



Cameron Smith Open Regatta
The Whitby Yacht Club
Whitby, Ontario, Canada

25 July 2026

SAILING INSTRUCTIONS (SI)

Version 1 Published 1 July 2026

Version 2 Published 21 July 2026

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1 RULES

- 1.1** The event is governed by the rules as defined in the 2025-2028 Racing Rules of Sailing with Sail Canada prescriptions.
- 1.2** For PHRF Divisions, PHRF Lake Ontario (PHRF-LO) handicapping rules, available at <https://www.phrf-lo.org/index.php/publications/handicappers-manual>, applies. Time on Time multiplier calculations are based on A= 566.431 and B= 401.431.
- 1.3** For the Shark 24 class, the Constitution, Rules, and Specifications of the International Shark Class Association, available at <https://shark24.org/rules-%26-resources>, apply.
- 1.4** Arbitration under RRS Appendix T will apply.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.
- 2.2** Changes to a sailing instruction may be made on the water by displaying flag L on the race committee signal vessel, relaying instruction change by hail and/or on the VHF radio and receiving acknowledgment by hail or VHF radio from every boat that comes to the starting area.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1** Notices to competitors will be posted on the [Official Notice Board](#) and a notification will be sent to the Person in Charge by email.
- 3.2** On the water, the Race Committee intends to monitor and communicate with competitors on VHF radio channel 71.

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3.3 If the Race Committee displays flag T, alternate VHF channel 72 will be used.

3.4 The following **courtesy** communications may be made by the Race Committee on VHF radio.

- Changes to sailing instructions,
- displaying and removing visual signals,
- sail numbers of boats breaking RRS 29.1, individual recall
- general recalls under RRS 29.2, and
- sail numbers of boats breaking RRS 30.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed at the flagpole located on the lawn west of the clubhouse. (See NOR Addendum B) Signals made ashore will also be displayed on the [Official Notice Board](#).

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

6.1

Date	Scheduled Races	Max Races
25 July	4	4

6.3 The scheduled time of the warning signal for the first race is 1100h.

6.4 No warning signal will be made after 1600.

6.5 [NP] The Mandatory Event Onsite Check-in will be at the Mandatory Competitors' Meeting at 0900 EDT, Saturday, July 25, 2026, at WYC. A representative from each boat shall attend this meeting and it is also open to all participants.

6.6 Class Organization (Splits) and Starting Sequences Document will be posted before 1200 EDT, Friday, July 24, 2026.

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7 CLASS FLAGS

7.1 The class flags are:

Start	Class	Flags
1	PHRF1	Numeral 1
2	Shark 24	Shark pennant
3	PHRF 2	Numeral 3

8 RACING AREA

8.1 The Racing area will be centred on a point approximately 2 NM SE of the Whitby Harbour entrance on a bearing of 130°M. SI Addendum A shows the location of the racing area(s).

9 COURSES

9.1 The diagram in SI Addendum B shows the courses. The courses will be sailed windward-leeward on set marks. There will be two windward marks, Mark 1 and Mark 1L. Shark 24 and PHRF 2 will sail on Mark 1. Mark 1 will have an offset mark. PHRF 1 will sail on Mark 1L. Mark 1 and Mark 1L will be rounded to port.

9.2 No later than the warning signal, the race committee signal vessel will display three boards. The top board will display the approximate compass bearing of the course, the middle board will display the distance to Mark 1 and the bottom board will display the distance to Mark 1L.

9.3 The Leeward end of the course will be a gate (4P and 4S). After passing through the gate, boats will exit to either side.

10 MARKS

10.1 Marks are inflatable tetrahedrons, approximately 4 feet tall. The windward marks and the gate will be yellow. The offset mark (1A) will be a red ball.

10.2 The start mark will be an orange flag displayed on the pin vessel.

10.3 The finish mark will be a blue flag displayed on a spar.

11 THE START

11.1 Races will be started using RRS 26 with the warning signal made five minutes before the starting signal. There will be a pause of at least one minute between starting sequences for the subsequent class starts.

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- 11.2** The start line will be between a staff on the pin vessel displaying an orange flag at the port end of the line and a staff displaying an orange flag of the signal vessel at the starboard end of the line.
- 11.3** [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. The starting area extends 200' ahead of and behind the starting line, and 200' beyond either end of the starting line.
- 11.4** A boat that does not start within five minutes after her starting signal will be scored Did Not Start **(DNS)** without a hearing. This changes RRS A5.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1** The Race Committee will lay a new Mark 1 and signal the relative direction change and/or relative length change using display boards on the race committee signal vessel in accordance with RRS 33. If the windward marks (Mark 1 and Mark 1a) are changed, they will be replaced by a single mark. The Race Committee will remove the original mark(s) as soon as practicable.

