



# *2025 Summer Solstice Race*



Event ID: 29482

## **SAILING INSTRUCTIONS**

Halifax River Yacht Club

Daytona Beach, FL

### **1 RULES**

- 1.1** The rules governing the 2025 Summer Solstice Race will be: The Racing Rules of Sailing 2025-2028 (RRS), the 2025 Summer Solstice Race Notice of Race (NOR) the 2025 Summer Solstice Race Sailing Instructions (SI), the 2025 First Coast Sailing Assoc. Rating Procedures and Racing Rules and any special instructions issued by the HRYC Race Committee. FCSA Ratings Procedures and Racing Rules are published at [www.sailjax.com](http://www.sailjax.com).

### **2 NOTICES TO COMPETITORS**

- 2.1** Any notices to competitors will be posted at HRYC on the official notice board and will also be available at:
- 2.2** **Communications via VHF radio shall be made on channel 72.** All instructional communications via VHF radio will cease 5 minutes before the first warning signal. Questions are welcome, but all skippers (and crew) should be familiar with the Sailing Instructions, Amendments, and Course Descriptions. See the Regatta Network site for links to the documents.

- 2.3** When there is no R/C boat to run the races, a boat will be assigned this role on the water.

### **3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1** Any change to the sailing instructions will be posted by 2000 hours on the day before it will take effect. Any changes will also be posted at and on the Regatta Network electronic Notice Board. <http://www.regattanetwork.com/event/29482>.

### **4 SIGNALS MADE ASHORE**

No Signals made ashore will be displayed at any time. The official notice board is the Regatta Network website Notice Board. (See 2.1.)

### **5 SCHEDULE OF RACES**

- 5.1** Two races will be held on June 28, 2025.
- 5.2** The Summer Solstice race is a race within a race, consisting of a single start.
- 5.3** The scheduled time of the warning signal for the first race will be 1055 for both the Cruising and Performance classes.

### **6 THE COURSE**

- 6.1** The starting line will be near the Ponce Inlet (R#2) Sea Buoy, continuing up the coast to the Main St. Pier where boats will record their times for the Sprint race. Competitors will continue approximately 11 nm to [Buoy 41070](#) returning to Ponce Inlet (R#2) where the competitor's recorded time will be used for the Summer Solstice Race. The total race will be approximately 35 nm. All marks are to be left to starboard, unless the R/C changes this on

the water. An exception to this rule may be needed if the R/C sets a finish line on the north side of the north jetty to the inlet. In that case, the R/C will announce the change on Channel 72. See **THE FINISH** (Section 11) below.

## **7 MARKS**

- 7.1 There is no mark at the pier, [Buoy 41070](#), (29.289 N 80.803 W), is a small wave buoy and the finish will be Ponce Inlet (R#2).

## **8 AREAS THAT ARE OBSTRUCTIONS**

- 8.1 There are no areas that are designated as obstructions unless amended by the race committee signal boat.

## **9 THE START**

- 9.1 There will be a single start for both the Cruising Class and Performance Class with a warning at 1055 for Summer Solstice Distance Race.

- 9.2 The starting line for Summer Solstice Race will be between the committee boat and the designated starting pin (“R2”), to the east of Ponce Inlet.

9.3 **This sequence is valid when a R/C is on station:**

The starting sequence will be as follows:

- Five minutes before the start of the race a warning signal of a [white] class flag will be raised and displayed for a period of one minute.
  - Four minutes before the start of the race a “P” preparatory flag will be raised and displayed for a period of three minutes.
  - One minute before the start of the race the preparatory flag will be lowered.
  - The race will start upon the lowering of the class flag one minute after the preparatory flag has been lowered.
  - One audible signal will be sounded upon the raising/lowering of all flags.
  - The raising/lowering of a flag constitutes the official signal. If no flags are available, the audible signal transmitted via VHF radio shall be the signal.
- Changes to the flag assignments will be announced by the R/C as needed.

9.4 **Procedure 1 for starts with no R/C boat present**

- This procedure is valid when there is a valid starting line, defined by two buoys set and declared to the fleet.
- All starting sequences are to be defined by VHF communication based on GPS time alignment.
- All starting boats are to have a person on their bow to determine if they are over early. If the sea state, or any other conditions, preclude a vessel from having such a spotter, then they must start unambiguously after the time of their start (i.e. 10-15 seconds after the start time).

