



Wednesday, August 10 – Saturday, August 13, 2016

Proudly hosted by the Chester Yacht Club, Chester, Nova Scotia, Canada

2016 SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

1.2 The Sail Canada Prescriptions 2013-2016 will apply. They are attached as Appendix 1.

1.3 The current PHRF-NS regulations as administered by Sail Nova Scotia shall apply to all handicap classes.

1.4 The Bluenose Class rules shall apply to the Bluenose class, except that racing on the Bluenose course shall be non-spinnaker only.

1.5 If there is a conflict between languages the English text shall take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located on the western end of the main clubhouse.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900hrs on the day it will take effect, except that any change to the schedule of races will be posted by 2000hrs on the day before it will take effect.

SPONSORS



4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the Chester Yacht Club signal mast on the water side of the clubhouse.

4.2 When a class flag is flown with a signal, the signal shall apply to that class only.

4.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

5 SCHEDULE OF RACES

5.1 Dates of racing and scheduled first signal:

Racing will be held from Wednesday, August 10th, through Saturday, August 13th, 2016.

Date	ALPHA COURSE	BRAVO COURSE	CHARLIE COURSE	DELTA COURSE	ONE DESIGN COURSE
All Days	1200hrs	1200hrs	1300hrs	1230hrs	1200hrs

5.2 Number of races:

Courses By Classification	# Races Scheduled	Races Per Day
Alpha - PHRF-NS <99	Up to 8	Up to 2
Bravo - PHRF-NS >98	Up to 8	Up to 2
Charlie - Bluenose	12	Up to 4
Delta - Classics & PHRF-NS Non-Spinnaker	4	1
One Design - All Classes	Up to 12	Up to 4

5.3 On the last day of the regatta no warning signal will be made after 1500 hrs.

5.4 After a long postponement, to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound at least four minutes before a warning signal is displayed.

6 CLASS FLAGS & CLASS LISTS

Class lists will be made at the discretion of the Organizing Authority and will be posted on the official notice board and on the CRW Yacht Scoring page no later than 0900hrs on Wednesday, August 10th, 2016. This posting will also include the flags for each handicap class. One Design classes will use class symbol for class flags.

7 RACING AREAS

7.1 Appendix A shows the general location of Racing Areas.

7.2 The Race Committee may reassign a class to any Racing Group, but not later than 0900 each morning.

7.3 Racing Groups will be assigned to Racing Areas each morning no later than 0900 on the official notice board. This notice will also be made available on Yacht Scoring no later than 0900 each morning.

7.4 Attachment A is not to be used for navigation or for locating racing marks. It is a reference for the racing area only.

7.5 The One Design course will usually start approximately 1.5 NM north of the north end of Rafuse Island.

8 THE COURSES

8.1 The diagrams in Attachment B show the courses and describe the type of courses for One Design Fleet and the Bluenose Fleet. This includes the order in which marks are to be passed, and the side on which each mark is to be left for windward-leeward course configurations.

8.2 If a windward-leeward course is to be sailed by PHRF/NS classes, the race committee signal vessel will, no later than the warning signal, display code flag Whiskey with a numeral pennant to indicate which course is to be sailed as described in Attachment B. The race committee will also display the approximate compass bearing to the first mark.

8.3 For 'round-the-buoys' races, the Race Committee signal vessel shall indicate the course to be sailed on a course board located on or around her stern using marks as described on the Chester Yacht Club Course Card provided in the registration package or navigation buoys or in rare cases islands as found on CHS Charts 4381 and 4328, except that 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. 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. Replacement course cards will be available to competitors at the Chester Yacht Club race office.

9 MARKS

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 THE START

10.1 Races will be started by using rule 26 with the warning signal made 5 minutes before the starting signal.

10.2 The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel at the starboard end of the line and a staff displaying an orange flag fixed to the pin boat at the port-end of the start line. Should the pin boat be unavailable, a yellow tetrahedron will replace the pin boat.

10.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other fleets. This area shall include the start line and a 75 meter radius surrounding the start line.

10.4 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.

10.5 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:

<u>Signal</u>	<u>Sail Combination to be used</u>
No Signal	Main, Jib and Spinnaker
Red Flag w/ White Stripe	Main and Jib Only

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the course for 'round-the-buoys' races, the Race Committee will signal the change accordingly and display the new course to be sailed on a white board located on the Race Committee vessel signaling the change. This changes rule 33 by deleting rule 33(a)(1) and (2) and replacing rule 33(a)(1) with the display of the new course on a white board.

11.2 To change the next leg of a 'windward-leeward' course, the Race Committee will signal the change with code flag Charlie plus a red or green signal to indicate direction to the next mark. A plus or minus sign could be used to lengthen or shorten the distance of the course. When signaling a change, the Race Committee may lay a new mark or move the original mark to a new location. When offset marks are used, they may not be set up on the course change.

