



Kingston Yacht Club

Sailors Handbook 2020

*(Abridged for Keelboat Racing Program,
including PHRF 1, PHRF 2, Sharks and
Casual Fleet Racing)*

Last updated 2020-08-05 @ 6:00 pm

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KYC Keelboat Racing Schedule

May	31	Launch & mast stepping
June	KYC's regular evening racing series and traditional weekend events for this period were canceled. Instead, we ran casual "racing type" events, under Special Sailing Instructions and complying with COVID-19 regulations.	
July		
Aug	4 22	Weeknight racing begins Harbour Race
Sept	12 26 29	Carruthers Series Chase Race & Able Sail Fundraiser Weeknight racing ends
Oct	4,11 18,25	Frostbite Series
Nov	1	Mast unstepping & haulout

Keelboat Racing

PHRF 1 Fleet Captain: Robert Weguelin

PHRF 2 Fleet Captain: John Vines

Shark Fleet Captain: Robin Wynne-Edwards

Email: race@kingstonyachtclub.co (KYC Race Office)

Sailing Instructions

(changes from 2020 are **highlighted**)

1. RULES

KYC Races will be governed by the rules as defined in *The Racing Rules of Sailing* and the By-laws of the Kingston Yacht Club

2. ELIGIBILITY AND ENTRY

2.1 KYC Races are open to all boats of the Shark class and all boats of the Performance Handicap Racing Fleet - Lake Ontario (PHRF) class.

2.2 PHRF classes will be handicapped using the time on time (TOT) method. The PHRF class may be split into PHRF 1 and PHRF 2 classes. PHRF 1 will include all boats that rate 165 or less which choose to race with Flying Sails (FS). PHRF 2 will include all boats that rate 166 or more and all boats which choose to sail with No Flying Sails (NFS).

2.2.1 A CFR (Casual Fleet Racing) fleet will be included. This fleet will have a non-traditional Start wherein they will have a sequence followed by a Starting Window. Participants may Start at any time while the Window is Open. They may sail FS or NFS. After finishing they will record and report their Start time, their Finish time and their sail plan status (FS or NFS).

2.3 If there are situations where PHRF 1 and PHRF 2 sail the same course and start at the same time they will be scored separately

2.4 A group of similar boats having consistently more than 5 starters in a class may be offered a separate start.

2.5 Article 24 of the club bylaws limits the introduction of guests; this includes as race crew. Therefore all those who participate in KYC sailing events shall be either KYC members in good standing, invited guests (within the limits of our defined guest policy); or, in the spirit of good sportsmanship, visiting members of affiliated yacht clubs with whom KYC has exchanged reciprocal privileges. It is the responsibility of the skipper to ensure that their crew are eligible to participate. Boats contravening this Bylaw are subject to protest.

2.6 A boat enters a series by starting in at least one race in that series.

3. MEASUREMENT

3.1 Each Shark shall produce a valid measurement certificate and/or certificate of boat compliance with their Class Rules.

3.2 Each PHRF boat shall produce a valid PHRF-LO rating certificate.

3.2.1 Members of the CFR fleet may also hold a KYC assigned rating.

4. NOTICES TO COMPETITORS

The Official Notice Board will be the closed glass case located at the base of the staircase near the door to the bar. Notices may be duplicated on the KYC web site and/or emailed to registered competitors. The on-line version of these SIs may be updated periodically to reflect any amendments.

An exception will be Race Committee Duty where the KYC web site information will be the official information. The official information will be posted to the Official Notice Board at regular intervals.

5. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted at least 2 hours before racing on the day it will take effect, except that any change to the schedule of races will be posted before 2000 hours on the last racing day before it will take effect. In addition, **Code Flag 'L'** will be flown from the KYC Yardarm at least 1 hour before racing on the day the amendment first takes effect.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed from the KYC Yardarm located on the breakwater. Race Committee may also broadcast notice of signals on VHF channel 71.

6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

7. SCHEDULE OF RACES

7.1 Weeknight races for all classes will be held on each Tuesday and Thursday, starting May 4 and ending September 29.

7.2 The scheduled time of the first warning signal for weeknight races is 1800.

7.3 Weekend race dates and times are specified in Appendix A.

8. CLASS FLAGS

Class flags (and usual starting order) will be:

Class	Flag
PHRF 1	Numeral Pennant 1
Shark	Numeral Pennant 2
PHRF 2	Numeral Pennant 3
CFR	Numeral Pennant 4

9. RACING AREAS

Racing will be held in the waters of Kingston Harbour, south of Kingston Yacht Club and connected areas of Lake Ontario and the St. Lawrence River.