9.5 **Procedure 2 for starts with no R/C boat present**

- When there is not a defined starting line set, then a “Rabbit Start” method will be used. The starting buoy is assumed to be R2, unless the R/C establishes a different starting area.
- A boat in the fleet will be identified as the Rabbit. This should be a faster boat in the fleet. Ideally the lowest rated boat at the start.

- The race sequence will be followed, with a 5-minute sequence used for the start. Times will be reported to initiate the sequence on VHF, but all boats are required to monitor their own start to be sure they are not early.
- The Rabbit will sail past the starting buoy on port tack, passing the buoy as close to the start time as possible.
- All other boats shall sail on starboard tack between the Rabbit and the starting buoy to start the race.
- The Rabbit is free to tack after the last boat has crossed between their transom and the starting buoy, or five minutes have elapsed. (This allows for boats arriving late to properly start and compete in the race. Late arrivals must stop external propulsion before they arrive at the starting area, which is defined as 100 yards west of the start for late arrivals. This allows vessels to use propulsion to safely clear the inlet surf zone (or travel in light air), regardless of the normal warning restriction to using an engine. See RRS 42.3i.

## 10 RECALLS

- 10.1 Display of code flag “X” and one sound signal shall signal individual recalls when a R/C is present. A boat recalled shall be notified by hail and on VHF channel 72 if possible. It is the responsibility of the yacht over the line early, to clear themselves of their foul.
- 10.2 Failure to display a flag, or any other communication, is not cause for redress. A yacht that is over early is responsible for their own exoneration of that foul.

## 11 THE FINISH

- 11.1 The finish line for each of the races is described here. **Each competitor should record their own times at each of these locations and subsequently report them as described in 11.4.**
- 11.2 **The finish line for the sprint** to the Main St. Pier will be an imaginary line extending eastward from the northeastern corner of the pier. A yacht shall record their own finish **when they are able to sight along the north side of the pier from the helmsman’s normal position in no more than 30 ft. of water.**
- 11.3 If the Race Committee is not “on station”, the R/C will declare that finish line will be one of the following:
1. **A defined line:** If two buoys are present, the boat will finish as her bow crosses the imaginary line between the two marks.
  2. **At the sea buoy (see 7.2 for exceptions):** If instructed to finish at the sea buoy, and there is no defined line to cross, then a boat will finish when she passes **within two boat lengths of the mark and turns such that her course is due south of the sea buoy.** (The sea buoy will be due north and to starboard of the yacht, when finishing.)

If competitors are directed to take their own finishing times, they should group text their information to **407.687.7524 and 386.547.3555**. **Competitors should include their boat name, sail number, and finish time in 24hr format. Finish times should be reported as soon as possible after finishing.** Reporting by text messaging (SMS) is preferred. Do not report elapsed times, report the time of day at your finish.

## **12 PENALTY SYSTEM**

**12.1** The Scoring Penalty, (RRS) 44.3 will apply. A yacht taking a scoring penalty shall report it to the Race Committee within the protest time limit

## **13 TIME LIMITS**

**13.1** Time limit for all classes in the Summer Solstice Race will be 8 hours for each race. Boats not finishing within the time limit shall be scored DNF.

## **14 PROTESTS AND REQUESTS FOR REDRESS**

**14.1** Protest forms are available at HRYC and online at [www.hryc.com](http://www.hryc.com). Protests shall be delivered within the protest time limit. All protests shall be filed on a US Sailing protest form.

**14.2** The protest time limit is 2000 on June 29, 2025. The same time limit applies to protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes rules 61.2 (RRS) and 62.2 (RRS).

**14.3** Protests can be filed in person at HRYC, or the completed protest form may be emailed to [karen@hryc.com](mailto:karen@hryc.com) with the subject of "HRYC Summer Solstice Race Protest for 6/28/25". For those wishing to send their protest via FAX, use 386.255.5377. The cover page should include the same information as in the email subject. For electronic submissions, the deadline is based on the time it was received, not the time it is read.

**14.4** Notices of protests by the Race Committee or Protest Committee will be posted at HRYC in accordance with instruction 14.1 (SI) to inform competitors under rule 61.1(c) (RRS).

**14.5** Protest hearings shall be scheduled within 5 days of being filed. All parties listed on the protest form will be advised of the date and time of protest. All protest hearings will be held at HRYC, 331 Beach St., Daytona Beach FL, or via remote meeting tools if desired by those involved in the hearing. Remote users are responsible for providing their own Internet connection and must agree to use the meeting application chosen by the Protest Committee.

**14.6** A list of boats that have acknowledged breaking rule 42 (RRS) or have been disqualified by the Protest Committee, will be posted before the protest time limit.