11.3 To change the course for a particular class, the Race Committee will fly code flag C over the class flag with repetitive sounds to signal a change of course for that class only.

12 THE FINISH

12.1 For the Alpha, Bravo and Delta Courses, the finishing line will be between a staff displaying an orange flag on the port hand side of the Race Committee signal vessel and a finishing mark or boat off of her port side.

12.2 For the One Design Course and the Charlie Course, the finishing line will be between a staff displaying an orange flag on the Race Committee signal vessel and a finishing mark laid off of her starboard bow.

12.3 No yacht shall pass between an on-station race committee vessel and nearby finish line marker on any course other than her own.

12.4 All competitors shall keep clear of the Bluenose Fleet on Charlie Course as they approach or depart Chester Harbour. Any competitors that are identified as having failed to observe this instruction shall be subject to protest by the Charlie Course Race Committee.

13 PENALTY SYSTEM

13.1 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".

13.2 Unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes rule 44.2.

13.3 Rule 44.1 is also changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3 (c) equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries in her class, whichever is less. 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 TIME LIMITS FOR ALL CLASSES AND COURSES

14.1 Alpha - 'Round-The-Buoys' Courses (PHRF-NS <99) + Distance Classes: The time limit will be five (5) hours for the first boat to finish in each fleet. If any boats finish within that time limit, subsequent boats will have a total time limit of seven (7) hours. Boats failing to finish within that total time limit will be scored Did Not Finish without a hearing. This changes rule A4, A5 and rule 35.

14.2 Bravo - 'Round-The-Buoys' Courses (PHRF-NS >98): The time limit will be four (4) hours for the first boat to finish in each fleet. If any boats finish within that time limit, subsequent boats will have a total time limit of five (5) hours. Boats failing to finish within that total time limit will be scored Did Not Finish without a hearing. This changes rule A4, A5 and rule 35.

14.3 Charlie - Windward-Leeward Courses: If no boat finishes the original course or shortened course within 70 minutes of the start, the race will be abandoned. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rule A4, A5 and rule 35.

14.4 Delta - 'Round-The-Buoys' Courses (Classics & PHRF-NS Non-Spinnaker): The time limit will be three (3) hours for the first boat to finish in each class. If any boats finish within that time limit, subsequent boats will have a total time limit of five (5) hours. Boats failing to finish within that total time limit will be scored Did Not Finish without a hearing. This changes rule A4, A5 and rule 35.

14.5 One Design Courses: If no boat finishes the original course or shortened course within ninety (90) minutes of the start, the race will be abandoned. Boats in the One Design classes failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 Protest forms are available at the ticket window inside the Clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

15.2 For each course, the protest time limit is 60 minutes after the Committee boat on that course has reached the dock. The time limits for each course will be posted on the official notice board.

15.3 Notices will be posted on the official notice board no later than 15 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the Clubhouse.

15.4 Breaches of instructions 11.3, 13.3, 19, 21, and 22 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides. The penalty for a breach of rule 55 may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

15.5 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

15.6 On the last scheduled day of racing, a request for reopening a hearing shall be delivered:

- a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- b) no later than 30 minutes after the requesting party was informed of the decision on that day.

This changes rule 66.

15.7 On the last scheduled day of racing, a request for redress shall be delivered within the protest time limit or no later than 30 minutes after the relevant incident, whichever is later. This changes rule 62.2.

16 ARBITRATION

16.1 For a protest between two boats alleging a breach of a rule of Part 2 or rule 31, an arbitration meeting may be held prior to any protest hearing.

16.2 One representative from each boat will meet with the arbitrator. No witnesses will be permitted.

16.3 The arbitrator will advise on whether:

- a) One or both boats should take a penalty;
- b) The protest should be withdrawn; or
- c) The protest should go to the protest committee for a hearing.

16.4 When a boat accepts a penalty or the arbitrator advises that the protest should be withdrawn, the arbitrator will allow the protest to be withdrawn. This changes rule 63.1.

16.5 When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.

16.6 The penalty is to be calculated according to sailing instruction 14.4.

17 SCORING

17.1 The Racing Rules of Sailing Low Point System Appendix A4 will be in effect with the following modifications.

17.2 When fewer than five races have been completed, a boat's score shall be the total of her race scores. When five or more races are completed, a boat's series score shall be the total of her race scores excluding her worst score.

17.3 One race will be required to constitute a series.

18 SAFETY REGULATIONS

18.1 Areas that are Obstructions: Mahone Bay and the surrounding waters have many dangerous areas which should be navigated with care. Though the Race Committee 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.

18.2 Check-In: All vessels shall check-in with the Race Committee signal vessel on their course before their first race of the day. This shall be done by sailing past the stern of the signal vessel on a starboard tack and hailing her class, yacht name, sail number and number of persons aboard. Boats that do not check-in may, without a hearing, be scored DNC for the first race of the day. This changes rule A4 and A5.

