

Bluffers Basin Challenge Series

Racing Handbook and Sailing Instructions

2026-Apr-19

BLUFFERS BASIN RACE MANAGEMENT COMMITTEE

Consisting of members of the Race Committees of:

BLUFFERS PARK YACHT CLUB

Club House Telephone
(416) 261-6993

CATHEDRAL BLUFFS YACHT CLUB

Club House Telephone
(416) 261-7627

HIGHLAND YACHT CLUB

Club House Telephone
(416) 267-0224

CONTENTS

GENERAL CONDITIONS.....	4
Organizing Authority.....	4
Owner’s Responsibility.....	4
Entry, Registration Eligibility and Awards	4
GENERAL SAILING INSTRUCTIONS	4
Rules and Regulations	4
Amendments to RRS	4
Acknowledgement of Intent to Start	4
Changes in Sailing Instructions	5
Boat Identification.....	5
Safety and Rescue	5
Retiring Boats	5
Radio Communications.....	5
Race Committee Boat Activities	5
Committee Boat Backup.....	6
Course To Be Sailed.....	6
RACE COURSE	7
Mark locations.....	8
Distances and Bearings.....	8
Distance and Bearing to Harbour Entrance.....	8
Mark 0 - 0.8 NM, 163°, return 343°	8
Mark 1 - 1.2 NM, 155°, return 335°	8
STARTING SIGNALS AND SEQUENCES.....	10
Getting Set	10
Starting Area	10
Starting Line.....	10
Finishing Line	11
Starts.....	11
VISUAL STARTING SIGNALS.....	11
MEANINGS OF OTHER PENNANTS	12
General Recall.....	12
Individual Recall	12
Postponement.....	12
Abandonment Signals.....	12
Shortened Course	13
Course Direction	13
Signals Made Ashore.....	13
MOTORING.....	13
PROTESTS.....	13
REDRESS.....	14
ARBITRATION.....	14
CURFEW	15
WEATHER GUIDELINES	15
Forecast High Winds and/or Waves	15
Visibility	15
Light Air Conditions.....	16
FLEET BREAKDOWN	16
SCORING SYSTEM.....	17
RACE SIGNALS	21
RACE FLAGS	23

GENERAL CONDITIONS

Organizing Authority

The racing committees of Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club, henceforth called the *Bluffers Basin Race Management Committee*, is the Organizing Authority for all races.

Owner's Responsibility

The safety of a boat and its crew is the sole responsibility of the owner(s) and/or skipper, who will ensure that the boat is fully seaworthy and in compliance with the current Transport Canada Small Vessel Regulations and Applicable Laws. Further, it is the sole responsibility of the skipper and crew of each boat to decide whether or not to start, continue in, or retire from a race, as per RRS 3.

Entry, Registration Eligibility and Awards

The owner(s) of a boat intending to participate in the event(s) must complete a registration form, including the rating initialed by a club handicapper, and submit payment of the registration fee with a signed liability waiver, before the boat is allowed to race and/or be scored. All boats must possess a valid and current rating certificate to be scored. The Organizing Authority reserves the right to refuse and/or rescind entry of any boat found to be operating in an unsafe or unsportsmanlike manner, as per RRS 76.

While racing, each boat shall carry a minimum of two (2) people: the Person in Charge (minimum of 18 years of age) and a crew member 12 years of age or older.

REGISTRATION DEADLINE - 2100h ONE WEEK PRIOR TO THE RACE.

Division change requests may be made up to no later than 3 days prior to the start of the series by contacting the chief scorer.

The minimum fleet size for a division is 2 boats.

Awards are presented per division, to the # of participants -1 up to a maximum of 3 awards. For example, if a division has only 3 boats, awards are provided for first place and second place.

GENERAL SAILING INSTRUCTIONS

The following Instructions, Rules, and Regulations shall apply to all races of the Bluffers Basin Race Management Committee the Organizing Authority.

Rules and Regulations

All races shall be governed by the current Racing Rules of Sailing (RRS) and amendments as modified by the prescription of Sail Canada and these sailing instructions.

Amendments to RRS

The following is a summary of the Rules modified by these Sailing Instructions. Details can be found in the relevant sections of this document:

RRS A5 A boat that fails to notify the Race Committee of retirement shall be scored DNE (Disqualified, Not Excludable)

RRS A5 Boats that do not finish (DNF) shall be scored as 'the number of boats which started the race + 1'.

Acknowledgement of Intent to Start

All boats intending to race shall, before their preparatory signal, report to the Race Committee and receive acknowledgement of their presence.

The Race Committee WILL NOT accept reports of intent to start via VHF, nor will late boats be recognized as starting if they are more than 10 minutes later than the proper start of their division. Boats failing to report may be scored as, Did Not Start (DNS).

