

MARITIME BLUENOSE CHAMPIONSHIPS

5-6 August 2017

Chester Yacht Club
21 South St
Chester, NS
SAILING INSTRUCTIONS

1. RULES

- 1.1. Races will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2. The Prescriptions of the Sail Canada will apply. These have been included as Attachment A.
- 1.3. The rules, regulations, bylaws, constitution and approved amendments of the Bluenose Class Association will apply except as modified by the Notice of Race (NOR) and the Sailing Instructions (SIs), which in case of conflict, will take precedence.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the west side of the Chester Yacht Club.

3. CHANGES IN SAILING INSTRUCTIONS

Any change into the SIs will be posted at least two hours before the start of the races affected, or 30 minutes prior to the removal of code flag AP when flown ashore. Any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the flag pole at the end of the dock.
- 4.2. Code Flag L with one sound signal means "A notice to competitors has been posted on the official notice board."
- 4.3. When the AP flag is displayed ashore, "1 minute" is replaced with "not less than 60 minutes". This changes race signal AP.

5. SCHEDULE

5.1. Saturday, 5 August 2017

0800-0930	Registration
0930	Annual General Meeting of the Bluenose Class Association
	The competitors meeting will take place at the conclusion of AGM
1255	First Warning Signal

Sunday, 6 August 2017

1255	First Warning Signal
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- 5.2. No initial Warning signal will be made after 1530 on Sunday, August 6, 2017, provided that three races in the series have been completed. If fewer than three races have been completed, a race may be started after 1530 on Sunday.
- 5.3. The Warning Signal shall be the Bluenose Class flag.
- 5.4. Prize giving on Sunday will be held approximately 1 hour after the RC Signal boat docks at the end of racing for the day, and all relevant arbitrations / protests have been heard. Should the racing be abandoned on Sunday, prize giving will take place approximately 1 hour after the abandonment signal has been made ashore or the RC boat docks, unless the Signal Boat has not left the dock, in which case, the prize giving will take place at the earliest opportunity.

6. CLASSES

- 6.1. The regatta is open to all Bluenose Class yachts. Each yacht must be skippered by a member in *good standing* of the Bluenose Class Association.
- 6.2. Racing shall be mainsail and jib only.

7. RACING AREAS

Attachment B Course Cards, in the Chester Harbour and vicinity.

8. COURSES

- 8.1. Courses will be windward/leeward with all marks left to port with the exception of the starboard gate mark which can be left to starboard..
- 8.2. The windward mark may have an offset mark to be rounded after rounding the windward mark.
- 8.3. The leeward mark may be a gate or a single mark.
- 8.4. No later than the warning signal, the RC Signal Boat will display the pennant flag corresponding to the course. The course will be laid tetrahedrons as shown on Attachment B.
- 8.5. The signal boat will post the magnetic bearing to the windward mark on a white board on the transom.
- 8.6. On the final downwind leg, when the Signal Boat is flying the blue Finish Flag, boats shall not cross between the Signal Boat and the green tetrahedron, which shall be left to port as they head toward the leeward mark or gate.
- 8.7. A clearance buoy attached to the stern of the committee boat is deemed part of the committee boat. Any contact with the signal boat, the buoy or its mooring line while racing is a violation of Rule 31, and invokes a one turn penalty for exoneration.

9. MARKS

- 9.1. Marks of the course will be inflatable tetrahedrons.
- 9.2. The offset mark will be a green tetrahedron.
- 9.3. The starting and finishing mark will be a tetrahedron, unless the course is shortened.

10. OBSTRUCTIONS

Chester Harbour and the surrounding waters have many dangerous areas which should be navigated with care. Though the RC will choose courses with care, it is the responsibility of all competitors to familiarize themselves with the particular underwater features of the area and maintain safe navigation at all times.

11. THE START

- 11.1. Races will be started by using Rule 26. An Attention Signal consisting of five short horns may be given as a courtesy at least 1 minute before the warning signal of each start.
- 11.2. The starting line shall be between a staff displaying an orange flag on the RC Signal boat and the course side of a tetrahedron at the pin end of the line.
- 11.3. A boat starting later than 5 minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This changes rule A4.

12.CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of a course, a RC boat will signal a change, and display the new course mark numbers or colour.

13.THE FINISH

- 13.1. The finish line shall be between the staff or rigging displaying an orange flag on the RC Signal boat and the course side of an adjacent mark or tetrahedron.
- 13.2. The first boat to finish may receive a sound signal. Receiving a sound signal does not indicate that the boat started or sailed the course correctly, and shall not be grounds for redress.

14.PENALTY SYSTEM

- 14.1. The Scoring Penalty of Rule 44.3 shall apply. The penalty shall be 40% of the number of boats entered, (rounding 0.5 upward) but shall not be fewer than 4 (four) places, added to her finishing position. However, she shall not be scored worse than "Did not Finish" However, if she caused injury or serious damage, or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.
- 14.2. The first two sentences of rule 44.1 are changed to: "A boat may take a One-Turn Penalty when it may have broken a rule of Part 2 or Rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark, other than a starting mark, her penalty shall be a Two-Turns Penalty".

