



MIMICO CRUISING CLUB

2018 SAILING INSTRUCTIONS

Spring, Summer, Fall & Frostbite Series

1. GENERAL

These instructions apply to the Mimico Cruising Club's weekly races, normally held on Wednesday nights. Separate instructions may be issued for other events. Amendments to these instructions may be made at any time. Such amendments shall be in writing and posted on the racing notice board no later than 5:00 PM on the day of the race for which the amendments take effect. **It will be the responsibility of the skipper to check the racing notice board prior to each race for any changes in the sailing instructions.**

2. ELIGIBILITY

Any boat owned by a member of the Mimico Cruising Club (or an outside Club that has applied to the Fleet Captain) may participate in Club races, providing it has registered and carries sufficient **liability insurance (\$2M)**. If a member/owner's boat is to participate in a club race and the member is not present, the member shall inform the General Manager or Fleet Captain the name of the person who will be in charge of the boat during the race. (MCC Rule 7.2)

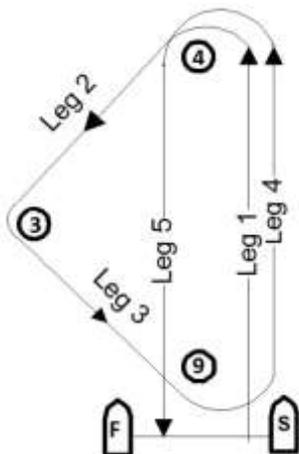
3. RACE RULES

All races will be sailed under the current Racing Rules of Sailing (RRS) of World Sailing (formerly ISAF), as published by the Sail Canada, except as modified herein. Together, with these Race Instructions, constitute the Race Rules for Mimico Cruising Club racing.

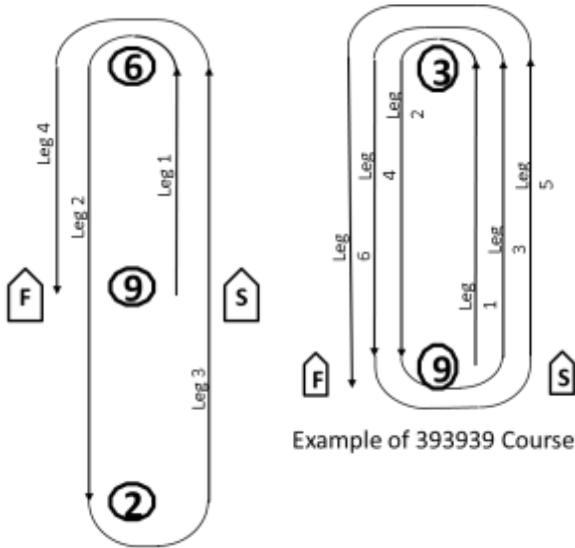
4. COURSE

The course to be used will be selected from the Marks of MCC or otherwise as posted. The starting mark will be where the RC is stationed, usually Mark #9.

For Divisions 1 & 2, the sequence in which the Marks are to be rounded will be displayed on the aft of the Committee Boat starting with the number of the first Mark on the left-hand side of the display with the number of the next Mark displayed immediately to the right, and so on, for the remainder of the sequence. The Mark Rounding Sequence for Divisions 1 and 2 will be displayed on the Committee Boat prior to the Warning Signal. A typical course consists of 5 legs, however depending on conditions, a course may have more or fewer legs. An example of a 43949 course is shown below:



For Divisions 3, the Mark Rounding Sequence will be a windward /leeward type course. The sequence in which the Marks are to be rounded will be displayed on the aft of the Committee Boat starting with the number of the first Mark on the left-hand side of the display with the number of the next Mark displayed immediately to the right, and so on, for the remainder of the sequence. The Mark Rounding Sequence for Divisions 3 will be displayed on the Committee Boat following the start of Division 2. A typical course consists of 4 legs, however depending on conditions, a course could have more legs, fewer legs and/or shorter legs. Examples of 6269 and 393939 courses are shown below:



Example of 393939 Course

Example of 6269 Course

In the event of a missing mark the race committee may use a drop mark in the vicinity of a missing mark. All marks will be rounded to port unless a Green Flag is flown on the Committee Boat in which case they will be rounded to starboard.

5. DIVISIONS

Divisions' Splits will be determined and posted by the Race Committee. A boat must fly its Division Flag from its backstay as follows:

Division #1 (Small White Sail)	- Blue
Division #2 (Large White Sail)	- Yellow
Division #3 (Spinnaker)	- None

A boat without a backstay may fly its Division Flag from the highest stern rail or from some other form of rigging so long as it is located aft of the helmsman in his/her normal position and is clearly visible.

