

WOW =
Women on
the Water

2011 NOTICE OF RACE & SAILING INSTRUCTIONS

Welcome to the 2010 Women's racing season at Lakeshore Yacht Club. Within these pages you will find all the information that you need to have a fun, safe and enjoyable summer of racing at LSYC. If you have any suggestions about how to make this booklet better please contact me over the summer.

Lori Mason
The Store Masons Chandlery

Jen Zimmerman
Lori's humble assistant

CALENDAR OF EVENTS

Island Yacht Club – Regatta June 25 & 26, 2011

Mimico Cruising Club May 30, June 6 & 13, 2011

Lakeshore Yacht Club June 20, 2011

GENERAL SAILING INSTRUCTIONS

1. RULES

- 1.1 All races held will be governed by the rules as defined in the Racing Rules of Sailing for 2009 - 2012 Canadian Yachting Association edition (RRS).

2. ENTRIES

- 2.1 Competitors may enter by delivering a completed entry form and paying the appropriate entry fee to the race organizer 72 hours before the start of the race they intend to enter.
- 2.2 Failure to be properly registered 72 hours deadline may lead to these boats not being scored.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors (as well as any change or addition to the sailing instructions) will be posted on the official notice board located inside the clubhouse.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the corresponding club's flagpole.
- 4.2 Signals made ashore may also be displayed on the official notice board and accompanied by one sound signal.
- 4.3 If a postponement is signalled ashore, the warning signal will be made not less than 15 minutes after AP is lowered.

5. SCHEDULE

- 5.1 Evening Races will not have a Skippers Meeting prior to the race start. The warning signal for these races will be at 6:30 p.m.
- 5.2 All other events will have a Skippers Meeting prior to the race start at 9:30 a.m. The warning signal for these races will be at approximately 10:30 a.m.

6. CLASSES and FLAGS

- 6.1 Racing classes will start in the following order:
 - 1st Start = White Sail Div. 1
(PHRF-LO >204): #1 pennant
 - 2nd Start = White Sail Div.2
(PHRF-LO <205): #2 pennant
 - 3rd Start = Spinnaker Div.3
(PHRF-LO All): #3 pennant
- 6.2 Individual Class flags do not need to be worn by each competing boat.

7. RACING AREA

- 7.1 As each hosting club has their own race course, directions will be provided to skippers that are unfamiliar with each club's particular race course upon request from the skipper.

8. COURSES

- 8.1 All races will be run buoys to PORT (all race marks are to be rounded on the port side of the competing boat).
- 8.2 The Race Course will be set by the Race Committee for all racing.

9. STARTING & FINISHING LINES

- 9.1 Races will be started by using RRS 26 with a warning signal given five minutes before the starting signal.
- 9.2 The starting and finish line will be between the RC Boat and either a race course mark or a Yellow Tetrahedron.
- 9.3 The race committee may, no later than the warning signal, trail a mark from the stern or bow of the race committee boat at the starboard end. The trailing mark will be considered to be an extension of the race committee boat. No boat may pass between the trailing mark and the race committee boat.
- 9.4 A boat starting later than 15 minutes after her starting signal will be scored Did Not Start (DNS).
- 9.5 No boat may use its engine 4 minutes prior to its start or it will be disqualified (DSQ).

10. RECALLS

- 10.1 When individual recalls are signalled, the race committee may (at its discretion) attempt to hail the sail numbers of the recalled boats. Failure of the race committee to hail or failure of a boat to hear the hail of its sail number will not relieve the boat of its obligation to start correctly. This changes RRS 29.2 and 62.1 (a).

11. TIME LIMIT

- 11.1 There shall be a curfew on the Monday night races of 9:30 p.m.
- 11.2 The Race Committee has the authority terminate a race at any time due to safety concerns.
- 11.3 The Race Committee has the authority to terminate any race due to lack of wind.

GENERAL SAILING INSTRUCTIONS

- 11.4 Competitors not finishing within 20 minutes of the first competitor in their class will be scored in place, at the discretion of the race committee.

12. PROTESTS

- 12.1 A boat intending to protest shall attempt to notify the finish line race committee boat or race chairman of its intent to protest and identify the protested boat at the first reasonable opportunity. This changes RRS 61.1(a).
- 12.2. Protests shall be written on current CYA Sailing protest forms available from the race committee and shall be delivered to the race committee or protest committee within 45 minutes after the race committee boat docks on on the day or night of the race.
- 12.3 Protests will be heard as soon as possible.

13. SCORING

- 13.1 The Low-Point Scoring System of RRS Appendix A will apply, except that first place shall be awarded 0.75 points.
- 13.2 For the Series:
If six or five races of a series are sailed one will be dropped. If less than five races of a series are sailed all will count. A series must have at least one race sailed to be a series.
- 13.3 Scoring Codes:
DNC: Did not start; did not come to the starting area = Fleet + 1
DNS: Did not start (other than DNC and OCS) = Division + 1
OCS: Did not start; on the course side of the starting line and broke rule 29.1 (String rule) = Division +1
DNF: Did not finish = Division + 1
RAF: Retired after finishing = Division +1
DSQ: Disqualification = Fleet + 1
RDG: Redress given = As per redress (Average of all counted races by the Race committee officer)
- Fleet:** is defined as the total number of boats that have come to the starting area, for the division, in that series.
- Division:** is the number of boats in the division for that race.