10. THE COURSES

10.1 Courses will be signalled by displaying letter plaques that correspond to the marks of the course in the sequence of rounding. The plaques will be displayed in rows above the cabin of the RC boat. One row is used for each class. In general, the starting order and course display will be as follows.

Top Row	PHRF 1
2nd Row	Shark
3rd Row	PHRF 2
4th Row	CFR

Should the third row be left blank, PHRF 2 will sail the course posted on the top row.

In addition, if the Race Committee decides to start one or more classes together, their class flags will be displayed together as their Warning signal.

10.2 Course plaques are visible from both sides. The letters posted are to be read from bow to stern of the Race Committee vessel. (That is: Right to Left on the starboard side, Left to Right on the port side.) The most forward letter designates the mark ending the first leg. The stern-most letter designates the finish mark. A plaque with a **RED** background indicates a mark to be left or rounded to **PORT**. A plaque with a **GREEN** background indicates a mark to be left or rounded to **STARBOARD**.

Plaque '**O**' designates the starting pin, which may also be a mark of the course. When the 'O' plaque is BLACK on WHITE (neither RED nor GREEN), "**O**" is a GATE with the RC vessel being the other mark of the gate. The Gate shall be passed through from the direction of the last mark.

Temporary marks, if used, will be designated as follows:

W – Windward **J** - Gybe **L** - Leeward

A BLACK on WHITE numeral (2, 3 or 4) plaque indicates the number of times the preceding course is to be rounded.

10.3 Course boards may be removed 5 minutes after the last start.

10.4 All windward marks for weeknight racing will be left to port.

10.5 All courses for weeknight racing will include a windward leg as the first leg.

10.6 All Shark courses for weeknight racing will be a combination of windward and leeward legs only.

10.7 Courses for weeknight racing will not be set or shortened to fewer than two legs.

10.8 Courses for weekend racing are specified in Appendix A.

10.9 For CFR fleet only:

10.9.1 SI #10.3, #10.4 and #10.5 shall not apply.

11. MARKS

11.1 The mark network used for KYC races includes government buoys, KYC permanent marks, and temporary marks as described with latitude and longitude on the [KYC Marks Network](#) and shown approximately on the [KYC Marks Map](#).

11.2 Other marks may be orange flags on a pin, orange tetra-marks, or round orange marks.

12. THE START

12.1 Races will be started by using Rule 26 with the warning signal made five (5) minutes before the starting signal. The signalling (*repeated from rule 26*) will be:

Signal	Flag & Sound	Minutes Before Starting Signal
Warning	Class flag(s); 1 sound	5
Preparatory	P, I, Z, Z with I,U or Black flag; 1 sound	4
One Minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

12.1.1 For CFR fleet only: For every event there will be a Starting Window. This is the period during which competitors may start. The Starting Window will be 10 minutes after their class flag is removed.

12.2 The starting line will be between the mast displaying the "RC" flag on the Race Committee vessel and a temporary mark identified as Mark "O" with an orange flag. Alternately, the temporary mark may be replaced by any mark listed in the mark network. When conditions prevent anchoring of the Race Committee vessel, it may be replaced by a temporary mark with an orange flag. Boats whose warning signal has not been made shall avoid the starting area during other starting sequences.

12.3 A boat not starting within 4 minutes of her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

12.3.1 SI 12.3 shall not apply to the CFR fleet.

12.4 All boats are requested to check in with the Race Committee before the Warning signal for their race. Boats are requested to sail across the stern of the Race

Committee vessel on starboard tack and to check in. Failure to be identified as a starter may result in a boat being scored DNC.

12.5 Boats using a sail with a number other than their registered number shall notify the Race Committee prior to their warning signal.

12.6 The Race Committee may hail the sail numbers of boats that are OCS on VHF channel 71. Failure to do so, or the order of boats called, shall not be grounds for redress.

13. CHANGE OF THE NEXT LEG OF THE COURSE

RRS 33 is changed to read:

The race committee may change the course with the display of **Code Flag "C"** with repetitive sounds and display of the sequence of marks from that point in the race to the finish.

The signal will be displayed at a rounding mark or at a gate.

When **Code Flag "C"** is displayed alone the change will apply to all classes.

When **Code Flag "C"** is displayed with a class flag or flags it will apply only to the designated classes.

14. THE FINISH

14.1 The finishing line will be between a mark of the course and the mast displaying the blue shape, blue flag or **Code Flag "S"**, when shortening, on a Race Committee vessel. If conditions prevent anchoring of the Race Committee vessel, or if for any other reason the vessel is absent, the vessel may be replaced by a temporary mark.