18.3 A boat that retires from a race shall notify the Race Committee as soon as possible by either VHF on their course channel or by sailing past and hailing the committee.

18.4 Medical evacuations from the course: the boat transporting the patient to shore shall proceed directly to the Government Wharf. This wharf is also known as the Tancook Ferry Wharf, located at 12 Water Street, Chester.

19 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules, sailing instructions and with the minimum safety equipment standards of her country of registry. On the water, a boat can be instructed by a Race Committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

20 ADVERTISING

Skippers are asked not to display advertising in conflict with the event sponsors.

21 HAUL-OUT RESTRICTIONS

Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

22 RADIO COMMUNICATION

22.1 The Alpha Course Race Committee VHF Ch. 72

The Bravo Course Race Committee on VHF Ch.69.

The Charlie Course Race Committee on VHF Ch.74.

The Delta Course race committee on VHF Ch.69.

The One Design Course Race Committee on VHF Ch.71.

22.2 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

22.3 Failure of the Race Committee to make broadcasts or of a boat to hear a broadcast will not be grounds for a request for redress. This changes rule 62.1(a).

23 PRIZES

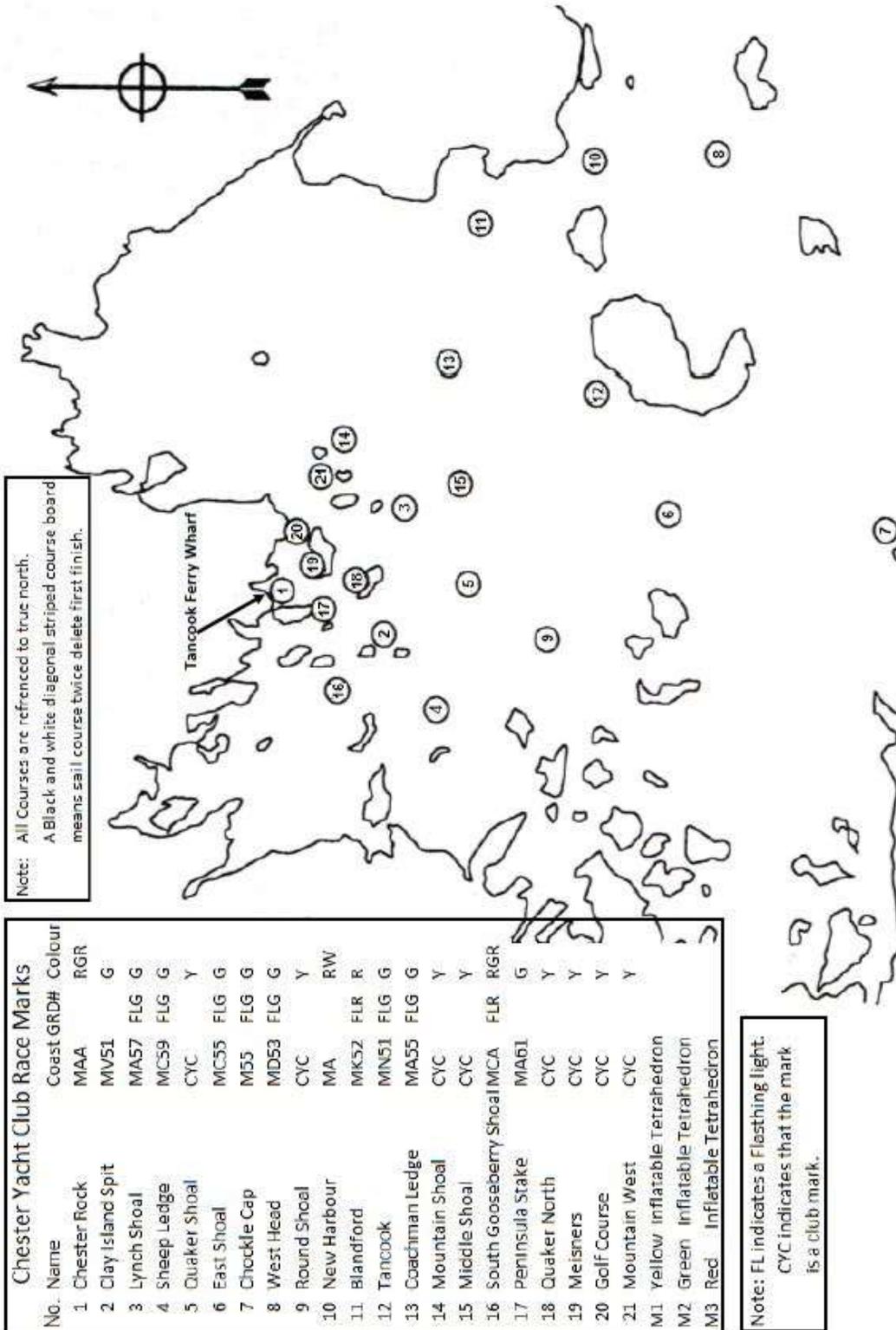
Prizes will be awarded as per the Notice of Race. At the discretion of the organizing authority, further prizes may be added at any time.