Changes in Sailing Instructions

Additions, changes, and exceptions to these Sailing Instructions may be made in writing (i.e. as a *Notice to Racers*) at any time throughout the season, provided that these Notices are posted on the Racing Notice Boards in Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club a minimum of 24 hours before they take effect.

Failure to notify individual entrants shall not be grounds for redress.

Boat Identification

It is the responsibility of individual boats to ensure that their correct finishing time is recorded. It is recommended that boats note their own finishing time, and also make note of the boats which finish immediately before and after them, so that the finishing sequence can be reconstructed if necessary. Alternate sail numbers must be reported to the Race Committee prior to the starting sequence, failure to do so may result the boat not being scored.

Safety and Rescue

Each boat shall carry the necessary emergency equipment as prescribed by the Department of Transport. Boats must provide aid to any vessel in distress as per RRS1.1 and RRS1.2.

Retiring Boats

Once a boat has fulfilled her check-in requirements, if she withdraws from a race or if she no longer intends to participate in racing, she shall: a) keep clear of other competitors, and b) notify the Race Committee and receive their acknowledgment either orally or on VHF radio. A boat that breaches this instruction shall be scored DNE (Disqualified, Not Excludable). RRS A5. This scoring may not be protested.

Radio Communications

Visual signal made by the Race Committee will take priority over any radio communications per RRS 25.

The Race Committee will monitor, make announcements and communicate with boat(s) in the race over VHF Channel 71. It is a requirement that at all boats racing have a VHF radio on board, capable of receiving and transmitting on VHF Channel 71.

In an attempt to reduce traffic around the race committee boat in the pre-start, it is the intent of the Race Committee to radio broadcast the course to be sailed for the upcoming race. This announcement shall be made seconds prior the lowering of the "R" Flag (on station flag). A second courtesy broadcast shall consist of a 10 second countdown for the raising of the Numeral 1 pennant. It remains each competitor's responsibility to check-in with the Race Committee, confirm the course posted, and in accordance with RRS 26, visual starting signals shall govern, and the failure of related sound signals and broadcasts shall be disregarded.

The RC will make best efforts to communicate course changes to the fleet on VHF radio.

Race Committee Boat Activities

- The Race Committee Boat will fly the RC pennant.

- The race committee boat will leave the dock and proceed towards the race course after sounding one long blast on the air horn.
- The race committee boat will proceed to an appropriate location near the race course (typically Mark 0) and stop to take a wind direction reading. The Race Committee is encouraged to contact up to 3 boats (one from each club) to solicit information pertaining to conditions on the race course (e.g. wind speed, wind direction, etc.) The course to be sailed will be decided by the Race Officer and the race committee boat will proceed to the appropriate buoy and post the race course.
- Race Committee broadcasts regarding its intentions, the course to be sailed; start times, course changes, etc. are a courtesy only. Failure of the Race Committee to make a broadcast, the time of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress. **Note:** All boats are asked to keep clear of the race committee boat until she finishes anchoring and posts the “on station” flag (code flag R).

Committee Boat Backup

After registration is complete, the Organizing Authority will post a list pairing each scheduled weeknight race with one or more registered boats. Each race, it will be the responsibility of the assigned boat(s) to act as backup to the race committee boat or provide crew to the Race Committee if necessary. The onus is on the assigned boat(s) to check with the Race Committee to determine whether assistance is required on the day of the race by the time specified on the list. If a boat is unable to attend the race to which it has been assigned, it is responsible for arranging to change places with another boat on the list. The substitution boat must ensure the Race Committee is informed.

If the assigned boat fails to honour the requirements of this section, it shall be penalized by having its best finish in the series scored as disqualified. This scoring may not be protested.

A boat that is called upon to act as the backup race committee boat or provide crew to the Race Committee and as a result does not compete in the race, shall be listed as “OOD” and receive a score for that race as her average score in all non-discarded races in the series.