14.2 For CFR fleet only: The finishing line will be between Mark P and the Flagpole, unless the course is shortened. Each competitor shall take their finish time and report it and their start time to the Race Office as soon as possible.

15. TIME LIMITS AND TARGET TIMES

15.1 Time limits and target times are as follows:

Class	Event	Time Limit	Mark 1 Time Limit	Target Time
All Classes	May Weeknights	2000	1900	1915
All Classes	June, July, August Weeknights	2100	1930	1945
All Classes	September Weeknights	Sunset	1845	0030 before sunset

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress.

15.2 For weeknight races, boats failing to finish within 30 minutes (corrected time) after the first boat in their class sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 Printed protest forms are available at the Sailing Office and at the bar and electronically from Sail Canada: [Protest Form.pdf](#).

Protests and requests for redress or reopening shall be delivered to the Race Management Coordinator (in person or by email at race@kingstonyachtclub.ca) within the appropriate time limit.

16.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day. The Race Management Coordinator will post the protest closing time as soon as possible on returning to shore.

16.3 Protests will be heard at the first possible date following the race where the incident took place. Parties will be notified of the time and place of the hearing.

16.4 Notices of protests by the race committee or protest committee will be posted to inform boats as provided in rule 61.1(b).

16.5 Protestors are encouraged to inform the R.C. on the water of their intention to protest.

16.6 RRS Appendix T will apply. The Sailing Committee is offering an Arbitration Service to competitors caught in a question of the Racing Rules. At 20:00h on Tuesday and Thursday (May through August) 19:30h (September) an experienced racing sailor will be on hand to examine protests before they go to a Protest Committee. The name of the evening's arbitrator will be posted at the bar. For a valid protest, the arbitrator will read the description of the incident, listen to parties, then discuss relevant rule(s) to explain likely resolution by a Protest Committee. The entire hearing should take 15 minutes or less. Either party may take a 30% scoring penalty to close the file. For further details, please refer to RRS Appendix T.

16.7 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.

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

17. SCORING

17.1 Scoring shall be in accordance with the RRS Appendix A.

17.2 Appendix A4.2 is amended as follows: A boat that did not start, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that did not finish shall be scored points for the finishing place one more than the number of boats that finished the race. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

17.3 RACE COMMITTEE AND REGATTA POINTS:

17.3.1 Races will be managed by members who race at KYC. A boat providing three or more people (two for boats with only three crew) to perform Race Committee Duty (RCD) on its designated weeknight(s) or weekend(s) shall be scored points equal to the average of its scores for all races in that weeknight series, or in the case of a weekend race duty, a race in the weeknight series in the same month as the weekend race, except those excluded under 17.6. In the weekend race case, the boat will not have raced in the race she chooses. Failure to do so will result in the following penalties:

i.) A boat providing fewer people than required shall be scored points equal to the average of its scores for all races in the series, including those normally excluded under 17.6.

ii.) A boat providing no people shall be scored DND (Do Not Discard), and may face additional penalties at the discretion of the Sailing Committee.

17.3.2 A boat that misses a race due to participation in a recognized non-KYC event shall be scored points equal to the average of its scores for all races in the series, except those excluded under 17.6. To receive Regatta Points, a boat must submit details of her intentions to the KYC Sailing Office prior to the event, in writing, stating event to be attended, dates of races to be missed, boat and owner's names.

17.4 When ties are broken in accordance with the RRS, Race Committee points and other average points shall be rounded to the nearest whole number and scored as a finish position for the purposes of tie breaking.

17.5 RACES HELD AND SCORED

A race is held for the class if one boat in that class (fleet) starts and the race is not abandoned.

For the Shark class the season will be divided into five monthly series.

Series 1 - all August races (9 races)

Series 2 - all September races (9 races)

For the PHRF classes the season will be divided into five series composed of:

Series 1 - all August races (9 races)

Series 2 - all September races (9 races)

Four (4) races are required to be completed to constitute a series.

17.6 i.) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

ii.) When from 5 to 7 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

iii.) When from 8 or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

17.7 Results will be posted on the official notice board and on the Internet as soon as practicable after each race or event. Series results will be posted and updated regularly throughout the series and the season.

18. SAFETY

18.1 RRS 40 is amended to read: “When flag Y is displayed with one sound before or with the warning signal, competitors *out of the cockpit* shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.”

