

**2019 Georgian Bay Cup Race Weekend Saturday June 29th & Sunday June 30th, 2019
Skipper's Meeting Saturday June 29th, 2019, 1300 hrs Local Time**

Georgian Bay Cup and K-Force Trophy Committee of the Collingwood Yacht Club

DRAFT NOTICE OF RACE

The Georgian Bay Cup and K-Force Trophy Committee of the Collingwood Yacht Club invites all sailors to participate in the 2019 Georgian Bay Cup Race Weekend.

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (current edition).
- 1.2 The Georgian Bay Cup and K-Force Trophy Races will be governed by the following: GBC Race Equipment & Safety Regulations, see Appendix A
- 1.3 Rule(s) of the Performance Handicap Racing Fleet Lake Ontario (PHRF-LO) <http://www.phrf-lo.org/images/Documents/handmans.pdf> will apply.

3 ELIGIBILITY AND ENTRY

- 3.1 The race is open to mono-hull sailboats that are self-righting and at least 21 feet in length. These vessels should have a self-draining cockpit and cabin which can be sealed. All boats participating should have a PHRF certificate and rating that is or was valid within the past year. All boats must have a valid liability insurance policy and be able to provide proof if requested.
- 3.2 Eligible sailboats may enter by completing the 2019 GBC registration form (found on the CYC website and the GBR Facebook site) and mailing it, with a cheque for the fee, to Greg Twigg, Georgian Bay Cup Registrar, 1040 Sixth Street, Collingwood, Ontario L9Y 3Y9 at least two weeks prior to race date. Alternatively, skippers may complete a provisional entry form and e-mail it to gtwigg@hotmail.com notifying the Registrar of your intent to race at least two weeks in advance. Skippers must then complete a final registration form and submit the fee at the final registration 1200 hrs to 1300 hrs June 29th at the CYC clubhouse. A list of the skipper and crew members and their next of kin contact information must be provided by the final registration. The committee's ability to provide appropriate slips, lift-ins, courses, start line length and food will be significantly aided by having all registrations well in advance of the race.
- 3.3 Late entries may be accepted at the discretion of the race committee.
- 3.4 Racers may select to compete in one of two divisions. These will be the Flying Sails Division and the White Sails Division.
- 3.5 Skippers in the race shall not be less than 18 years of age.
- 3.6 Each competitor's boat shall display a sail number specific to the sailboat's PHRF certificate. A request to display an alternate sail number may be considered by the Registrar at or before the final registration.

4 FEES

- 4.1 Required fees per boat are as follows: All Classes \$40.00
- 4.2 Following the first race, Saturday June 29th, a social and BBQ supper will be hosted by the Collingwood Yacht Club. There will be a cost of \$10.00 for each participant who wishes to partake. The fee for the BBQ must be paid at the prerace registration. There may be beer provided as well, but that has not been determined at this time.
- 4.3 On Sunday June 30th there will also be a pizza party for all participants. There is a cost of \$5.00 for each participant who wishes to partake. The fee for the pizza must be paid at the prerace registration, as well.

5 SCHEDULE

5.1 The Registrar will be available at the CYC Clubhouse between 1200 hrs and 1300 hrs (the Registration deadline) on Saturday June 29th, 2019, local time. Early registration will aid the Committee in planning the event and arranging for berthing.

5.2 The Skipper's Meeting will not be conducted until 1300 hrs or later Saturday 29th, 2019 local time at the CYC Clubhouse. A representative of each boat should attend this meeting which is open to all participants.

5.3 The first warning signal for race #1 will not be made before 1400 hrs, Saturday, June 29, 2019. The White Sails Division warning signal will be made first, no earlier than 1400 hrs. The first warning for the Flying Sails Division will not be before 1410 hrs. The race start times may be delayed at any time by the race committee by displaying the AP pennant. Once the pennant is removed a time period of one minute will be observed before any warnings will be displayed.

5.4 The first warning signal for race #2 will not be made before 1000 hrs, Sunday, June 30, 2019. The White Sails Division warning will be made first, no earlier than 1000 hrs local time. The first warning for the Flying Sails Division will not be before 1010 hrs. The race start times may be delayed at any time by the race committee by displaying the AP pennant. Once the pennant is removed a time period of one minute will be observed before any warnings will be displayed.

5.5 The first warning signal for race #3 will not be made before 30 minutes after the last boat has crossed the finish line from race #2. The White Sails Division warning signal will be made first. The first warning for the Flying Sails Division will not be made before 5 minutes after the White Division has started. The race start times may be delayed at any time by the race committee by displaying the AP pennant. Once the pennant is removed a time period of one minute will be observed before any warnings will be displayed.

6 MEASUREMENTS AND INSPECTIONS

6.1 It is the responsibility of each boat's skipper to ensure the vessel is sea worthy and in good repair. All safety equipment, as prescribed by Transport Canada's Safe Boating Guide, shall be on board and in good repair.

6.2 The race organizers reserve the right, at any time before or after the race, to inspect a boat for violations of the safety requirements. A boat that fails to follow such directions or which subsequently fails the inspection may be disqualified by the Race Committee.

7 SAILING INSTRUCTIONS

7.1 The sailing instructions will be available at www.collingwoodyachtclub.com by June 27, 2019.

8 VENUE AND THE COURSES

8.1 The venue for the race weekend will be southern Nottawasaga Bay, south of a line drawn between Spratt Point at Woodland Beach and the New Bank Shoal Buoy TB2.