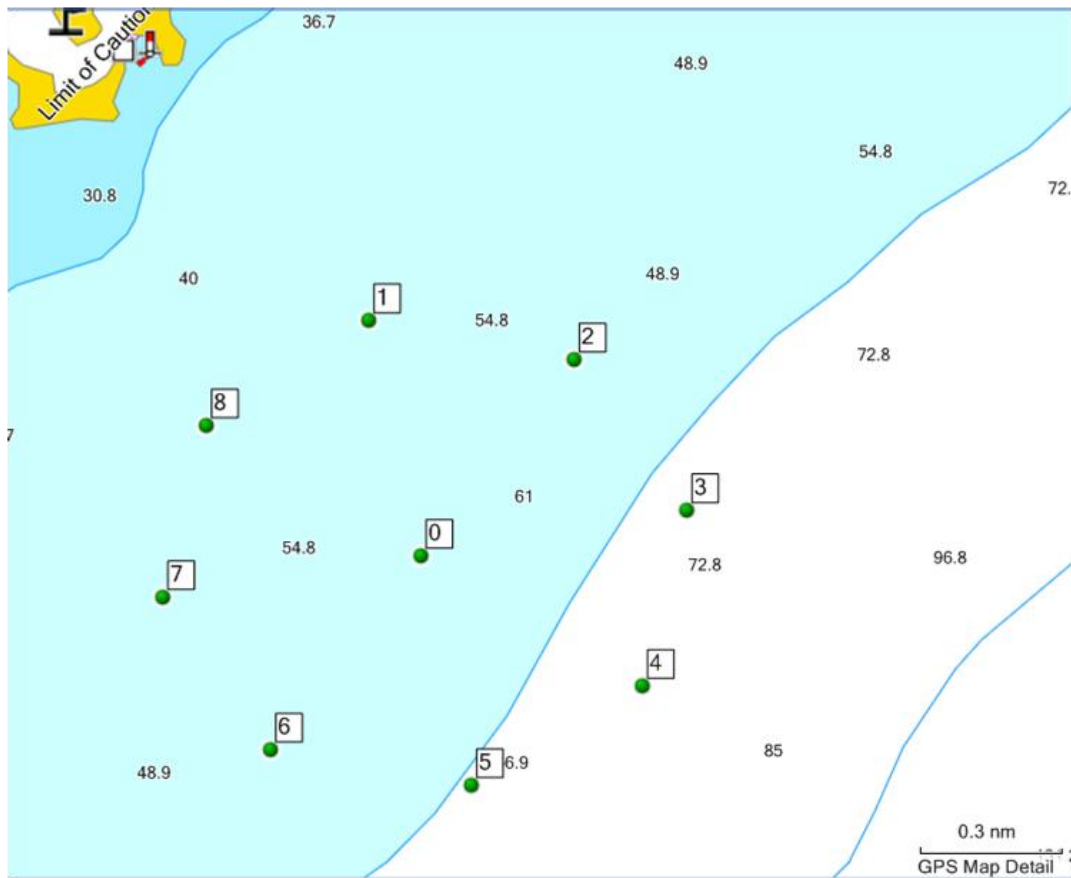
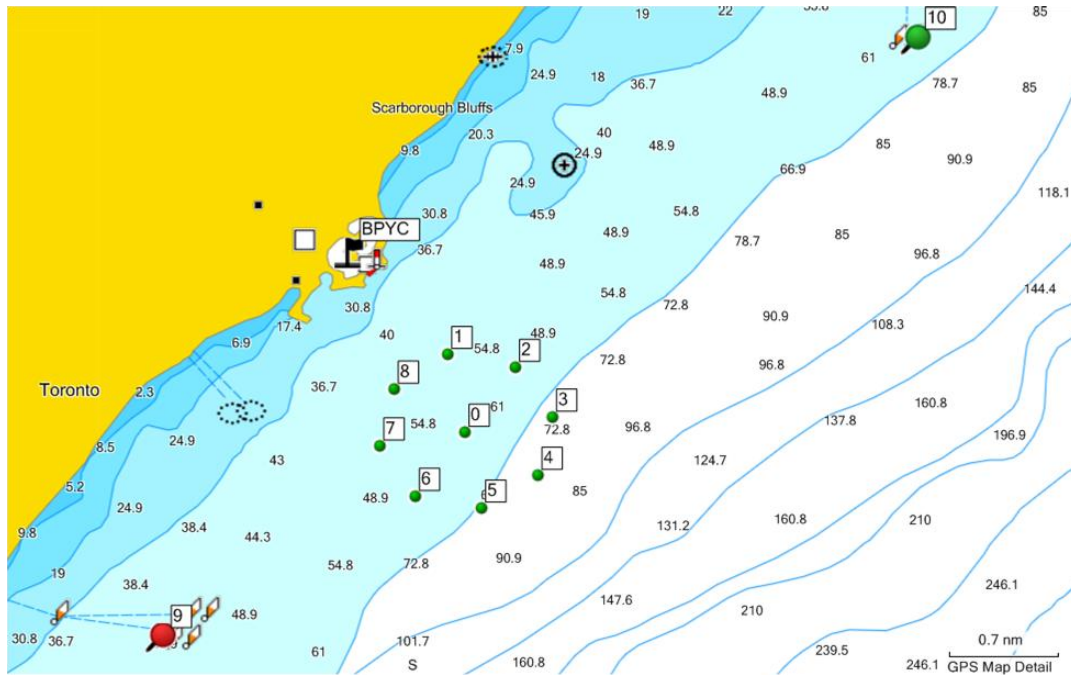
Course To Be Sailed

The course to be sailed will be prominently posted on the race committee boat, using the identification numbers of the buoys as noted on the race course map contained herein.