18.2 A boat that retires from a race shall notify the race committee as soon as possible. The notification may be provided orally, by VHF radio Channel 71 or by telephoning KYC (at 613-548-3052). Give the boat's Name, Sail Number, and the Class.

19. RACE COMMITTEE DUTY (See SI 17.3)

Crews of competing boats are required to participate as Race Committees, according to the schedule of skippers published on the KYC web site. Race Committee duty requires at least three people (two for boats with less than four crew). Boats may also fulfill their obligations by serving as Race Committee for weekend events.

20. PRIZES

Prizes may be awarded to weeknight race winners. Flags will be awarded to series winners. Trophies will be awarded as detailed in Appendix B and the instructions for individual events.

21. DISCLAIMER OF LIABILITY

In accordance with rule 4, competitors participate entirely at their own risk. KYC will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the racing.

22. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of CDN\$2,000,000 per event or the equivalent.

Appendix A: Weekend Events

The Schedule of Weekend Races is detailed [Keelboat Racing Schedule](#) with links to the course information for individual races (attached in the paper copy). Unless otherwise noted, **there will be a Skipper's meeting at one hour before the scheduled first warning signal for the event.**

If fewer than 3 Sharks are represented at the Skipper's meeting, the Shark start may be cancelled and Sharks with a valid PHRF certificate may race in the appropriate PHRF class.

Trophies will be awarded on the basis of best corrected finish time for the PHRF classes and best finish position for the Shark class.

KYC HARBOUR RACE

Saturday August 22, 2020

SKIPPER'S MEETING: 0930 hrs **FIRST SIGNAL:** 1030 hrs

COURSE: The **Start** will be between the KYC Race Committee Vessel and a temporary mark located approximately 0.3 N Miles downwind from Mark No. 1 or, if the Race Committee flies **code flag L** from the KYC Flagpole at least 30 minutes prior to the first signal, the **Start** will be between the KYC Flagpole and KYC Race Mark P. The Race Committee will display a **Red** or **Green** plaque or flag indicating the side on which the first mark is to be left.

Mark No.	Description	Govt Code	KYC Code	Left to
1	Myles Shoal	K1	R	as above
2	Penitentiary Shoal	K3	F	Port
3	Melville Shoal	K9		Port
4	Simcoe Island			Port
5	Myles Shoal	K1	R	Starboard
6	Bayfield Shoal	H43	D	Starboard
7	KYC Race Mark		M	Starboard
8	Myles Shoal	K1	R	Starboard

THE FINISH will be between the **KYC Flagpole** and **KYC Race Mark P** **TIME LIMIT:** 2400 hrs Race Day

TROPHIES: PHRF 1: Skene Trophy PHRF 2: CYC 1924 Cup Shark: Hora Plaque

CARRUTHERS SERIES

Saturday September 12, 2020

SKIPPER MEETING: 0930 hrs **FIRST SIGNAL:** 1030 hrs

GENERAL: The series will consist of as many as three course races.

COURSE: Courses will be described in accordance with the Weeknight Sailing Instructions.

It is intended that there will be three course races of moderate length.

After the finish of the first race, subsequent races will follow as soon as possible.

TROPHIES:

Overall: Carruthers Plaque
PHRF 1: Kingston Ice Yacht Club Trophy
PHRF 2: KYC Challenge Cup
Shark: Keeble Tray

CHASE RACE & ABLE SAIL FUNDRAISER

Saturday September 26, 2020

SKIPPERS MEETING: 0930 hrs **FIRST SIGNAL:** 1035 hrs

GENERAL: The Chase Race is a '*Pursuit Race*'. This race differs from others by having boats 'pay' their handicap before they start. In theory, if each boat sails to their handicap, all boats should finish at the same time. The crew that sails closest to their rating will win. The payment system is based on a 15.0 nautical mile race and the PHRF-LO '**time on distance**' ratings.

START PROCESS: The sequence will follow RRS 26 with the following modification/s: At or before the **Preparatory signal**, the time of the first start (e.g. 1040 for a 1035 preparatory signal) will be displayed from the RC vessel and remain on display for all starts. The first start will be signalled by the normal sequence. Each subsequent boat will start 15 seconds after the first start for each PHRF point in their rating less than 230. (e.g. a boat rating 170 will start $60 \times 15 = 900$ seconds after the first start. See the [Start Times Spreadsheet](#) for details.) No signals will be made for subsequent starts. Boats starting prematurely will be signalled in the normal fashion, and will have to return to the pre-start side of the line before starting.

