



**Chester Yacht Club**  
Wednesday, August 14 – Saturday, August 17, 2024  
Chester, Nova Scotia, Canada

## SAILING INSTRUCTIONS



**ENGEL & VÖLKERS** <sup>®</sup>



Competitors should be aware that the marks of the course could be autonomous. Competitors are to use discretion when rounding autonomous marks as they are trolling on station and adjusting within the GPS location they are provided. Contact with the mark is a penalty. It is at the discretion of the competitor to determine if extra room is required.

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

## 1. RULES

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. Sail Canada prescriptions can be found at [https://www.sailing.ca/wp-content/uploads/2022/06/sail\\_canada\\_prescriptions\\_2021\\_2024\\_14\\_03\\_2022.pdf](https://www.sailing.ca/wp-content/uploads/2022/06/sail_canada_prescriptions_2021_2024_14_03_2022.pdf)
- 1.3. For handicap fleets the current PHRF-NS regulations as administered by Sail Nova Scotia 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 2000 on the day before it will take effect.

## 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at <https://yachtscoring.com/emenu.cfm?eID=16408>. On a best effort basis, the club notice board will be used as a courtesy.
- 3.2. The Race Office is on the second floor of the Chester Yacht Club.
- 3.3. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channels as stated in Addendum A.
- 3.4. [DP][NP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 4. [DP] CODE OF CONDUCT

- 4.1. 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 Chester Yacht Club signal mast on the water side of the clubhouse.
- 5.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

## 6. SCHEDULE OF EVENTS

- 6.1. The competitor's briefing for Alpha (PHRF), Bravo (PHRF) and Charlie (One Design) circles shall occur at the Chester Yacht Club at 0900 on Wednesday, August 14.
- 6.2. The competitor's briefing for Delta (Bluenose) circle and the Classics/Pursuit fleet shall occur at the Chester Yacht Club at 1030 on Wednesday, August 14.
- 6.3. The total number of races and races per day for each fleet is stated in Addendum A.
- 6.4. The race committee may run one extra race on a day provided that it does not get more than one race ahead of schedule and does not exceed the number of total races scheduled for the event.

- 6.5. The scheduled time of the warning signal for the first race each day is stated in Addendum A.
- 6.6. To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 6.7. Except for the Bluenose fleet, on the last scheduled day of racing no warning signal will be made after 1530.
- 6.8. For the Bluenose fleet, on the last scheduled day of racing no warning signal will be made after 1600.

## 7. CLASS FLAGS

- 7.1. Class flags will be stated in an amendment before Wednesday, 14 August.

## 8. RACING AREA

- 8.1. Racing areas are assigned to fleets as per Addendum A. Should a signal vessel station itself significantly away from the assigned starting area it will make continuous VHF broadcasts before the first warning of the day stating their location.
- 8.2. SI Addendum C shows the location of the racing area(s).
- 8.3. The Classics/Pursuit starting area will be between Quaker Island and Meiseners Island.
- 8.4. The Classics/Pursuit finishing area will be in the vicinity of Chester Rock (mark 1 on the Chester Yacht Club Course Card - Addendum D).

## 9. COURSES

- 9.1. If a windward/leeward course is assigned, the diagram(s) in SI Addendum B shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2. If a distance course is assigned, the signal boat shall indicate the course to be sailed on a course board located on or near her stern. The course will use either marks as described on the Chester Yacht Club Course Card provided in Addendum D, navigation buoys, or in some cases islands as found on CHS Charts 4381 and 4328. When a triangle with the letter 'Y' or 'O' inside of it appears on the official course board as a mark of the course, it shall indicate that the mark to be rounded is either a yellow (Y) or an orange (O) inflatable tetrahedron or Mark Set Bot. All marks of the course will be followed by either the letter 'P' indicating that the mark shall be left to port, or 'S' indicating that the mark shall be left to starboard.
- 9.3. The Bluenose class will sail an LA2 course configuration.
- 9.4. The Classics/Pursuit fleet will use "pursuit" style races and timed starts. Each boat will be assigned a unique starting time based on its handicap rating. (GPS time will be used) Start times will be emailed to competitors and will be available at the registration desk or race committee boat via VHF channel 73.