24 DISCLAIMER OF LIABILITY

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

ATTACHMENT A

CYC COURSE CARD



Do not use this chart for navigational purposes

ATTACHMENT B—COURSE DIAGRAMS

CHESTER RACE WEEK 2016

WINDWARD LEEWARD COURSE DIAGRAMS

COURSE #1

COURSE #2

COURSE #3

Numeral Pennant 1

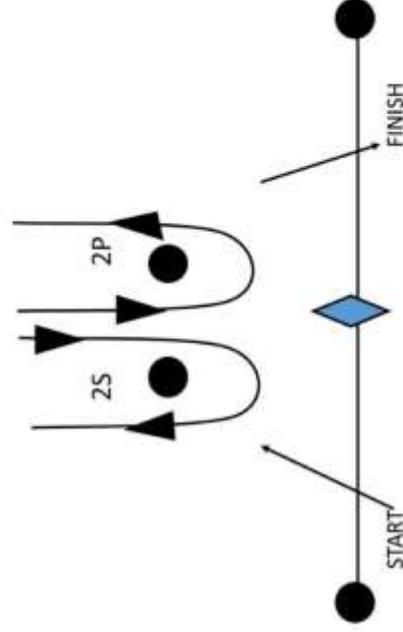
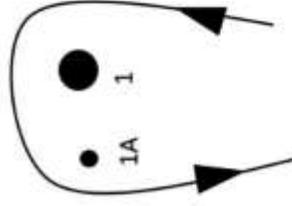
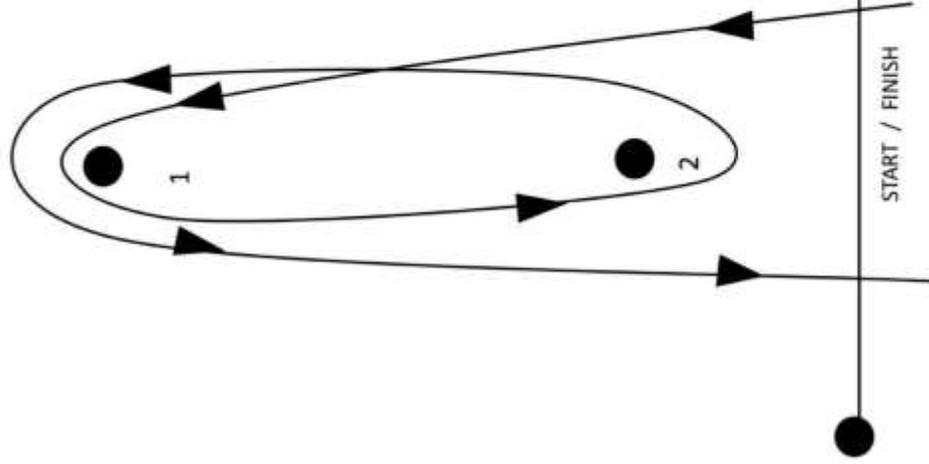
Numeral Pennant 2

Numeral Pennant 3

S-1-2-1-F

S-1-1A -2P/2S-1-1A-F

S-1-1A -2P/2S-1-1A-2P/2S-1-1A -F



ATTACHMENT C – CYC RACE MARK LOCATIONS – 2015

5) Quaker Shoal	N 44° 29.728' W64° 13.981'
9) Round Island	N 44° 28.740' W64° 14.517'
14) Mountain Shoal	N 44° 31.210' W64° 11.144'
15) Middle Shoal	N 44° 29.827' W64° 12.491'
18) Quaker North	N 44° 31.11' W64° 14.11'
19) Meisner's	N 44° 31.62' W64° 13.76'
20) Golf Course	N 44° 31.87' W64° 13.14'
21) Mountain West	N 44° 31.45' W64° 12.048'

Appendix 1

Sail Canada Prescriptions 2013–2016

Effective 1 January 2013

Sail Canada prescribes:

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 (insert directly under the title to the rule)

Sail Canada prescribes that unless otherwise provided in its class rules, the ISAF 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 88.2 National Prescriptions

Sail Canada prescribes that the sailing instructions of national or lesser events shall not change or delete any Sail Canada prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 and 67 shall not be deleted.

Appendix E8 – Appendix G Changes to Identification on Sails (insert directly under title to the rule)

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

Appendix R – Procedures for Appeals and Requests (insert after the preamble)

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.