15.TIME LIMITS

- 15.1. If no boat has passed Mark 1 of the course within 35 minutes of the start, the race shall be abandoned.
- 15.2. If no boat finishes the course within 70 minutes, the race shall be abandoned.
- 15.3. Boats failing to finish within 20 minutes after the first boat sails the course and finishes shall be scored "Did Not Finish" without a hearing. This amends RRS Rule 35 and A4.2 and A5.

16.PROTESTS

- 16.1. Protest forms are available at the Protest Desk located inside Chester Yacht Club. Protests and requested for redress or reopening shall be delivered to the Protest Desk within the appropriate time limit.
- 16.2. The Protest Time Limit of 1 hour shall begin when the Signal Boat docks.

17. SCORING

- 17.1. There shall be a maximum of 7 races, of which 3 are required to constitute a series. When 5 or more races are completed, a boats series score shall be the total of her race scores excluding her worst score.
- 17.2. Scoring Inquiry forms are available at the Protest Desk to report possible scoring errors.

18.SAFETY

- 18.1. All boats shall check-in by sailing on starboard tack across the stern of the RC signal boat, hailing their sail number, and receiving acknowledgement before their first race each day. This *shall not be done* by VHF radio. Boats shall remain clear of the check-in area after checking in.
- 18.2. A boat that retires from a race shall notify the RC as soon as possible either in person or by VHF channel 69.
- 18.3. All boats must be equipped with a quickly deployable tow line at least 35 feet (10.7 meters) in length.
- 18.4. Should medical evacuations from the race course become necessary the boat transporting the patient to shore shall proceed directly to the Government Wharf (known as the Tancook Ferry Wharf) in the front harbour, 12 Water St. Chester.

19.REPLACEMENT OF CREW OR EQUIPMENT

Crew and / or equipment replacement shall be governed by the Bluenose Class Association as per its bylaws constitution, rules, regulations, and approved amendments. Crew must be in number 2 or 3 persons for the event and the total number or crew cannot change throughout the event.

20.EQUIPMENT AND MEASUREMENT CHECKS

All yachts entered shall conform to the Bluenose Class Association requirements as per the class bylaws constitution, rules, regulations and approved amendments.

21.TRASH

Boats witnessing deliberate disposal of trash into the water by another boat are encouraged to act under Rule 60.1, "Protests by Yachts".

22.RADIO COMMUNICATIONS

- 22.1. The RC may, as a courtesy, broadcast information on VHF Ch.69 concerning races, courses, safety, or other information. Failure to do so shall not be cause for redress. This changes Rule 62.1(a).
- 22.2. A boat racing or intending to race may communicate with the RC to relay a message. This changes Rule 41. Failure of the RC to respond to radio communications from individual yachts shall not be cause for redress.

23.DISCLAIMER of LIABILITY

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority shall not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

24.INSURANCE

All yachts are required to carry valid public liability insurance for a minimum of \$1,000,000 and shall produce evidence of coverage at Registration.

Attachment A:

Sail Canada Prescriptions 2017–2020

Effective 1 January 2017

Rule 46 – Person in Charge

Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with Sail Canada.

Rule 61.2 – Protest Contents

Sail Canada prescribes that no fee shall be charged for delivering a protest or a request for redress.

Rule 64.3 – Decisions on Protests Concerning Class Rules

Sail Canada prescribes that unless otherwise provided in its class rules, the Equipment Rules of Sailing shall apply to all classes racing in Canada.

Rule 67 – Damages

Sail Canada prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

Rule 70.5(a) – Appeals and Requests to a National Authority

Sail Canada so prescribes.

Rule 86.3 – Changes to the Racing Rules

Sail Canada so prescribes.

Rule 88.2 – National Prescriptions

Sail Canada prescribes that the sailing instructions for events with an international jury or no-appeal protest committee may change or delete any Sail Canada prescription except the prescriptions to rule 61.2, 67 and 91(b). The sailing instructions for other events may not change or delete any Sail Canada prescription.

Rule 91(b) – Protest Committee

Sail Canada prescribes that a request for an international jury formed under rule N1.7 comprised of only three members requires written approval be obtained from Sail Canada before making the request to World Sailing.

Appendix E8 – Appendix G Changes to Identification on Sails

Sail Canada prescribes that this rule applies to Canadian boats in all classes.

Appendix R – Procedures for Appeals and Requests

Sail Canada prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to Sail Canada.

Appendix R2.1(a) – Submission of Documents

Sail Canada prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to Sail Canada. The appeal shall state why the appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix R2.2 – Submission of Documents

Sail Canada prescribes that in the case of a further appeal to Sail Canada, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

Appendix R3 – Responsibilities of National Authority and Protest Committee

Sail Canada prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.

When a decision of an association appeals committee is further appealed, Sail Canada shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

Appendix R4 – Comments and Clarifications

Sail Canada prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from Sail Canada. Sail Canada shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.