the RACE COMMITTEE boat docked at Pier 1 North, Dock D, Prince Arthur's Landing Marina, Thunder Bay and broadcast on VHF CH 72.

4 SCHEDULE (all dates refer to 2019)

4.1 Dates of racing: each Wednesday from May 22 to October 9, except for Race #10 which is scheduled for Tuesday, July 23 instead of Wednesday July 24.

4.2 Number of races: 21

4.3 From May 22 to September 11, the scheduled time of the warning signal for the evening's first race is 6:15 PM.

4.4 From September 18 to October 9 the scheduled time of the warning signal for the evening's first is 6:00 PM.

4.5 Abandoned races will not be re-sailed.

5 CLASS FLAGS

Class flags will be flags displaying a letter A, B, C, or D on a contrasting background. Flag A will be the class flag for Division A, etc.

6 RACING AREAS

Racing will take place in the port of Thunder Bay, inside or outside the harbour breakwall.

7 COURSES

7.1 Windward-leeward race courses will be set using inflatable drop marks outside the breakwall as follows:

- The start line will be a line between a mark on port, and the flagstaff of the Race Committee boat on starboard.
- After crossing the start line boats will sail to the windward mark designated for the division in which they are racing.
- The windward mark for A and B Division will be an orange tetrahedron.
- The windward mark for C Division will be a yellow tetrahedron.
- The PRO may change shape or colour of the windward marks, or designate one windward mark for all divisions by announcement on VHF Channel 72 prior to the warning signal for the first division to start.
- The leeward gate will be two inflatable marks. After rounding the windward mark to port boats will sail toward the leeward gate.
- After passing through the leeward gate from the course side of the gate boats will round either of the two marks describing the gate, and proceed again to the windward marks designated for the division in which they are racing.
- After rounding the windward mark to port boats will again proceed toward the leeward gate.
- After passing through the leeward gate from the course side of the gate boats will round either of the two buoys describing the gate and proceed to the finish line.
- The finish line will be a line between a yellow mark on port, and the flagstaff of the Race Committee boat on starboard.

7.2 No more than three (3) triangle-windward-leeward (Olympic) courses with a gate instead of a leeward mark may be set using inflatable drop marks outside the breakwall. Selected class(es) will race the triangle-windward-leeward (Olympic) course. Other class(es) will race the windward-leeward leg of the course only. See Appendix B

7.3 Pursuit race courses using fixed navigational marks may be set inside the breakwall in unusual circumstances. In preference to abandoning a race, the Race Committee may select either the Monday Evening North Course or Friday Evening South Course to provide the best upwind start. See the course

descriptions for the Monday and Friday Pursuit Racing on the TBYC website (www.tbyc.on.ca) for further information regarding the North and South courses.

8 START

8.1 To signal that it is “on-station” and alert boats that racing will begin soon, a blue RC flag will be displayed approximately five (5) minutes before the first warning signal is made.

8.2 Approximately four (4) minutes after the blue RC flag is displayed it will be removed.

8.3 Approximately one (1) minutes after the blue RC flag is removed, races will be started using RRS 26.

8.4 Flags A, B, C, etc. are class flags for the purpose of RRS 26

8.5 The start line will be between a staff displaying a class flag at the starboard end, and a nearby mark at the port end.

8.6 The starting area is a rectangle extending 60 m to windward and 60 m to leeward of the starting line, and extending 60 m beyond each end of the starting line. Boats whose warning signal has not been made shall not enter or remain in the starting area during the starting sequence for other races.

8.6.1 A boat violating SI 8.6 may be protested, and must keep clear of boats maneuvering in the starting box in conformance with this rule. [DP]

8.6.2 A boat violating SI 8.6 may exonerate itself by doing a One-Turn Penalty promptly after it has started.

9 RECALLS

A general recall will follow RRS 29.2. The class that has been recalled shall immediately vacate the starting area. The warning signal for the recalled class will be made no sooner than the starting signal for the last of any other classes that have not yet started. This changes RRS 29.2

10 FINISH

10.1 The finish line will be between a staff displaying the blue RC flag at the starboard end, and a nearby mark at the port end.

10.2 If the race committee is absent, a boat that finishes shall record and report to the Race Committee its finishing time according to GPS, and the names or sail numbers and finish times of the boats that finish immediately before and after it at the first reasonable opportunity.