## 10. MARKS

- 10.1. The marks for each fleet are laid out in Addendum A.
- 10.2. For distance races marks may be moored navigational aids, moored club marks, laid inflatable marks or, in rare cases, islands as found on CHS Charts 4381 and 4328.
- 10.3. If a gate mark is missing, the remaining mark shall be rounded to port. There will not be a gate mark on Bravo course, the leeward mark shall be rounded to port.
- 10.4. For fleets in the Charlie (One Design) circle, when code flag Whiskey is displayed before the warning sequence, an L or LA course configuration will have the following marks: Mark 1, an Orange Tetrahedron; Mark 1a (if applicable) a small Yellow Tetrahedron; Marks 2s/2p: Yellow Tetrahedrons. New marks, as provided in SI 13.1 will be a Green Tetrahedron.

10.5. If an autonomous mark (bot) stops functioning, it shall be anchored in place or replaced with a suitable replacement mark.

## 11. OBSTRUCTIONS

11.1. Mahone Bay and the surrounding waters have many dangerous areas which should be navigated 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.

## 12. THE START

12.1. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the start mark at the port end.

12.2. Boats whose warning signal has not been made shall stay at least 75m away from the start line, signal boat and start mark during the starting sequence for other fleets.

12.3. When RRS 29.1 applies if any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

12.4. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12.5. No later than the warning signal for each race for the IOD class, the Race Committee will signal the sail combination to be used for that race. The signals shall have the following meanings: No Signal = Main, Jib and Spinnaker; Red Flag w/ White Stripe = Main and Jib Only.

12.6. For the IOD class only, the race committee may display a Red Flag w/ White Stripe with repetitive sounds at a mark to signal that after passing the mark only a Main and Jib may be used for the remainder of the race.

12.7. For the Bluenose class the starting sequence will be postponed if the wind exceeds a 5-minute moving average of 18 knots.

12.8. For the Classics/Pursuit fleet, each subsequent start after the first will be given a one minute warning by VHF channel 73 and the start will be with a sound signal from the committee boat.

12.9. For the Classics/Pursuit fleet, if a boat is over early, the individual recall flag will be flown and an attempt will be made to contact the boat. The over-early boat should return to the start side of the line and start again. No other signals will be made.

12.10. The Classics/Pursuit fleet will use GPS time as read from the Race Committee Boat's GPS. There will be a radio time check 1215.

## 13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1. To change the next leg of the course for windward/leeward races, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13.2. For LA Course configurations, if the new mark is used for the second or subsequent rounding of Mark 1, there will be no offset mark 1a.

13.3. For Alpha and Bravo circles (PHRF fleets), the Race Committee will announce any course change multiple times on the appropriate VHF channel. A Race Committee vessel will also attempt to signal the change accordingly and display the new course to be sailed on a white board located on the Race Committee vessel signalling the change. Failure of this vessel to display the course clearly shall not be grounds for redress. This changes RRS 33.

#### 14. THE FINISH

- 14.1. The finish line will be between a staff displaying a blue flag on the Signal boat and the finish mark off the starboard side of the Signal boat.
- 14.2. For One Design classes, including Bluenoses, if the race committee determines that the finishing order of some boats in a race is unlikely to change, it may use reasonable discretion to score those boats still racing points equal to their position in the race. This changes RRS A3, A4, and A5.2.

#### 15. PENALTY SYSTEM

- 15.1. For fleets racing on Charlie (One Design) and Delta (Bluenose) circles, RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty, except that if the breach is within the zone or a judge signals a penalty identifying a boat, it shall be a Two-Turns Penalty.
- 15.2. For the Bluenose class, Sail Canada Appendix U, Part A, Option 2 and Part B, Option 3 will be in effect. Please refer to Addendum E for additional information.