8.2 All starts will be north east of TN12 the first green channel marker to the Collingwood harbour.

8.3 Three courses will be sailed, the details of which will be communicated at the skippers meeting at 1300 hours, Saturday, June 29th. It is anticipated, however, that there will be one mid-distance race to a point and returning, one triangular course and one windward leeward course.

8.4 All finishes will be in the same position as the start line, at a buoy along the course in the event of a shorten course, or for the mid-distance race, it may be held in the harbour between TN24 and the yellow bollard on the wharf due east of it. The courses may be charted on Canadian Hydrographic Service Chart 2283 "Owen Sound to Giants Tomb Island" and a paper copy of this chart will be a required item for all sailboats.

9 SCORING

9.1 PHRF-LO current Time on Time formula shall be used with the Sailwave scoring system. Sailboats shall be scored in their own divisions.

10 SUPPORT BOATS

10.1 There will be one Race Committee Boat which shall fly a Race Committee flag.

11 BERTHING

11.1 Boats may berth at Collingwood Yacht Club, before or after the race for a time period up to one week without any additional fee. Berthing assignments are limited and will be provided on a first come first served basis. Collingwood Harbour can accommodate moored boats as well on partially exposed seawalls if an appropriate slip is not available. Early registration of visiting boats will allow the GB Cup committee to work out berthing requirements and solutions. Boats arriving before Friday are requested to make arrangements in advance for berthing.

11.2 CYC also has a 4500 lb crane specifically for dry sailed boats to accommodate trailered boats which have a centre lift point. Early registration of visiting trailer racers is encouraged to alert the Race Committee of your needs and provide a CYC member to assist with the operation of the crane and ensure space for parking.

11.3 Boats arriving at CYC the morning of the race are requested to hail the CYC on channel 68 at least 15 minutes before their arrival and we will attempt to give them directions to a empty slip or other place to tie up.

12 RADIO COMMUNICATION WHILE RACING

12.1 Accessing information that is not available to all boats during the race will be considered a violation of Rule 41.

12.2 All boats must sail by the stern of the race committee boat showing their numbers at least 10 minutes before the warning for the first start is scheduled to be made.

12.3 All communications from the race committee shall be made on channel 12. Do no attempt to communicate with the race committee, unless it is an emergency, once the first warning sequence has been made.

12.4 Any boat withdrawing from the race must signal this intention to the race committee on channel 12. In the event they are unable to reach the race committee, they must contact one other vessel in their division and report their intent. Boats withdrawn from racing should stay clear of the racing vessels and the finish line and may fly a Canadian ensign (flag) to signal they are no longer racing.

12.5 Any boat needing assistance should drop anchor and radio or use another commonly recognized signal to request a tow. The race committee boat, or other vessel, will come to their assistance after the race has been completed, unless there is an emergency requiring immediate attention such as a serious injury or other dyer medical emergency.

13 PRIZES

13.1 The first three boats in each division will be awarded prize flags.

13.2 The winners of both divisions will have their names engraved on either the Georgian Bay Cup plaque or the K-Force Trophy.

13.3 If approved by the CYC board, the winner's of each division will be awarded a engraved pewter mug at the annual CYC racing awarded ceremony to be held at the end of the sailing season.

14 DISCLAIMER OF LIABILITY

14.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, and or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in the event. By participating in the event, each competitor

agrees to release the race organizers from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.

15 INSURANCE

15.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover \$2,000,000 liability.

Appendix A to the Notice of Race GBC Race Equipment and Sailing Regulations

A1 SKIPPER'S RESPONSIBILITIES

A1.1 The safety of a yacht and her crew is the sole and inescapable responsibility of the skipper who must do his/her best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. He/She must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He/She must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used.

A1.2 Neither the establishment of this mandatory equipment list, nor the inspection of a yacht for compliance with the list in any way limits the complete and unlimited sole responsibility of the skipper to ensure that both the crew and the yacht are fully prepared to complete in the race and to face the potentially severe weather conditions which can be encountered on Georgian Bay.

A1.3 Fundamental Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is his alone." All participants must consider yacht preparation, crew skills and weather observations and current local forecasts as they relate to Fundamental Rule 4.

A1.4 It shall be the responsibility of the skipper and crew to ensure that the yacht has been inspected and is in compliance with these requirements prior to the start of the race. Inspections may be completed by the Safety Officer appointed by the Georgian Bay Cup Organizing Committee and any of his/her designates.

A1.5 A yacht may be inspected at any time from 0600 hrs on the first day the race starts until 2 hours after her finish time. Any yacht found not to be in compliance with the requirements of Appendix A may have her entry rescinded or be subject to a Protest and possible disqualification.

A1.6 All required equipment shall: a) function properly; b) be readily accessible; and c) be of a type, size and capacity suitable and adequate for the intended use and for the size of the yacht.

A2 SAIL LETTERS AND NUMBERS

A2.1 Yachts shall display sail numbers as declared in their entry's supporting documentation.

A3 SAFETY EQUIPMENT

A3.1 GBC Race Equipment & Safety Requirements are that all boats will conform to the safety requirements of Transport Canada's *Safe Boating Guide*, which can be found at <http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf>.

A3.2 All boats will be required to have a working VHF radio, with channel 16 and 12 available.

A3.3 Charts Navigational charts including Canadian Hydrographic Service Chart 2283 "Owen Sound to Giants Tomb Island" shall be carried by each vessel.

A3.4 A boarding ladder or other means of retrieving crew from the water is required.

A3.5 Each crew member shall have a lifejacket/PFD as follows in accordance with the requirements of the Safe Boating Guide and each crew member shall wear a lifejacket during the start of the race.