COURSE: The **START** will be between the KYC Race Committee Vessel and a temporary mark located approximately 0.2 nautical miles northeast of **Myles Shoal** (KYC 'R'). Marks of the course are:

Mark No.	Description	Govt Code	KYC Code	Left to
1	Simcoe Island Red Stake	KE2	B	Starboard
2	Penitentiary Shoal	K3	F	Port
3	Carruthers Point	K5	A	Port
4	KYC Race Mark		E	Starboard
5	KYC Race Mark		M	Port
6	Bayfield Shoal	H43	D	Port
7	Myles Shoal	K1	R	Starboard

THE FINISH will be between the **KYC Flagpole** and **KYC Race Mark P**

RATED LENGTH: 15.0 Nautical Miles **TIME LIMIT:** None

TROPHY: Overall: Cape Vincent 1910

FROSTBITE SERIES

Sundays October 4, 11, 18 & 25, 2020

SKIPPERS MEETING: 1300 hrs FIRST SIGNAL: 1330 hrs

GENERAL: The series will consist of as many as 1 race each of 4 Sundays, with 1 drop if 3 or more races are held.

COURSE: The series will consist of as many as 1 race each of 4 Sundays, with 1 drop if 3 or more races are held.

TROPHY:

Overall PHRF: TBD

Shark: TBD

Appendix B: Season Awards

(((UNDER REVIEW)))

PRF:

Evening Series PHRF 1: *KYC Cup Handicap-Keel Championship (1912)*
PHRF 2: *Championship Cup 1896-97*

The five evening series results will be scored equally as a series. One evening series may be dropped. Ties will be resolved in accordance with Sailing Instructions and RRS Appendix A 1.4.

Weekend Series PHRF 1: *Kingston Ice Yacht Club Challenge Cup (1895)*
PHRF 2: *Crescent Yacht Club Challenge Cup (1924)*

The weekend series events for PHRF will include: KYC Pigeon Island Race, KYC Wolfe Island Race, KYC Main Duck Race, KYC Harbour Race, and the KYC Carruthers Series. The results of these events will be scored equally as a series. When from 5 or more events have been completed, a boat's series score will be the total of her event scores excluding her worst score. Ties will be resolved in accordance with Sailing Instructions and RRS Appendix A 1.4.

Shark:

Evening Series - Gostlin Trophy for KYC Annual Competition - Fleet Championship (1973)

The five evening series results will be scored equally as a series. One evening series may be dropped. Ties will be resolved in accordance with Sailing instructions and RRS Appendix A.

Weekend Series – Walker International Challenge Cup for Ice Yachts

The weekend series events for Sharks will include: KYC Pigeon Island Race, KYC Wolfe Island Race, KYC Harbour Race, the KYC Carruthers Series, and another Regatta as may be designated by the fleet in advance of May 1. (For 2018 that regatta will be Shark World Championship at KYC.) The results of these events will be scored equally as a series. When from 5 or more events have been completed, a boat's series score will be the total of her event scores excluding her worst score. Ties will be resolved in accordance with Sailing Instructions and RRS Appendix A 1.4.

Race Committee Guidelines

Guidelines and Suggestions for running KYC club racing

Conduct of a Race

- The race committee boat should be prepared to leave the dock at 5:30pm at the latest, in order to have time to prepare properly for the race.

Before departing

- Determine a rough outline of wind direction and strength for the evening's racing, in order to determine where to start setting up the course.
- Check available weather reports to determine if there are any weather developments that may cause concern.

Once out of the harbour

- Use a flag to determine the compass direction of the wind for the evening. Multiple readings over a period of 5 or 10 minutes will indicate any trends, or variations.
- Determine which mark(s) you intend to use for their initial windward mark, and anchor in an appropriate position with the mark at the indicated compass direction.

Example:

In southwest winds, Marks X and G are standard windward marks, and the race committee can setup north of mark R. For races with a north, or a northeast wind, the race committee should attempt to use mark R or mark C for windward marks, requiring that the race committee be setup at the southern extreme of the harbour.

To set the line

- Check the wind direction with a compass. Subtracting 90° from the wind angle will give the desired angle to the start pin. Advise the mark boat as to the direction or bearing to head, and have them set the mark.
- In most cases, it is easier if they set the mark slightly below the intended location, so the race committee boat can use their anchor line to fine-tune their location, and ensure a square start line.

Throughout the remaining time before the start sequence

- Continue to monitor the wind speed and direction for any changes, while making the final decision as to the length and orientation of the course.