The Race Committee may post two courses, one for Flying Sails (FS), and one for Non-Flying Sails (NFS), if only one course is posted it will be the same courses for all Fleets, and no letters will be posted. The course to be sailed for Flying Sails divisions will be identified with the letter “F” preceding the posted course. The Non-Flying Sails division course will be identified with the letter “W” preceding the posted course.

In light wind conditions all boats are to be aware that the Race Committee may change or shorten the course by displaying the appropriate signal flag and sounds. Failure of the Race Committee to make a broadcast or the failure of a boat to hear a broadcast shall not be grounds for redress.

RACE COURSE



Mark locations

Mark	Degrees Minutes		Degrees Minutes Seconds		Decimal Degrees		Comment
	North	West	North	West	North	West	
Basin Lighthouse	43°42.442'	079°13.570'	43°42'26.52"	079°12'12.60"	43.707367°	079.226167°	607, White Tower Red Band, Flashing Red
0	43°41.377'	079°12.870'	43°41'22.63"	079°12'52.21"	43.689617°	079.214500°	
1	43°41.873'	079°13.004'	43°41'52.38"	079°13'00.23"	43.697883°	079.216733°	
2	43°41.791'	079°12.478'	43°41'47.43"	079°12'28.66"	43.696517°	079.207967°	
3	43°41.473'	079°12.189'	43°41'28.39"	079°12'11.35"	43.691217°	079.203150°	
4	43°41.103'	079°12.303'	43°41'06.19"	079°12'18.17"	43.685053°	079.205050°	
5	43°40.894'	079°12.741'	43°40'53.64"	079°12'44.46"	43.681567°	079.212350°	
6	43°40.969'	079°13.255'	43°40'58.13"	079°13'15.33"	43.682817°	079.220917°	
7	43°41.290'	079°13.532'	43°41'17.40"	079°13'31.92"	43.688167°	079.225533°	
8	43°41.652'	079°13.420'	43°41'39.10"	079°13'25.20"	43.694200°	079.223667°	

Distances and Bearings

MARK TO>	0		1		2		3		4		5		6		7		8	
	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)	Brg	dist (Nm)
0			0.0	0.5	45.0	0.5	90.0	0.5	135.0	0.5	180.0	0.5	225.0	0.5	270.0	0.5	315.0	0.5
1	180.0	0.5			112.5	0.4	135.0	0.7	157.5	0.9	180.0	1.0	202.5	0.9	225.0	0.7	247.5	0.4
2	225.0	0.5	292.5	0.4			157.5	0.4	180.0	0.7	202.5	0.9	225.0	1.0	247.5	0.9	270.0	0.7
3	270.0	0.5	315.0	0.7	337.5	0.4			202.5	0.4	225.0	0.7	247.5	0.9	270.0	1.0	292.5	0.9
4	315.0	0.5	337.5	0.9	0.0	0.7	22.5	0.4			247.5	0.4	270.0	0.7	292.5	0.9	315.0	1.0
5	0.0	0.5	0.0	1.0	22.5	0.9	45.0	0.7	67.5	0.4			292.5	0.4	315.0	0.7	337.5	0.9
6	45.0	0.5	22.5	0.9	45.0	1.0	67.5	0.9	90.0	0.7	112.5	0.4			337.5	0.4	0.0	0.7
7	90.0	0.5	45.0	0.7	67.5	0.9	90.0	1.0	112.5	0.9	135.0	0.7	157.5	0.4			22.5	0.4
8	135.0	0.5	67.5	0.4	90.0	0.7	112.5	0.9	135.0	1.0	157.5	0.9	180.0	0.7	202.5	0.4		

Distance and Bearing to Harbour Entrance

Mark 0 - 0.8 NM, 163°, return 343°

Mark 1 - 1.2 NM, 155°, return 335°

The following are example courses that may be sailed for given wind directions. This is provided as guidance for the Race Committee only. The actual course to be sailed will be designated as per the 'Course To Be Sailed' section.

Wind	Windward / Leeward		Triangle	
	Course	Distance	Course	Distance
349 – 011	15150	4.0 nm	175150	4.4 nm
011 – 034	216160	4.1 nm		
034 – 056	26260	4.0 nm	286260	4.4 nm
056 – 079	327270	4.1 nm		
079 – 101	37370	4.0 nm	317370	4.4 nm
101 – 124	438380	4.1 nm		
124 – 146	48480	4.0 nm	428480	4.4 nm
146 – 169	541410	4.1 nm		
169 – 191	51510	4.0 nm	531510	4.4 nm
191 – 214	652520	4.1 nm		
214 – 236	62620	4.0 nm	642620	4.4 nm
236 – 259	763630	4.1 nm		
259 – 281	73730	4.0 nm	753730	4.4 nm
281 – 304	874740	4.1 nm		
304 – 326	84840	4.0 nm	864840	4.4 nm
326 – 349	185850	4.1 nm		