SIMPLIFIED, CONDENSED AND VERY UNOFFICIAL

14. SAFETY REGULATIONS

- 14.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 14.2 All boats shall be equipped as per the current 'Safe Boating Guide'.
- 14.3 Attention is drawn to RRS 49.2 and is required for all boats originally fitted with lifelines.

15. DISCLAIMER OF LIABILITY

- 15.1 Competitors participate in any racing entirely at their own risk (See RRS 4, Decision to Race). Mimico Cruising Club and Lakeshore Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any race.

16. INSURANCE

- 16.1 Each participating boat shall be insured by its owner with valid third-party liability insurance that allows the boat to compete in races, as well as carrying a minimum of \$2 million dollars in liability insurance.
- 16.2 Physical Proof of Insurance is required to be received by the race committee 72 hours prior to the series or individual race.

17. EXCLUSION ZONE

- 17.1 Competing boats are only allowed into the exclusion zone once the Warning Signal for their fleet has been sounded.
- 17.2 This rule is in place to allow for a fair start by those boats that are competing. It is considered unsportsmanlike to interfere with the start of another division during their starting procedures.
- 17.3 The Exclusion Zone is described as a one hundred (100) foot perimeter extending from the starting line in all directions, surrounding the starting area in a rectangle. See Diagram B.

18. VHF COMMUNICATIONS

- 18.1 The Race Committee will monitor VHF 68 for all events, unless otherwise instructed at Skippers Meeting or posted on Fleet Notice Bulletin Board.

Below is a summary of the sailing rules that apply most often on the race course. This summary is intended as an aid to sailors and not as a substitute for the Racing Rules of Sailing, a copy of which all racing sailors should own.

DEFINITIONS

RIGHT-OF-WAY RULES

OVER THE START EARLY

If you start too soon, keep clear of others until you get behind the line again (Rules 20 and 29)

PORT-STARBOARD

Port-tack boats must keep clear of starboard-tack boats. (Rule 10) Note: You are "keeping clear" of another boat when she doesn't have to avoid you.

WINDWARD-LEEWARD

When boats are overlapped on the same tack, the windward boat must keep clear. (Rule 11)

ON SAME TACK, ASTERN-AHEAD

When boats are on the same tack and not overlapped, the boat clear astern must keep clear. (Rule 12) Note: One boat is "clear astern" if she is entirely behind a line through the other boat's aft-most point, perpendicular to the other boat. The other boat is "clear ahead". Two boats are "overlapped" if neither is clear ahead of the other.

TACKING TOO CLOSE

Before you tack, make sure your tack will keep you clear of all other boats. (Rule 13)

LIMITATIONS ON RIGHT OF WAY

If the other boat must keep clear, you have "right of way". Even if you have right of way, there are limitations on what you can do.

AVOID CONTACT

You must avoid contact with other boats, but a right-of-way boat will not be penalized under this rule unless the contact causes damage. (Rule 14)

ACQUIRING RIGHT OF WAY

When you do something to become the right-of-way boat, you must give the other boat a chance to get away from you. (Rule 15)

CHANGING COURSE

When you change course, you must give the other boat a chance to keep clear. (Rule 16)

ON THE SAME TACK; PROPER COURSE

If you are overlapped to leeward of a boat on the same tack, and if just before the overlap began you were clear astern of her, you cannot sail above your proper course (i.e., the course that will take you to the next mark the fastest) while you remain overlapped (Rule 17.1).

PASSING MARKS AND OBSTRUCTIONS

There is a set of special rules for boats that are about to pass a mark or obstruction. However, these special rules don't apply between boats on opposite tacks on a beat to windward (Rule 18.1). Except at a starting mark, you must give boats overlapped inside you room to pass a mark or obstruction, and boats clear astern must keep clear of you. There is a two-length zone around marks and obstructions, and a boat's rights and obligations with respect to another boat are "frozen" when the first of them enters that zone. If you are clear astern of another boat when she enters the zone, you must keep clear of her until both boats are past the mark or obstruction, even if you later become overlapped inside her. (Rule 18.2)

TACKING NEAR A MARK

Do not tack within the two-length zone at a windward mark if you will cause a boat that is fetching the mark to sail above close-hauled to avoid you, or if you will prevent her from passing the mark. (Rule 18.3).

ROOM TO TACK AT AN OBSTRUCTION

When boats are on the same tack on a beat and come to an obstruction, the leeward boat gets to decide which way they are going to pass it. If the leeward boat hails for room to tack, the other boat must give it to her; but the leeward boat must give the other boat time to respond before she tacks. (Rule 19)

INTERFERING WITH BOATS

Before your Preparatory Signal, and after you finish, don't interfere with boats that are about to start or are racing. (Rule 22.1)

ACKNOWLEDGING A PENALTY

If you break a rule while racing, get away from other boats and do two 360-degree turns; if you hit a mark, do one turn. (Rules 20 and 44)

DEFINITIONS

How do I get started?