#### 16. TIME LIMITS

- 16.1. The time limits are laid out in Addendum A.
- 16.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

#### 17. HEARING REQUESTS

- 17.1. The protest time limit is 60 minutes after the Signal boat for that course returns to her berth. The time will be posted on the official notice board.
- 17.2. Protest forms are available at the protest desk located on the second floor of the clubhouse. Protests and requests for redress or reopening shall be delivered within the appropriate time limit.
- 17.3. 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 will be held at the third floor of the Chester Yacht Club at the time posted on the official notice board.

#### 18. SCORING

- 18.1. One (1) race is required to be completed to constitute a series.
- 18.2. (a) When fewer than 5 races have been completed, a boat's series score is the total of her race scores.  
(b) When from 5 or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- 18.3. All corrected times will be rounded to the nearest second.

#### 19. [DP][NP] SAFETY REGULATIONS

- 19.1. Check-In: All vessels shall check in with the RC signal boat on their course before the first race of the day by sailing past the stern of the signal vessel on Starboard tack hailing her class, sail number and number of persons aboard.
- 19.2. A boat that retires from a race or leaves a course area shall notify the race committee at the first reasonable opportunity.

## 20. [DP] REPLACEMENT OF CREW OR EQUIPMENT

20.1. Substitution of competitors is allowed. Crew must be registered on Yacht Scoring for tracking purposes.

## 21. OFFICIAL VESSELS

21.1. Official vessels may be identified by an RC Flag or J Flag.

## 22. TRASH DISPOSAL

22.1. Trash may be placed aboard official vessels.

## 23. [DP][NP] HAUL-OUT RESTRICTIONS

23.1. Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

## 24. [DP][NP] DIVING EQUIPMENT AND PLASTIC POOLS

24.1. Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.

24.2. Keelboats shall not be cleaned below the waterline by any means from the warning signal of the first race until the finish of the last race.

## 25. RISK STATEMENT

25.1. 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.

## 26. [NP] INSURANCE

26.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 CDN per incident or the equivalent. The organizing authority does not accept any responsibility for verifying that a boat has valid third-party liability insurance.

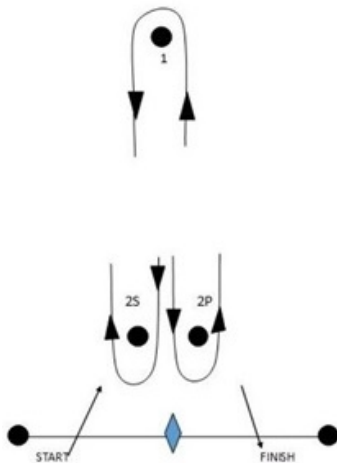
**ADDENDUM A**

Circle	Fleet	Flag	VHF	First Warning	Races		
					Total	Per Day	Per Day Max
Alpha	PHRF-NS A 1	TBD	69	1200	8	2	3
	PHRF-NS A 2	TBD			8	2	3
	J105	TBD			8	2	3
Bravo	PHRF-NS B 1	TBD	72	1200	8	2	3
	PHRF-NS B 2	TBD			8	2	3
	PHRF-NS B 3	TBD			8	2	3
Charlie	Sonar	Sonar	71	1200	12	3	4
	Farr 30	Farr 30			12	3	4
	IOD				12	3	4
	J70	J70			12	3	4
Delta	Bluenose	Bluenose	74	1300	12	3	4
Classics /Pursuit	Classics /Pursuit	TBD	73	1230	4	1	1