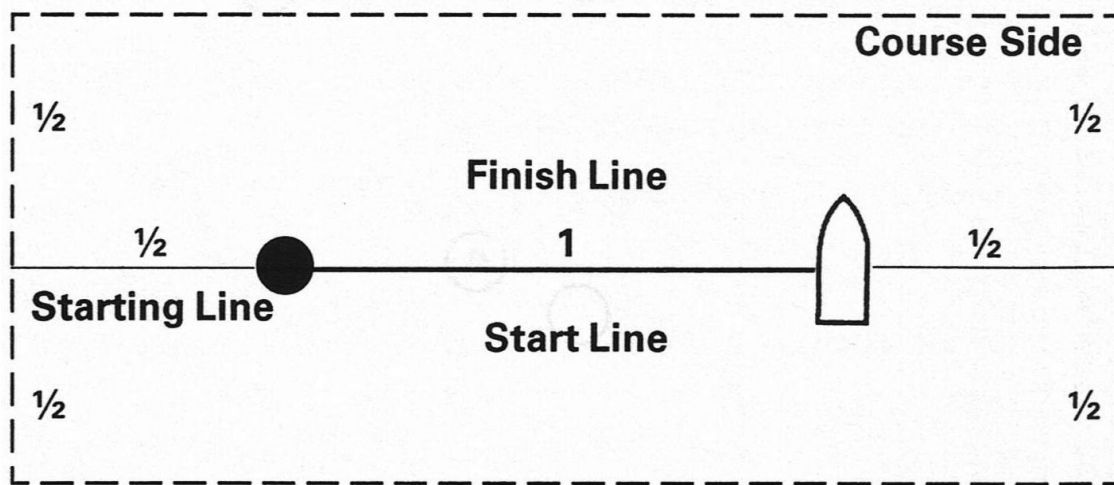
STARTING SIGNALS AND SEQUENCES

Getting Set

The Race Committee will endeavour to take down the "R" pennant approximately one minute prior to the raising of the warning signal. (See illustration on page 23)

Starting Area

All boats in a start other than the ones for which the preparatory signal has been made must keep clear of the starting area and avoid interference with any starting boat. Non-starting boats must remain a distance equal to at least half ($\frac{1}{2}$) the length of the start line away from (and behind, for boats not yet started) the start line and its extensions. The starting area is an exclusion area for the duration of the starts and boats that have started and are sailing on their downwind leg must also stay clear of the start area. Failure to do so may result in protest and possible disqualification. Only boats preparing to start may enter this start area.



Starting Line

The Start Line will be between the signal flag halyard or pole flying the Class or Individual Recall flag on the race committee boat and a mark.

The default start mark for all races will be Mark zero (0). If, however, starting a race at mark zero (0) will not allow for an upwind start, the race committee may, at its discretion, move the start to a mark that will allow for an upwind start.

The Race Committee may set a floating mark as a start mark. This mark will be designated as mark "X".

The Race Committee may deploy a mark (or marks) designated as 'distance marks' off the stern and/or bow of the race committee boat. Such marks are considered to be extensions of the race committee boat for the purposes of scoring and penalties. Boats shall not pass between the distance mark(s) and the race committee boat.

Sailing the Course

A boat shall start, sail the course described in the sailing instructions and finish. While doing so, she may leave on either side a mark that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely as per RRS Definition of Finish.

A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to start until she finishes shall, when drawn taut,

- (a) pass each mark on the required side and in the correct order, and
- (b) touch each rounding mark,

She may correct any errors to comply with this rule, provided she has not finished, as per RRS 28.2.

Finishing Line

The Finishing Line will be between the signal flag halyard or pole flying a Blue Flag (*See illustration on page 23*) on the race committee boat and a mark.

- Denotes the finish of the race.

There will be one sound signal as when any part of her hull crosses the finishing line from the course side and finishing times are recorded, as per RRS Definition of Finish.

Starts

The number of starts in each series will be posted as a Notice to Racers by the Bluffers Basin Race Management Committee. Your start will be determined according to your assigned Division. Each start will comprise a 5-minute sequence with a 1-minute gap between sequences as follows, as per RRS 26:

Time (min)	Pennant	Sound	Action
0	Numeral pennant(s) raised for Divisions in this start	1 Blast	Warning signal - 1 st start
1	"P" pennant raised	1 Blast	Preparatory signal - 1 st start
4	"P" pennant lowered	1 Long Blast	One minute to start
5	Numeral pennant(s) lowered for Divisions in this start	1 Blast	Starting signal – 1 st start
<1 minute gap>			
6	Numeral pennant(s) raised for Divisions in this start	1 Blast	Warning signal - 2 nd start
7	"P" pennant raised	1 Blast	Preparatory signal - 2 nd start
10	"P" pennant lowered	1 Long Blast	One minute to start
11	Numeral pennant(s) lowered for Divisions in this start	1 Blast	Starting signal - 2 nd start
<1 minute gap>			
12	Numeral pennant(s) raised for Divisions in this start	1 Blast	Warning signal – 3 rd start
	... and so on		

VISUAL STARTING SIGNALS

In accordance with RRS 26, visual starting signals shall govern and the failure of related sound signals shall be disregarded.