6. STARTING

Prior to starting a race all boats must report to the Race Committee on the course. This should be done by crossing past the transom of the Committee Boat on starboard tack and hailing the Committee Boat, indicating an intention to race (i.e. "Jenny III checking in..."). Boats failing to report may be considered non-starters. MCC will use the Start as outlined in the current Racing Rules of Sailing, as published by Sail Canada. Boats will start by Divisions as follows:

For the Spring, Summer and Fall Series ONLY

Note: After Sept 1st all times will advance by 15 minutes, first horn at 5:54 pm

6:09		Horn	Courtesy Signal
6:10	Blue Shape up	Gun	Warning Signal Division #1
6:11	I Flag Up	Horn	Preparatory Signal Division #1
6:14	I Flag Down	Horn	
6:15	Blue Shape Down	Gun	Start Division #1
6:20	Yellow Shape up	Gun	Warning Signal Division #2
6:21	I Flag Up	Horn	Preparatory Signal Division #2
6:24	I Flag Down	Horn	
6:25	Yellow Shape Down	Gun	Start Division #2
6:30	Red Shape up	Gun	Warning Signal Division #3
6:31	I Flag Up	Horn	Preparatory Signal Division #3
6:34	I Flag Down	Horn	
6:35	Red Shape Down	Gun	Start Division #3

For the Frostbite Series ONLY

5:54		Horn	Courtesy Signal
5:55	Blue & Yellow Shapes up	Gun	Warning Signal Divisions #1 & #2
5:56	I Flag Up	Horn	Preparatory Signal Divisions #1 & #2
5:59	I Flag Down	Horn	
6:00	Blue & Yellow Shapes down	Gun	Start Divisions #1 & #2
6:05	Red Shape up	Gun	Warning Signal Division #3
6:06	I Flag Up	Horn	Preparatory Signal Division #3
6:09	I Flag Down	Horn	
6:10	Red Shape Down	Gun	Start Division #3

The starting line will be between the orange flag on the Committee Boat and the nearest Mark on the course (normally Mark 9) or a pole topped with Code Flag "M" if placed. The Race Committee may use a distance marker, in which case, no boat may pass between the distance marker and the Committee Boat. Any boat that fails to cross the starting line within 15 minutes of its start will be considered a non-starter.

If the Committee Boat has to move off station prior to all boats starting, it will leave a Marker in its place and all boats, still to start will cross the line between this Marker and the start Mark.

After the Warning Signal, the Race Committee may protest any boat deemed to be interfering in the starting area, at any time prior to a previous Division's start. The starting area is defined as the area inside one half of the length of the starting line beyond each end of the line and the same distance behind and ahead of the line.

If there is a premature starter(s) the Race Committee will make a sound signal and display CODE Flag "X" (individual recall) until all premature starts have started properly or one minute before the next start whichever is soonest. Although the Race Committee will attempt to hail all premature starters by sail number, however, it is the individual skipper's responsibility to ensure that they have started properly. In the event that there are unidentified premature starters the Race Committee may signal a General Recall. The first division subject to recall will start five minutes after all other scheduled starts. The Preparatory Signal

being the start signal of the prior starting division. Subsequent recalled divisions will start at further five-minute intervals in the sequence of recall occurrence.

The decision to delay the start of a race or cancel a race is at the sole discretion of the Race Committee.

Reasons to delay the start or cancel a race may include the threat of thunderstorms, excessive wind and/or wave conditions, deemed unsafe for the Race Committee and Sandy Grant or the lack of wind. In the case of the latter, a minimum, sustained wind of 4 knots, measured aboard the Sandy Grant may be considered the criteria to determine if a race can be started. The Race Committee may elect to start a race with less than 4 knots of sustained wind, if the wind strength shows signs of improvement during the delay period or upon consultation with boats in the fleet, who are able to provide an accurate masthead wind speed reading.

7. FINISHING

The finish line will be between the Blue Flag on the Committee Boat and the designated Mark and must be crossed from the direction of the last rounded mark. If it is necessary to shorten course a line may be established between the Committee Boat and a Mark of the course.

The decision to shorten course shall be made by the Race Committee at its sole discretion.

If such a decision is made the Race Committee will indicate this decision by hoisting Code Flag "S" and firing two guns or other sound signal as the first boat approaches the Mark, at which the course is to be finished. The course may be shortened only for certain Divisions, in that case, the Division pennant for those divisions affected will also be hoisted.

If for any reason the Committee Boat is not on station at the Finish Mark, all boats will finish themselves by noting their position and **GPS time (hrs: min: sec) of passing as close to the Finish Mark as possible** and the names or sail numbers of the boats **immediately in front of and behind them together with their crossing times, if possible**. This information should be reported to the Committee Boat as soon as possible after docking at which time a time check should be made with the Committee Boat. **(Use GPS time only)**

The Race Committee may abandon a race at any time. If any boat of a particular Division has crossed the finish line by this time, then that Division will be deemed to have completed the race and the finishers will be scored accordingly.