Course Discussion

- **All starts should be upwind** for the safety of the competitors, and to encourage fair competition.
- All Shark courses for weeknight racing should be a combination of windward and leeward legs only.
- Shark fleets prefer courses that are of moderate leg length, and use a leeward "gate" comprised of the start boat and the start pin.
- In the interest of safety, it is intended that **all windward marks for weeknight racing will be left to port**. Further, courses for weeknight racing will include a **windward leg as the first leg**.
- Offshore boats vary in their preference, with some preferring reaching legs, and some preferring windward-leeward courses.
- Race committees should take into account the available sunlight, time of sunset, and the wind strength and trend for the evening when considering the course. Legs that are approximately 15 to 20 minutes long are ideal, with the entire race running between 60 and 90 minutes. Provided is a table that gives an example of course layouts for given wind strengths:

Wind Strength	Course Length	Offshore example	Sharks Example
0 to 5	2-3 Legs	G-R-0	X-R-0
5 to 10	3-4 Legs	G-0-2	X-0-2
10 to 15	4-5 Legs	G-S-X-S-0	X-S-2-0
15 to 20+ Daylight permitting	5-6 Legs	G-S-2-R-0	X-0-3

(Courses based on a wind dir. of approximately 260°)

Once all boats have been checked in

- Establish jobs for all on board to perform during the start sequence. If the course is changed, flying "L" flag as a courtesy helps to inform the racers.
- Jobs include: Timing, Sound Signals, Visual Signals, Sighting the line, Radio Broadcasting and recording.
- It is important is that everyone involved be aware of their jobs, and how they will be done during the start sequence. In an ideal world, the start sequence would look like this: (see next page)

Time	Signal	Flag	Sound
1800 hours	PHRF 1 Warning Signal	UP - Numeral Pennant 1	1 sound
1801 hours	PHRF 1 Prep Signal	UP - Code Flag P, I, or Z	1 sound
1804 hours	PHRF 1 Prep Signal Down	DOWN - Code Flag P, I or Z	Long sound
1805 hours	PHRF 1 Start	DOWN - Numeral Pennant 1	1 sound
1806 hours	Shark Warning Signal	UP - Numeral Pennant 2	1 sound
1807 hours	Shark Prep Signal	UP - Code Flag P, I, or Z	1 sound
1810 hours	Shark Prep Signal Down	DOWN - Code Flag P, I or Z	Long sound
1811 hours	Shark Start Signal	DOWN – Numeral Pennant 2	1 sound
1812 hours	PHRF 2 Warning Signal	UP – Numeral Pennant 3	1 sound
1813 hours	PHRF 2 Prep Signal	UP – Code Flag P, I, or Z	1 sound

1816 hours	PHRF 2 Prep Signal Down	DOWN – Code Flag P, I, or Z	Long sound
1817 hours	PHRF 2 Start	DOWN – Numeral Pennant 3	1 sound

Subsequent starts will use this same timing format

If at any time there is an error in starting procedure, or a severe wind shift or weather situation, the race committee may at any time hoist the AP signal with 2 horns to postpone the race and solve the problem. This postponement can be as short as a single minute, allowing the race committee to start the sequence over again.

If, at the start, there is a boat or boats over early, the race committee should display either Code flag X for an individual recall, or the First Substitute pennant for a general recall. They should also broadcast the sail number of the boat or boats that were over early on VHF channel 71.

After the start of the races

- Monitor the fleets progress through the race, keeping track of the time it takes the first and last boats to complete each leg, and for any changes in wind strength or direction.
- Identify any boats showing signs of distress and ensure that assistance is provided if necessary.