Circle	Fleet	Start	Finish	Mark 1	Marks			Change
					Mark 1a	Mark 2 P/S		
Alpha	PHRF-NS A 1	Pink Tet	Green Tet	Yellow Tet	Small Yellow Tet	Yellow Tets		
	PHRF-NS A 2	"	"	"	"	"		
	J105	"	"	"	"	"		
Bravo	PHRF-NS B 1	Blue Bot	Yellow Pin	Orange Bot		Yellow Bot	Yellow Bot	
	PHRF-NS B 2	"	"	"		"	"	
	PHRF-NS B 3	"	"	"		"	"	
Charlie	Sonar	Yellow Tet	Green Pin	Yellow Tet	Small Yellow Tet	Yellow Tets	Green Tet	
	Farr 30	"	"	Pink Tet	"	"	"	
	IOD	"	"	Yellow Tet	"	"	"	
	J70	"	"	Yellow Tet	"	"	"	
Delta	Bluenose	RC Boat	Pink Tet	Yellow Tet	Small Yellow Tet	Yellow Tets	Orange Tet	
Classics /Pursuit	Classics /Pursuit	Yellow Tet	Yellow Tet					

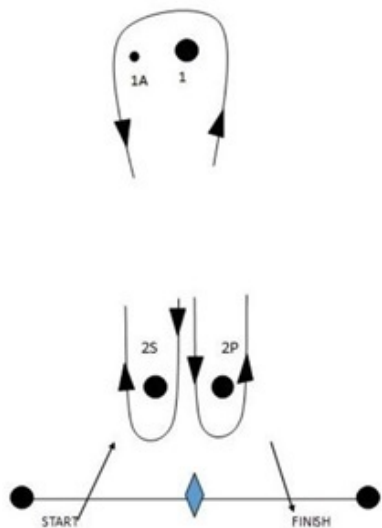
Circle	Fleet	Mark 1	Time Limits (W/L)			Time Limits (distance)	
			Race	Finish	Window Target	Race	Finish Window
Alpha	PHRF-NS A 1 PHRF-NS A 2 J105	40 mins	2.5 hrs	20 mins	1.5 hrs	5 hrs	1.5 hrs
Bravo	PHRF-NS B 1 PHRF-NS B 2 PHRF-NS B 3	40 mins	2.5 hrs	20 mins	1.5 hrs	5 hrs	1 hr
Charlie	Sonar Farr 30 IOD J70	30 mins	2 hrs	20 mins			
Delta	Bluenose	30 mins	1.5 hrs	20 mins	40 mins		
Classics /Pursuit	Classics /Pursuit					1800	

## ADDENDUM B



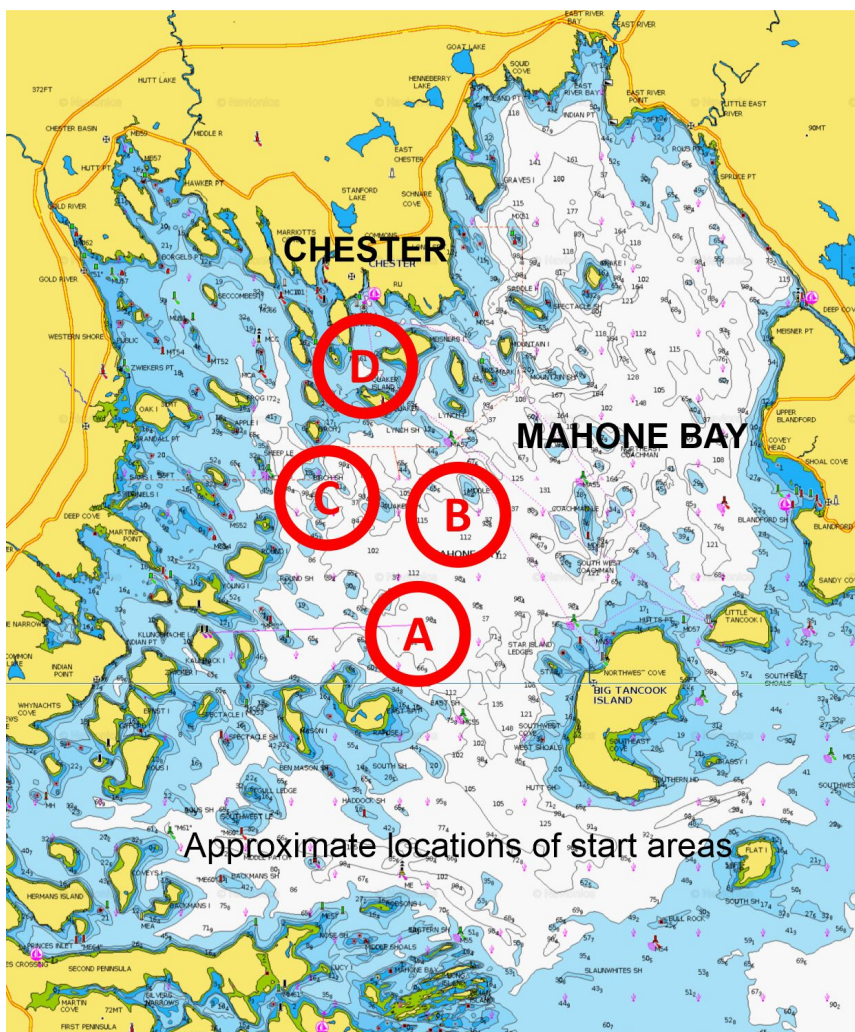
Course L – Windward/Leeward, Leeward Finish	
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish
L4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish



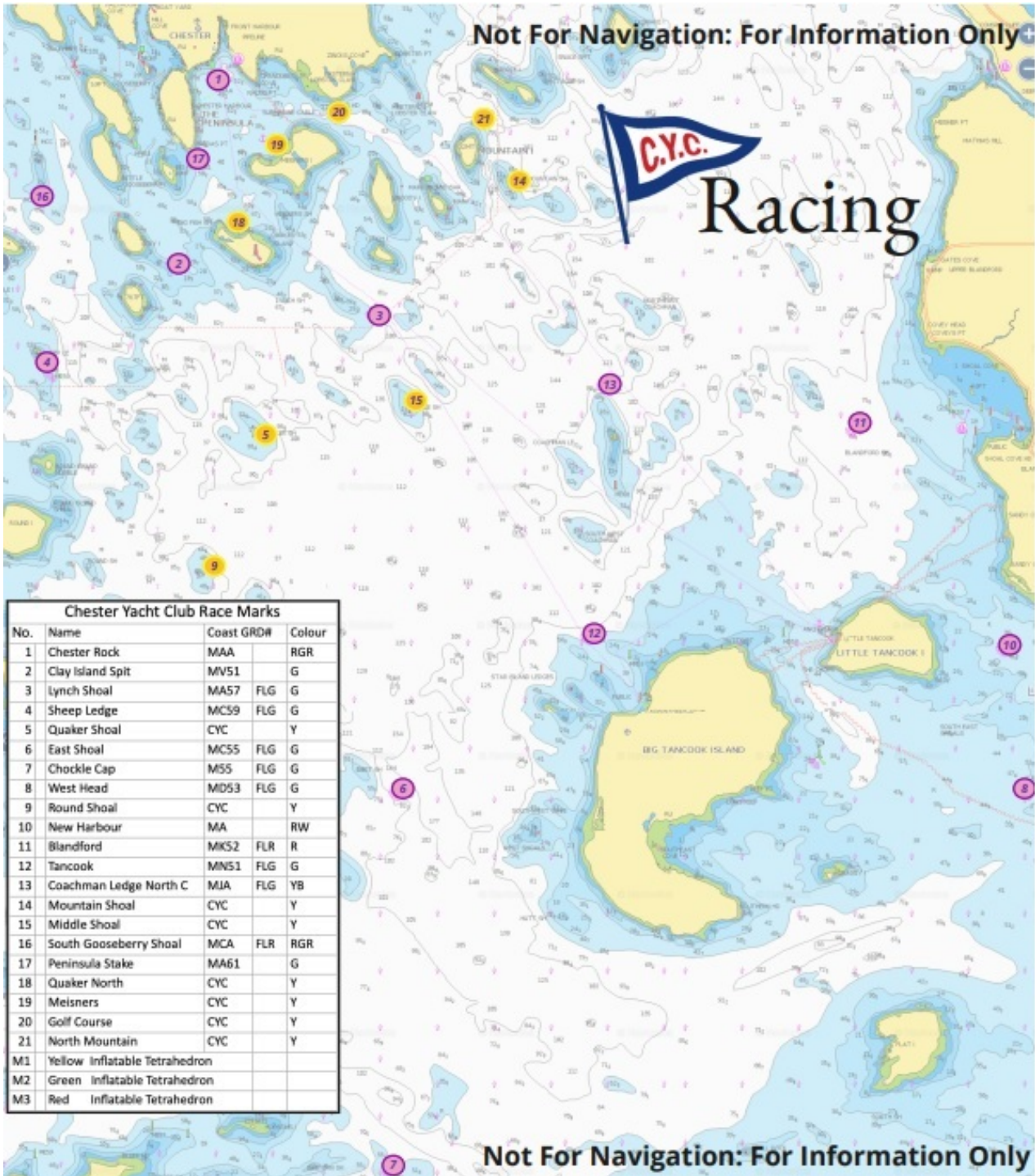


Course LA – Windward/Leeward with offset mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1A– 2s/2p – 1 – 1A - Finish
LA3	Start – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A - Finish
LA4	Start – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A - Finish

### ADDENDUM C



**ADDENDUM D**



Round Shoal	N 44°28.742' W 64°14.516'	Quaker North	N 44°31.11' W 64°14.11'
Quaker Shoal	N 44°29.728' W 64°13.981'	Meisners	N 44°31.62' W 64°13.76'
Middle Shoal	N 44°29.827' W 64°12.491'	Golf Course	N 44°31.87' W 64°13.14'
Mountain Shoal	N 44°31.21' W 64°11.491'	Mountain Shoal	N 44°31.62' W 64°12.12'

## **ADDENDUM E**

### **DIRECT JUDGING**

- Bluenose class only -

All competitors are expected to adhere to the Basic Principle – “Sportsmanship and the Rules” set out in the Racing Rules of Sailing (RRS), that when a boat breaks a rule and is not exonerated, she will promptly take an appropriate penalty – whether protested or not.

These Sailing Instructions do not prevent a boat from protesting another boat, nor do they negate a competitor’s responsibility to adhere to the Basic Principles.

These sailing instructions allow a judge to react if the judge witnesses a breach of a rule of RRS Part 2, RRS 31, or specific class rules (bowsprit extension, hiking limitations, for example), and depending on the sailing instruction option selected, to penalize a boat that has not complied with RRS 44.1 – Taking a Penalty.

#### **Part A – Penalties (15.1)**

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty, except that if the breach is within the zone or a judge signals a penalty identifying a boat, it shall be a Two-Turns Penalty

#### **Part B – Option 3**

##### **15.2 JUDGE ACTIONS ON THE WATER**

###### **15.2.1 Protests by a Boat**

A boat may protest another boat in accordance with RRS 61.1. However, if a judge signals a penalty as described in SI 15.2.2(a), the protesting boat shall remove her red flag and take no further action.

###### **15.2.2 Penalties initiated or signalled by the Judge**

(a) When a judge decides that a boat has broken a rule of RRS Part 2, RRS 31, the judge will make one sound signal, display a red flag and identify the boat by hailing. The identified boat shall take a penalty by complying with SI 15.1. If the boat does not take a penalty, she shall be disqualified without a hearing. This changes RRS 63.1.

(b) Any action or non-action by a judge under SI 15.2.2(a) shall not be grounds for a request for redress. Jury boats may be positioned anywhere in the course area and this positioning shall not be grounds for a request for redress. This changes RRS 62.1(a).