MEANINGS OF OTHER PENNANTS

General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start, as per RRS 29.2

Individual Recall

When at a boat's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions, and until all such boats have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not., as per RRS 29.1

Failure to hear the hail will not be grounds for redress.

Postponement

- **Answering Pennant** means Postponement. (See illustration on page 23)
- 2 sound signals

The race is postponed temporarily, for any reason, for example a difficulty in anchoring the race committee boat, or a wind shift that necessitates a change in course, as per RRS 27.3

Abandonment Signals

After the starting signal, the Race Officer may *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate.

Code N - All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

Code N over H - All races are *abandoned*. Further signals ashore.

Code N over A - All races are *abandoned*. No more racing today.

In the event of inclement weather, the Race Committee will convene prior to leaving the dock and decide if the race is to be abandoned.

Shortened Course

- **Code S** means Shorten Course, and will be displayed on the race committee boat. (See illustration on page 23)
- 2 sound signals

The course may be shortened at the discretion of the Race Officer – for example, if the winds are light.

The Race Officer may shorten the course for one or more start divisions or the entire fleet:

- If one or more divisional start flags are displayed along with the shorten course pennant, the shorten course signal applies to those starts only.
- If no divisional start flags are displayed along with the shortened course pennant, the shorten course signal applies to all divisional starts.

(a) at a rounding mark, between the mark and a staff displaying flag S; or

(b) a line the course requires boats to cross.

The shortened course shall be signalled before the first boat crosses the new finishing line, as per RRS 32.2

Change Course

- **Code C** means Change Course. (See illustration on page 23)
- Repeated sound signals

A change of course will be signalled when boats are near the mark that begins the leg changed. The Race Committee will display Code Flag C and the new mark(s) to be rounded, while making repeated sound signals, signalling all boats before they begin the leg, as per RRS 33.

Course Direction

The marks shall be rounded to port unless the Race Committee flies a green flag, in which case the marks shall be rounded to starboard.

Signals Made Ashore

Race Committee Departure -The Race Committee shall make one courtesy sound signal as the race committee boat departs the harbour on the way to the race course.

Signals made ashore will be displayed on the race committee boat at its mooring with a courtesy announcement on VHF radio.

Code Flag "AP" (Answering Pennant) - Code flag "AP" with two sound signals means "The race is postponed. The Warning Signal will be made not less than 30 minutes after the "AP" is lowered." A courtesy announcement will be made on VHF radio.

MOTORING

A boat's motor must be shut off prior to the preparatory (4 minute) signal for the class in which it is competing. Boats failing to obey this rule will be disqualified. Boats may use their motors to return to start area, if under a general recall, up to the time of the new preparatory signal, as per RRS 42.3 (i).

PROTESTS

RRS rules and these Sailing Instructions will be used for settling protests.

The Organizing Authority will post a list of persons to whom protests can be submitted on the Racing Notice Boards in Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club.

Protesting skippers are reminded that they must, when safe to do so:

- Immediately display a red protest flag.
- Immediately advise the protested boat(s) of the infraction.
- Notify the Race Committee of the protest and the boat being protested.
- Submit the completed Protest form no later than 45 minutes after the return of the race committee to the dock in order for the protest to be valid.
- Address all remarks to the Protest Committee only, and in private.
- Refrain from argument with the Protest Committee members over their decision.

The Race Officer will determine the fleet and club of the parties to the protest and select racers from a list to form a protest committee as follows:

1. The protest committee shall consist of one member of each of the three clubs (HYC, CBYC and BPYC).
2. The individuals selected will be from division(s) other than those of the parties to the protest.
3. A protest committee chairperson will be appointed from a club not a party to the protest, if possible.
4. The protestor will be provided with a copy of the list, and assisted to contact the protest committee chair.

The protest committee may decide to hear the protest at that time, or defer the hearing to a later date that is agreed upon by all parties. Race results may be posted before protests are resolved with suitable notification of "Protest Pending". Race results will be amended and reposted once protests have been resolved.

REDRESS

Requests for Redress shall be filed, using a time-stamped Protest Form, no later than 48 hours after the results for the race have been made available.

ARBITRATION

All protests shall be subject to Arbitration in accordance with RRS Appendix T.