In the event of a wind shift

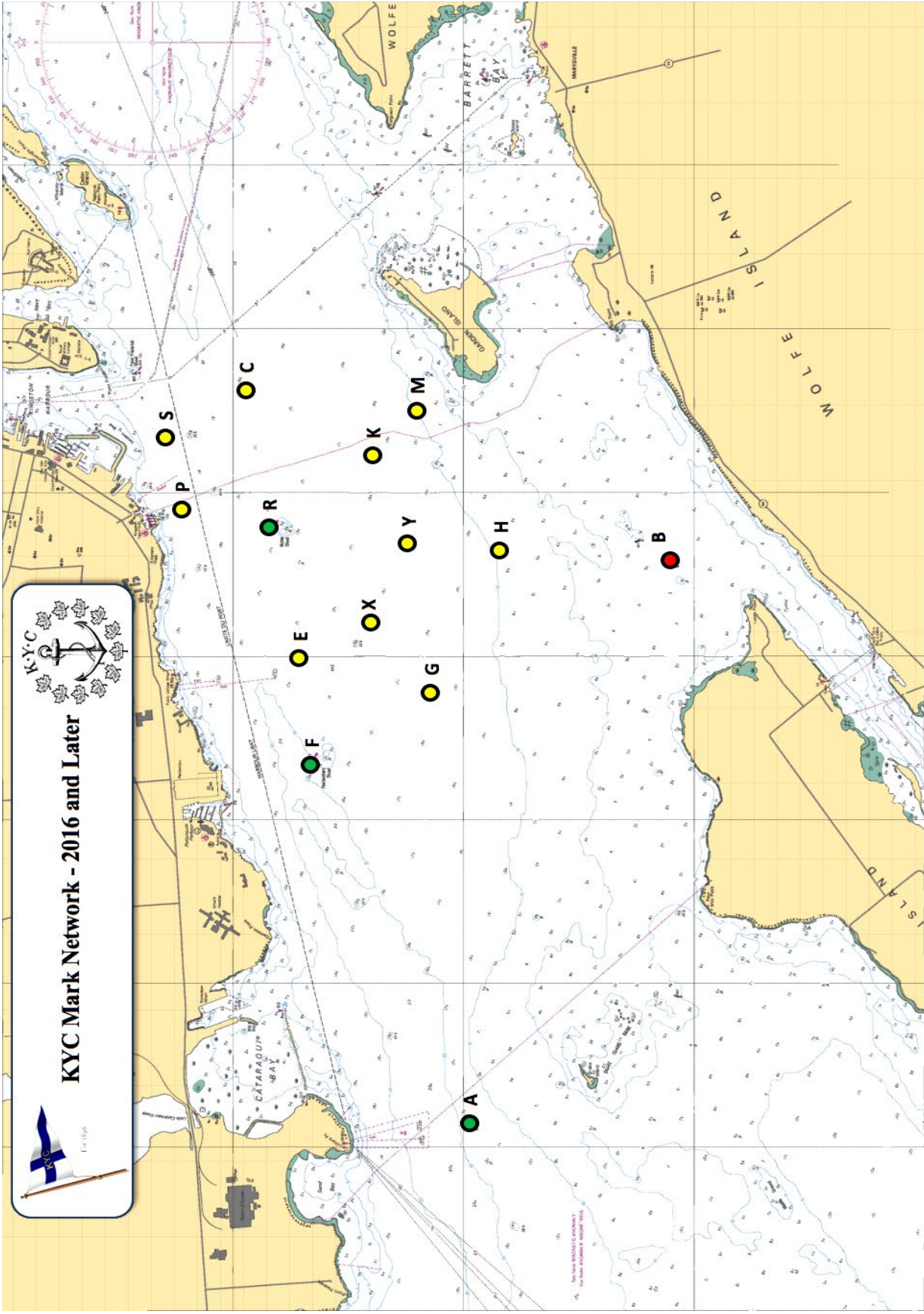
- the race committee may change the course by posting a boat at the next mark of the course that has not yet been rounded, flying Code Flag C, making repeated sound signals, and displaying the sequence of marks from that point in the race, to the finish.

In the event that the wind dies, or the original course was too long,

- the race committee may decide to end the race at a given mark, by posting a boat beside the next mark so that a boat approaching from the direction of the previous mark will have to leave the mark on their port side, and the boat on their starboard side. This boat must display Code Flag S, with two signals when hoisted, and record the finish times for Offshore boats, and the finish position for the shark fleet. Race committees should be aware that PHRF fleets depend on a consistent level of wind throughout the race for their handicap system to work.

In a case where the wind has died completely, or there is clearly no option for continuing the race

- A race that has been started may be abandoned by hoisting Code Flag N, with three sound signals.





KYC Mark Network - 2016



Mark	Latitude			Longitude			Comment
	Deg.	Min.	Sec.	Deg.	Min	Sec.	
A	44	11.970	44.19950	76	32.850	76.5475	K5 (North of Snake)
B	44	11.100	44.18500	76	29.410	76.4802	K62 (near Simcoe)
C	44	12.940	44.21567	76	28.370	76.4728	Yellow club mark
D	44	13.790	44.22983	76	25.230	76.4205	H43 (Bayfield Shoal)
E	44	12.710	44.21183	76	30.010	76.5002	Yellow club mark
F	44	12.660	44.211	76	30.660	76.511	K3 (Pen Shoal)
G	44	12.140	44.20233	76	30.220	76.5037	Yellow club mark
H	44	11.840	44.19733	76	29.350	76.4892	Yellow club mark
K	44	12.390	44.20650	76	28.770	76.4795	Yellow club mark
M	44	12.200	44.20333	76	28.500	76.4750	Yellow club mark
P	44	13.220	44.22933	76	29.100	76.4850	Yellow club mark
R	44	12.840	44.21400	76	29.210	76.4868	K1 (Myies Shoal)
S	44	13.290	44.22150	76	28.660	76.4777	Yellow club mark
X	44	12.400	44.20667	76	29.790	76.4965	Yellow club mark
Y	44	12.240	44.20400	76	29.310	76.4885	Yellow club mark