13 THE FINISH

- 13.1** The finishing line is between a staff displaying a blue flag on the signal vessel at the starboard end and the course side of the port end finishing mark.

14 TIME LIMITS AND TARGET TIMES

- 14.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window	Target Time
30	90	30	45

- 14.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.3** The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalised under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.
- 14.4** Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

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15 HEARING REQUESTS

- 15.1** The protest time limit is 60 minutes after the signal vessel docks at the end of the racing day. The time will be posted on the official notice board.
- 15.2** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings may be held virtually.

16 SCORING

- 16.1** One race is required to be completed to constitute the regatta.
- 16.2** When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
- 16.3** When 4 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17 SAFETY REGULATIONS

- 17.1** [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18 PRIZES

- 18.1** Trophies will be presented to the first-place boat in each class. Keeper prizes will be presented to the first three place in each class. The prizes will be presented at a social function at the end of the second day of racing.

19 RISK STATEMENT

- 19.1** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

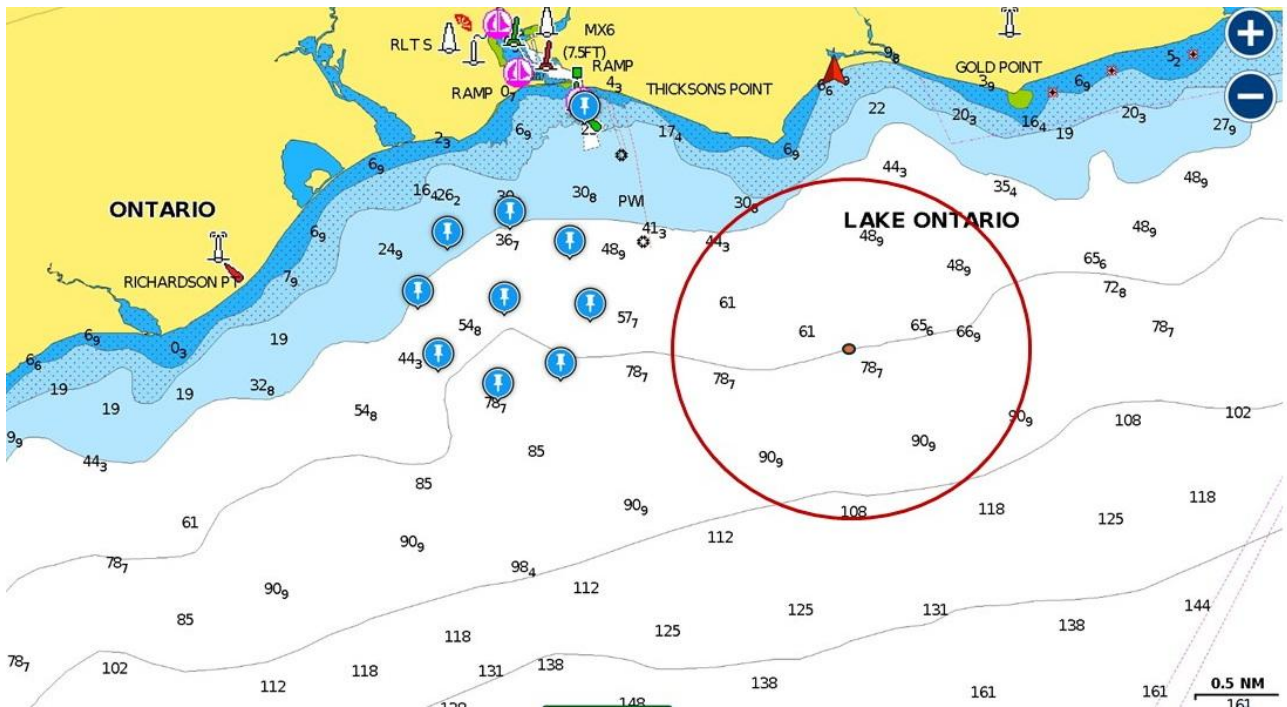
20 INSURANCE

- 20.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$2 million per incident or the equivalent.

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Addendum A

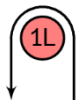
Racing Area



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Addendum B

Course Diagram



Course – Windward/Leeward	
<i>Division</i>	<i>Mark Rounding Order</i>
PHRF1	Start – 1L – 4 – 1L – Finish
Shark 24	Start – 1 – 1a – 4 – 1 – 1a – Finish
PHRF2	Start – 1 – 1a – 4 – 1 – 1a – Finish