Any Division, which does not have any finishers at the time of abandonment, will be considered not to have raced and the number of races for that Division will be reduced by one. If no boat, from any Division, reaches the First Mark of the Course within one hour of the start of Division #1, all races will be cancelled. All racing will cease 30 minutes after sunset or 9:00 PM whichever is earlier. Boats finishing more than **35 minutes** after the finishing time of the first boat, of the last division, will be considered as non-finishers.

8. FLAG SIGNALS

Flags are defined in the current version of the Racing Rules of Sailing (RRS), as published by the Sail Canada.

9. PROTESTS

Protests should be reported to the RC boat before leaving the racing area.

Protests must be submitted in writing on standard forms available from the Race Committee or the Protest Committee. Forms will be available at the bar. Completed forms must be handed to the one of the protest committee (John O'Dwyer (Chair), Bill Bevan, Bjug Borgundvaag, Donna Scott, Joe Malon or the Fleet Captain) **within one hour** of the Committee Boat docking. An Arbitrator may be assigned by the Fleet Captain or his representative to arbitrate a settlement of the protest with the skippers concerned. If this arbitration is not successful the Protest Committee will be convened. Protest dates will be determined as required.

After reviewing the protest, the Protest Committee Chair or his delegate will inform the Protestor and the Protested when and where the protest hearing will be held.

If, in considering a Protest, the Protest Committee finds that any of the boats involved either deliberately infringed the rules, or otherwise behaved in a manner not consistent with good sportsmanship, or submitted a frivolous Protest, then it must report such finding to the Fleet Captain. After considering the facts of the case and on the advice of the Race Committee, the Fleet Captain may take any action he deems appropriate.

Any boats involved in a collision during an MCC race event, where damage occurred will automatically go before Protest Committee, to review the situation leading up to the collision, the collision itself, race rules broken and by whom. Appropriate scoring penalties will be assessed and a report will be written by the Protest Committee and provided to all skippers involved, for insurance claim purposes.

10. ARBITRATION

For Protests under a rule of Part 2 RRS where there is no damage and in which there are no more than two boats involved, there may be arbitration. Any protest not resolved by this process will be referred to the Protest Committee for a full hearing.

After the protest has been filed, as per SI 9, one designated representative (a person who was on board at the time of the incident) from each boat shall, meet with the Arbitrator appointed by the Chair of the Protest Committee. No witnesses will be permitted. The Arbitrator will decide on the validity of protests. This changes RRS 63.5.

A boat that accepts the opinion of the arbitrator that she has broken a rule, and accepts fault, shall receive a 40% scoring penalty. This changes RRS 44.3.

When one boat accepts a penalty following arbitration, her decision shall be binding upon the other party to the protest, and the protest shall not be referred to the Protest Committee. This changes RRS 63.1.

The Arbitrator may also approve the withdrawal of a protest. This changes RRS 63.1.

11. RACE DISCIPLINE

All skippers and crew participating in the Club races are expected to have a general knowledge of the Race Rules and to behave while racing in a sportsmanlike manner. The Race Committee and the Protest Committee will report to the Fleet Captain the skipper or crew of any boat, which either consistently or deliberately infringes the Race Rules or otherwise behaves in a manner detrimental to the sport of yacht racing. After considering the facts, the Fleet Captain may take any appropriate action against the skipper or crew. Such action could include suspension of the skipper or crew from Club racing either for the series or the season.

12. SCORING

The finishing position of a boat in each race will be determined by the Time-On-Time scoring method. All boats competing, must have a current and valid PHRF-LO certificate.

The makeup races shall be assigned to a series, as determined by the Race Committee and posted on the Race Notice Board.

A boat which goes to the assistance of any vessel or person in peril, during a race or which, holding right of way, is disabled by a foul upheld by sustained protest and does not finish the race for either of these reasons, shall, at the end of the race series, be given a score for that race equivalent to its average score in that series.

13. SAFETY

Whether to start or continue in a race is the sole responsibility of the skipper, likewise the Committee boat Crew have the right to venture forth or not, depending on their view of the pending weather conditions.

When racing, all boats must have a minimum of two persons on-board; carry the equipment specified by the Transport Canada Safety Guide and also a working VHF Radio. It is recommended that all boats obtain a Coast Guard Safety Inspection Certificate and all crew wear approved life saving devices at all times.

In severe weather, the race Committee may, at its discretion, fly the “Y” flag (wear personal buoyancy). When flown, any boat observed by the Race Committee to have one or more of its crew not wearing personal buoyancy may be disqualified for that race.

The Race Committee will monitor **VHF Channel 08**. **Any boat unable to finish a Race must report to the Race Committee, either directly or by radio before leaving the racing area. Failure to report, will incur a 20% scoring penalty in the next race sailed.**

Rev18Dec2018