CURFEW

For weeknight races, in order to avoid racing after dark, there will be a curfew as follows:

Month	Curfew
May 6	20:25
May 13	20:35
May 20	20:40
May 27	20:50
June 3	20:50
June 10	21:00
June 17	21:00
June 24	21:00
July 8	21:00
July 15	20:50
July 22	20:45
July 29	20:35
August 5	20:30
August 12	20:20
August 19	20:10
August 26	20:00

For weekend races (Fall Series), there will be a curfew of 2h30m after the first start for each race. These curfews will apply unless otherwise stated in the Notice to Racers. Curfews are absolute and not elastic.

WEATHER GUIDELINES

This section is intended as a guideline for conducting races. It is not intended to limit the discretionary power of the Race Committee, nor is it intended to serve as a basis for redress if the Race Committee chooses not to follow these guidelines. Rather, this is intended to aid the Race Committee in satisfying the contradictory objectives of minimizing the number of DNFs while maximizing the length of the races within the limits of the curfew, safety and to give the racers an idea of what to expect. Although these guidelines are written for a weeknight buoy race, the principles can be extended to other races.

Generally, races should not start, or races in progress should be abandoned when:

1. wind gusts exceed 25 knots for more than 30 seconds.
2. wind gusts exceed 30 knots for any duration.
3. the Race Committee considers conditions are unsafe for sailing.
4. the Race Committee cannot see: the harbour entrance, all competitors or visibility is under 1.0 NM for more than 5 minutes.

Forecast High Winds and/or Waves

The Topping Rule of 23 will be observed. If the forecast wind speed (in knots) and the forecast significant wave height (in feet) is more than 23 racing will likely be cancelled by the race committee.

Wind Speed + Wave Height < 23 for racing to occur.

Visibility

Visual meteorological conditions will be applied which require a minimum of 1.0 NM of visibility without clouds, fog or rain impeding mark identification on the racecourse. If the 0 (zero) mark cannot be clearly identified from the basin entrance racing will likely be cancelled by the race committee.

The race committee may, at their discretion, abandon a race due to poor visibility in order to promote competitor safety.

Light Air Conditions

The minimum wind speed for starting shall be that in which the Race Committee observes that the average NFS boat has sufficient capability for safely executing pre-start maneuvers.

1. A minimum of four (4) legs should be posted even if the wind is light.
2. If the wind dies after the start sequence has begun but before the first NFS division has started, the race shall be postponed.
3. The start can be delayed by up to 30 minutes, after which time the race should be abandoned if the boats cannot make way under sail (not moved by currents).
4. If the lead boat for a fleet does not reach the first mark in 20 minutes, consideration should be given to abandoning the race for that fleet.
5. The Race Committee should start a stopwatch any time the wind goes under 4 knots and stop it when the wind goes back over 4 knots, if the time measured ever exceeds 5 minutes the Race Committee should consider abandoning the race.

FLEET BREAKDOWN

The fleet will be split into classes based upon ratings, boat size, boat type, and/or sail configure to ensure the competitiveness of each class. Each class will be assigned to a divisional start. The classes and divisional start assignments will be determined after registration and posted as a Notice to Racers by the host club(s). All late registering boats will be added to individual classes according to the above criteria.

SCORING SYSTEM

The Basin races will be divided into a Spring, Summer and Fall series. The race dates and series split will be posted as a Notice to Racers prior to the commencement of the series. For each series, flags will be awarded to the top three finishers in each class.

A low point scoring system will be used, as per RRS A4. Each boat finishing in a race (and not thereafter retiring or being disqualified) will be scored points equal to her finishing place as follows:

Finishing Place Points

1 st -----	1.00
2 nd -----	2.00
3 rd -----	3.00
4 th -----	4.00
etc. -----	etc.

RRS scoring rule A5.3, is in affect. This rule defines the scoring for boats that do not come to the starting line (DNC), do not start (DNS), or are disqualified (DSQ) and boats that do not finish (DNF). Boats that started the race but do not finish (DNF) shall be scored as 'the number of boats which started the race + 1'. This modifies RRS A5.3.

The finishing place for a boat in a series is determined by adding together the points awarded for the individual races in the series, excluding a certain number of throwaway races. In scoring the series, the number of races to be counted for each boat is determined by the number of races its class completed, as follows:

# Races Completed by the class	# Races Counted
9 or more	# of races – 3
6 – 8	5
5	4
4 or fewer	All races

RACE TIES per RRS A7

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

SERIES TIES per RRS A8

1. If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.
2. If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

THIS SIDE FOR PROTEST COMMITTEE USE Number
Fill in and tick as appropriate Heard together with numbers

Withdrawal requested Signature Withdrawal permitted

Class Fleet Race

Protest, or request for redress or reopening, received within time limit Time limit extended

Protestor, or party requesting redress or reopening, represented by

Other party, or boat being considered for redress, represented by

Names of witnesses

Interpreters

Remarks

Conflict of interest declared Objections: Yes No

Written protest or request identifies incident

'Protest' hailed at first reasonable opportunity

No hail needed; protestee informed at first reasonable opportunity

Red flag conspicuously displayed at first reasonable opportunity

Protest or request valid; hearing will continue Protest or request invalid; hearing is closed

FACTS FOUND
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Diagram of boat is endorsed by committee Committee's diagram is attached

CONCLUSIONS AND RULES THAT APPLY
.....
.....