**14.7** Breaches of instructions 17 (SI) or 24 (SI) will not be grounds for a protest by a boat. This changes rule 60.1(a) (RRS). Penalties for these breaches may be less than disqualification if the protest committee so decides.

**14.8** Decisions of the Protest Committee will be final as provided in rule 70.3 (RRS).

**14.9** All boats shall carry at all times a U.S. Sailing protest form and a standard protest flag.

**14.10** All boats are strongly encouraged to use the RaceQs smartphone application (<http://raceqs.com/>) to track their boat in the races. This free application will allow competitors to replay the race, with an opportunity to see where they may have performed well, or poorly, with respect to the other boats in the fleet. In addition, since the application uses GPS time to report position and location it can serve as a verification of events on the water, possibly to verify the reported finish time, or interactions between boats in the event of a protest.

## **15 SCORING**

**15.1** Although both races will count toward the Commodore's Cup, awards will be given only to the boats finishing the distance race (returning to Ponce Inlet)

**15.2** Additional scoring points:

DNF (Did Not Finish) # of contestants +1

DSQ (DiSQualified) # of entrants +2

DNS (Did not Start) # of entrants +1

**15.3** All boats shall be scored using their FCSA PHRF rating and corrected *time on time*.

## **16 SAFETY REGULATIONS**

**16.1** Check-in: Boats shall sail within hailing distance of the Committee Boat, and state their boat name, sail number and fleet.

**16.2** A boat that retires from a race shall notify the Race Committee as soon as possible on channel 72 or by texting/calling 407-687-7524 and 386-547-3555.

**16.3** All boats shall carry all the necessary safety equipment required by law, regulation, or class rules.

**16.4** All boats competing in the Summer Solstice Race Race should comply with all ISAF Category 4 requirements.

**16.5 Use of Autopilot**

The use of an autopilot will not be allowed.

## **17 REPLACEMENT OF CREW OR EQUIPMENT**

**17.1** Substitution of competitors will not be allowed without prior written approval of the Race Committee.

## **18 EQUIPMENT AND MEASUREMENT CHECKS**

**18.1** A boat or equipment may be inspected at any time for compliance with the class rules, the FCSA Rating Policies and Rules, the Sailing Instructions and all other rules and policies that apply. On the water, a boat may be instructed by a Race Committee to proceed immediately to a designated area for inspection.

## **19 OFFICIAL BOATS**

**19.1** Official boats will be marked with a race committee flag.

## 20 SUPPORT BOATS

**20.1** All support boats shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have started the race; the Race Committee signals a postponement, general recall or abandonment.

## 21 RADIO COMMUNICATION

**21.1** A boat shall neither send nor receive any radio, mobile phone or WIFI network transmissions while racing that are not available to all boats.

## 22 AWARDS

**22.1** Although both races will count toward the Commodore's Cup, awards will be given only to the boats finishing the distance race (returning to Ponce Inlet)

- 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> in all classes with 5 or more boats competing
- 1<sup>st</sup> and 2<sup>nd</sup> in all classes with less than 5 boats competing

The awards will be distributed at the HRYC Sailing Awards Banquet, Friday, November 7<sup>th</sup>.

## 23 DISCLAIMER OF LIABILITY

**23.1** The Race Committee will be in charge of all scheduled races. The Race Chairman or his designate will have final decision over management issues of the race, including, but not limited to whether a boat will be allowed to compete, penalties (except protest – which will be overseen by the Protest Committee), scoring, eligibility of yachts to race and time limits.

Despite the schedule to race and despite the Race Committee's decision to race, it is ***ALWAYS*** the skipper's decision whether he, his vessel and/or his crew should participate in any race. The responsibility of the decision to race and any and all consequences lie ***SOLELY*** with the skipper, captain or owner/operator of the vessel. **YOU ARE RESPONSIBLE FOR THE SAFETY, HEALTH AND WELFARE OF YOUR VESSEL AND ANYONE ABOARD! YOU ARE FURTHER RESPONSIBLE FOR ACTIONS TAKEN BY YOUR CREW AND DAMAGE TO, OR CAUSED BY, YOUR VESSEL. THIS SHOULD ALWAYS GUIDE YOUR DECISION TO RACE AND YOUR ACTIONS WHILE RACING.** The Race Committee accepts ***NO*** responsibility for your decision to race and the consequences that accompany it.

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

## 24 INSURANCE

**24.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum of \$250,000.00 (USD) in coverage.