10.3 If one of the finishing marks is missing, a boat that is about to finish shall pass within 15 m of the remaining mark and leave it to port while sailing her proper course. The finish line will be a line extended from the remaining mark at right angles to a line extended from the previous mark to the

remaining finishing mark.

11 PENALTY SYSTEM

The first two sentences of rule RRS 44.1 are changed to: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-turns Penalty."

12 TIME LIMITS

Unless at least one boat finishes within 2.5 hours of the start signal for the last division to start, the race will be abandoned [NP]. This changes RRS 62.1(a).

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 A boat intending to protest shall notify the Race Committee of the name(s) of the boat(s) being protested and the boat protesting before leaving the racing area. The protest committee shall waive this requirement if there is good reason to do so. When notifying the race official on the RC boat, a boat intending to protest shall do so in a manner that will not interfere with the race official's duties.

13.1 A protest shall be made in writing, following RRS 61.2., and delivered to the Fleet Captain within one hour of the race committee boat's recorded docking time. The protest committee shall extend the time if there is good reason to do so.

13.3 Protests will be heard by a protest committee of three or more people. The protest committee chair will be appointed by the Race Committee, and shall be a full or racing member of TBYC, or a full or racing member of Temple Reef Sailing Club (TRSC). Other committee members will be appointed by the Race Committee or protest committee chair.

14 SCORING

14.1 One race is required to be completed to constitute a series.

14.2 A race shall not be scored unless three or more boats, counting all divisions, come to the starting area. This changes RRS 35.

14.3 The races and series will be scored according to RRS Appendix A using RRS Appendix A9 "Race Scores in a Series Longer than a Regatta". This changes RRS Appendix A4.2.

14.4 The series will be scored using each boat's best finishes in 60% (using half round-up method) plus one of the races (i.e., if 21 races are scored, 60% of 21 equals 12.6, rounded up to 13, plus 1 equals 14 races will be scored). This changes RRS A2.

14.5 Races will be scored using time-on-time to correct boats' finishing places.

14.6 Golf-adjusted handicapping will be used for Division C as outlined in Appendix A.

15 SAFETY REGULATIONS

A boat that retires from a race shall notify the race committee as soon as possible. [DP]

16 CREW LIMIT

16.1 A boat's crew size and total weight shall be limited by the LMPHRF rating for her design, or be assigned by the TBYC Ratings Committee. A boat's crew limit may be exceeded provided it notifies the Race Committee prior to leaving the dock [DP], and allows excess crew to be transferred to a different boat according to SI 16.2.

16.2 A boat may relieve another boat of its excess crew if she does not exceed her own crew limit by doing so. A boat that intends to relieve another boat of excess crew shall notify the other boat that she intends to do so, and the other boat shall not leave the dock until arrangements have been made to transfer the excess crew.

16.3 RADIO COMMUNICATION

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

APPENDIX A – GOLF-ADJUSTED HANDICAPPING

1. Golf-adjusted Handicapping (GAH) for C Division which began as trial in 2017 will continue for the 2018 season.
2. Each boat in C Division will begin the season with a base PHRF rating assigned in conformance with NoR 7, "Ratings".
3. After the first race, all boats will have their base PHRF rating adjusted by adding seconds/mile equal to the difference between their corrected finishing places and first place to provide a golf-adjusted handicap rating (GAHR).
4. Adjustments to GAHRs will be cumulative from race to race throughout the series.
5. Examples:
 - 5.1. In the first race of the series, a boat with a base PHRF rating of 195 finishes in 5th place on corrected time. $5 - 1 = 4$, so that boat adds 4 sec/mile to its base PHRF for the next race, resulting in a golf-adjusted handicap rating (GAHR) of 199.
 - 5.2. In the second race of the series, the same boat, now with a GAHR of 199 finishes in second place on corrected time. $2 - 1 = 1$, so that boat adds 1 sec/mile to its GAHR for the third race.
 - 5.3. In the third race of the series, the same boat, now with a GAHR of 200 finishes in first place. $1 - 1 = 0$, so that boat's GAHR remains at 200 for the fourth race.
6. There will be no adjustment for a boat that does not start, does not finish, retires, or is disqualified.
7. This appendix is subject to change to correct errors and/or omissions.

- END-