DECISION

Protest: dismissed Boat(s) is (are) disqualified from race(s)

penalized as follows :

Redress: not given as follows :

Request to reopen a hearing: denied granted

Protest committee chairman and other members
.....

Chairman's signature

Date and time

RACE SIGNALS

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



↑ • • ↓ •

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



↑ • •

AP over H Races not started are *postponed*. Further signals ashore.



↑ • •

AP over A Races not started are *postponed*. No more racing today.

AP over a numeral pennant 1–9

Postponement of 1-9 hours from the scheduled starting time.



Pennant 1 ↑ • • ↓ •



Pennant 2 ↑ • • ↓ •



Pennant 3 ↑ • • ↓ •



Pennant 4 ↑ • • ↓ •



Pennant 5 ↑ • • ↓ •



Pennant 6 ↑ • • ↓ •



Pennant 7 ↑ • • ↓ •



Pennant 8 ↑ • • ↓ •



Pennant 9 ↑ • • ↓ •

Abandonment Signals



↑ • • • ↓ •

N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



↑ • • •

N over H All races are *abandoned*. Further signals ashore.



↑ • • •

N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑• ↓—

P Preparatory signal.



↑• ↓—

I Rule 30.1 is in effect.



↑• ↓—

Z Rule 30.2 is in effect.



↑• ↓—

U Rule 30.3 is in effect.



↑• ↓—

Black flag. Rule 30.4 is in effect.

Recall Signals



↑•

X Individual recall.



↑•• ↓•

First Substitute General recall. The warning signal will be made 1 minute after removal.

Shortened Course



↑••

S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



C The position of the next *mark* has been changed:



to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

Other Signals



↑•

L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



M The object displaying this signal replaces a missing *mark*.



↑•



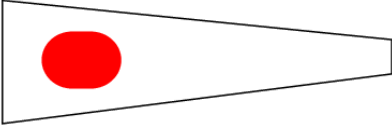
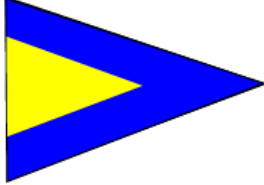
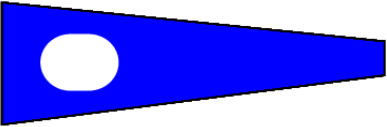
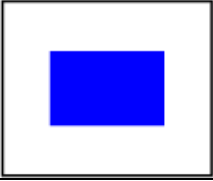
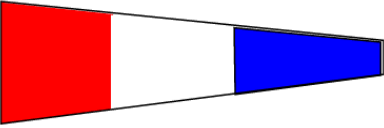
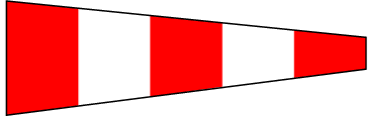
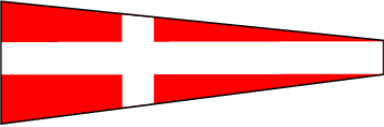
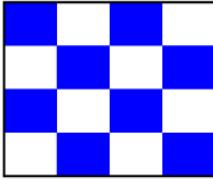
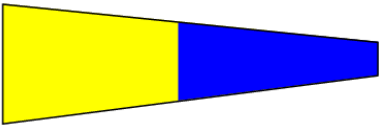
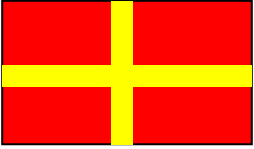



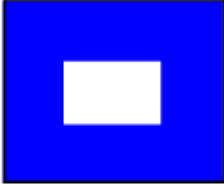
Y Wear a personal flotation device (see rule 40).



(no sound)

Blue flag or shape. This race committee vessel is in position at the finishing line.

RACE FLAGS

	Race Committee Committee boat No sound		Letter 'X' Individual Recall 1 Blast
	Numeral 1 1 st Start 1 Blast		1 st Substitute General Recall 2 Blasts
	Numeral 2 2 nd Start 1 Blast		Letter 'S' Course Shortened 2 Blasts
	Numeral 3 3 rd Start 1 Blast		Answering Pennant Postponement 2 Blasts
	Numeral 4 4 th Start 1 Blast		Letter 'N' Abandon Races 3 Blasts
	Numeral 5 5 th Start 1 Blast		Letter 'R' On Station No Sound
	Numeral 6 6 th Start 1 Blast		Letter 'C' Course Change Repeated sounds
	Blue Flag Finishing Line No Sound		Letter 'P' Preparatory Flag Raise - One Blast Lower - One Long Blast