Participation for races is quite easy. The first step is to complete a registration.

You will also need to determine what type of race you want to do.

Evening races usually use a standard Windward Leeward course with legs that are usually about 1 mile long. Boats will generally go around the course twice. Each race usually takes about 1 ½ hours.

WHAT EQUIPMENT DO I NEED?

The Evening series requires that you have all the standard safety equipment required by the Ministry of Transport. A full list of the equipment is included in the Sailing Instructions for either the Distance or Wednesday Series but some of the basic additional items include a marine radio, the Sailing Instructions and a Sailboat Racing Rule Book (available at most marine stores).

WHAT AM I RESPONSIBLE FOR?

As the owner and skipper, you are responsible for the safety of your boat and its crew. If you feel that you should not race, or drop out of a race due to conditions, it is your responsibility to make that decision. Every boat racing is responsible for carrying at least \$2 million in liability insurance.

Each skipper is responsible for understanding the Sailing Rules as they determine who has right of way on the course. Failure to follow the rules can result in your boat being disqualified from the race. Most of the rules used in racing follow common sense and are consistent with the Rules of the Road that everyone has to follow. The two fundamental rules to remember are that boats on Starboard tack have right-of-way over Port tack boats, and the Leeward boat has right-of-way over the Windward boat. There are some excellent books available that explain how the rules work.

HOW DO I GET DETAILS ABOUT A RACE?

Sailing Instructions will be available for all the races. These will be given to you once you have

properly registered. The Sailing Instructions will provide everything you need to know race on a particular day. There are different instructions for the Distance Races and the Wednesday Evening Race Series.

WHAT ABOUT CREW?

Each boat is responsible for obtaining its own crew. Many clubs have a crew bank that you can use to help gain new crew. Occasionally free crew will be waiting by the picnic tables looking for a boat. If you are a first time racer, possibly ask some of the experienced weeknight club racers if they will come out for a race to help you get your bearings.

WHY DO PEOPLE KEEP YELLING AT ME TO 'CLEAR THE STARTING AREA?'

One thing to remember when racing is that unless you are within 5 minutes of your start, that you are not allowed in the starting area. This is so that the boats that are starting have room to maneuver. You can actually be disqualified if you are sailing around the starting line and it is not your start. As a rule of thumb, the starting area for a start is ½ the length of the starting line below and to each side of the starting line.

HOW DO I KNOW WHEN TO START OR WHAT DIVISION I AM IN?

For boats that race PHRF, you have the option of racing with a Spinnaker or racing White Sails, which means without a spinnaker. All races will have three starts.

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type.

ABANDON:

A race that a race committee or protest committee abandons is void but may be resailed.

CLEARASTERN AND CLEARAHEAD, OVERLAP:

One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is clear ahead. They overlap when neither is clear astern. However, they also overlap when a boat between them overlaps both. These terms do not apply to boats on opposite tacks unless Rule 18 applies

FINISH:

A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after taking a penalty under rule 31.2 or 44.2 or, under Rule 28. 1, after correcting an error made at the finishing line.

INTERESTED PARTY:

A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

KEEP CLEAR:

One boat keeps clear of another if the other can sail her course with no need to take avoiding action and, when the boats are overlapped on the same tack, if the leeward boat

can change course in both directions without immediately making contact with the windward boat.

LEEWARD AND WINDWARD:

A boat's leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her mainsail lies. The other side is her windward side. When two boats on the same tack overlap, the one on the leeward side of the other is the leeward boat. The other is the windward boat.

MARK:

An object the sailing instructions require a boat to leave on a specified side, and a race committee boat surrounded by navigable water from which the starting or finishing line extends. An anchor line and objects attached temporarily or accidentally to a mark are not part of it.

OBSTRUCTION:

An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her, give her room or, if Rule 21 applies, avoid her.

OVERLAP See *Clear Astern and Clearahead; Overlap*.

PARTY:

DEFINITIONS

A party to a hearing: a protestor; a protestee; a boat requesting redress, a boat or a competitor that may be penalized under rule 69.1; a race committee or an organizing authority in a hearing under rule 62.1(a).

POSTPONE:

A postponed race is delayed before its scheduled start but may be started or abandoned later.

PROPER COURSE:

A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.

PROTEST:

An allegation made under Rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a rule.

RACING:

A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires, or until the race committee signals a general recall, postponement or abandonment.

ROOM:

The space a boat needs in the existing conditions while maneuvering promptly in a seamanlike way.

RULE:

(a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

- (b) ISAF Regulation 19, Eligibility Code; Regulation 20, Advertising Code; and Regulation 21, Anti-Doping Code;
- (c) the prescriptions of the national authority, unless they are changed by the sailing instructions in compliance with the national authority's prescription, if any, to rule 87;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

START:

A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first mark.

TACK, STARBOARD OR PORT:

A boat is on the tack, starboard or port, corresponding to her windward side.

TWO-LENGTH ZONE:

The area around a mark or obstruction within a distance of two hull lengths of the boat nearer to it.

WINDWARD See **Leeward and Windward**