Marks	Distance (nm)																	Marks
	A	B	C	D	E	F	G	H	K	M	P	R	S	X	Y			
A	-	2.62	3.36	5.76	2.17	1.72	1.89	2.51	2.96	3.13	2.97	2.75	3.28	2.24	2.55			
B	2.62	-	1.99	4.03	1.67	1.80	1.19	0.74	1.37	1.28	2.13	1.75	2.26	1.33	1.14			
C	3.36	1.99	-	2.41	1.20	1.67	1.55	1.31	0.62	0.75	0.59	0.61	0.41	1.15	0.97			
D	5.76	4.03	2.41	-	3.59	4.05	3.94	3.54	2.90	2.83	3.01	2.51	3.55	3.31				
E	2.17	1.67	1.20	3.59	-	0.47	0.59	0.99	0.95	1.20	0.83	0.59	1.13	0.35	0.69			
F	1.72	1.80	1.67	4.05	0.47	-	0.61	1.25	1.38	1.62	1.25	1.06	1.57	0.68	1.06			
G	1.89	1.19	1.55	3.94	0.59	0.61	-	0.69	1.07	1.24	1.35	1.01	1.61	0.40	0.66			
H	2.51	0.74	1.31	3.54	0.99	1.25	0.69	-	0.69	1.39	1.01	1.53	0.64	0.40				
K	2.96	1.37	0.62	2.90	0.95	1.38	1.07	0.69	-	0.27	0.86	0.55	0.90	0.73	0.42			
M	3.13	1.28	0.75	2.83	1.20	1.62	1.24	0.71	0.27	-	1.11	0.82	1.10	0.95	0.58			
P	2.97	2.13	0.59	2.83	0.83	1.25	1.35	1.39	0.86	1.11	-	0.39	0.32	0.96	0.99			
R	2.75	1.75	0.61	3.01	0.59	1.06	1.01	1.01	0.55	0.82	0.39	-	0.60	0.61	0.60			
S	3.28	2.26	0.41	2.51	1.13	1.57	1.61	1.53	0.90	1.10	0.32	0.60	-	1.20	1.15			
X	2.24	1.33	1.15	3.55	0.35	0.68	0.40	0.64	0.73	0.95	0.96	0.61	1.20	-	0.38			
Y	2.55	1.14	0.97	3.31	0.69	1.06	0.66	0.40	0.42	0.58	0.99	0.60	1.15	0.38	-			

Approximate Minutes per Nautical Mile		
Wind	Shark	PHRF 2
15+	8	9
10-15	8.5	10
8-10	9	12
5-8	10	15
<5	18	22

NOTE: Multiply upwind leg length by 1.4 when computing total course length

Marks	Bearing (magnetic)																	Marks
	A	B	C	D	E	F	G	H	K	M	P	R	S	X	Y			
A	-	122	86	84	83	79	97	105	94	98	78	84	79	91	96			
B	302	-	35	61	358	343	343	16	32	43	18	17	26	1	16			
C	266	215	-	82	271	273	251	225	220	200	311	273	342	255	236			
D	264	241	262	-	265	266	258	249	254	248	271	264	271	259	255			
E	263	178	91	85	-	276	207	164	122	128	64	90	72	166	146			
F	259	163	93	86	96	-	161	144	114	119	76	93	79	125	126			
G	277	163	71	78	27	341	-	128	89	100	49	58	57	62	94			
H	285	196	45	69	344	324	308	-	50	72	20	18	31	343	17			
K	274	212	40	74	302	294	269	230	-	147	357	337	18	283	261			
M	278	223	20	68	308	299	280	252	327	-	350	334	6	295	286			
P	258	198	131	91	244	256	229	200	177	170	-	204	90	224	201			
R	264	197	93	84	270	273	238	198	157	154	24	-	54	236	199			
S	259	206	162	91	252	259	237	211	198	186	270	234	-	235	216			
X	271	181	75	79	346	305	242	163	103	115	44	56	55	-	127			
Y	276	196	56	75	326	306	274	197	81	106	21	19	36	307	-			

NOTE: Local Harbour magnetic anomaly NOT accounted for