



Sailing Instructions

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SAILING INSTRUCTIONS (SIs)
One Design Course
Chester Race Week – August 10-13th, 2022
Organizing Authority: Chester Yacht Club

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(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/uploads/2020/10/Sail-Canada-Prescriptions-to-the-RRS_2021-2024.pdf

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/notice_board_summary.cfm?eid=15068. 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 channel 71.
- 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 shall occur at the Chester Yacht Club at 0900 on Wednesday, August 10th.

6.2

Class / Fleet	Total Number of Races	Races Per Day
One Design fleets	12	3

6.3 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 do not exceed the number of total races scheduled for the event.

6.4 The scheduled time of the warning signal for the first race each day is 1200.

6.5 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.

6.6 On the last scheduled day of racing no warning signal will be made after 1500.

7 CLASS FLAGS

7.1 Class flags will be the fleet specific class insignia on a flag.

8 RACING AREA

8.1 SI Addendum A shows the location of the racing area(s).

8.2 Racing areas will be assigned to fleets each morning and posted no later than 0930 on the official notice board.

9 COURSES

9.1 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.

10 MARKS

10.1 When racing an L or LA course configuration will have the following Marks: Mark 1, a Yellow 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 Pink Tetrahedron.

10.2 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 Red Tetrahedron.

10.3 If a gate mark is missing, the remaining mark shall be rounded to port.

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 a yellow tetrahedron on the port end.

12.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.3 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 -.

12.4 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.

12.5 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).

12.6 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.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, 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.

14 THE FINISH

14.1 The finish line will be between a staff displaying a blue flag on the Signal boat and a yellow tetrahedron off the starboard side of the Signal boat.

15 PENALTY SYSTEM

15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty. Except when the incident occurs in the zone where the penalty is a Two-Turn Penalty.

16 TIME LIMITS

- 16.1 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
30 minutes	2 hours	20 minutes

- 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 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. Beginning at the time posted.

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 to 12 races have been completed, a boat's series score is the total of her race scores excluding her worst score.

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.

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

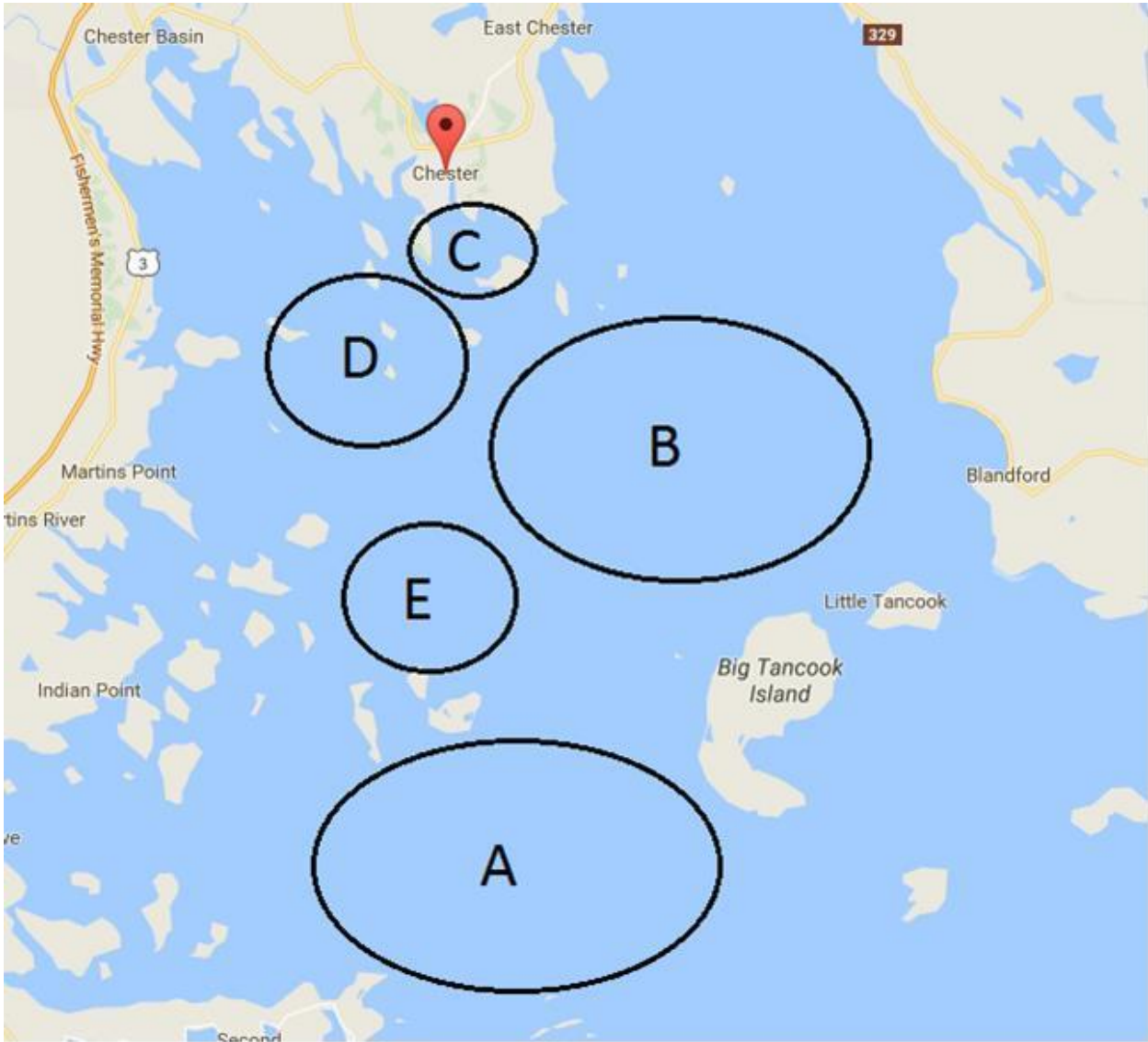
25.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.

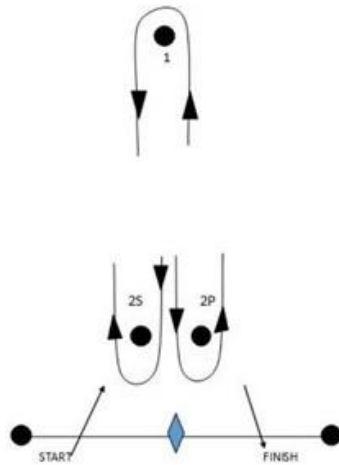
26 [NP] INSURANCE

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.

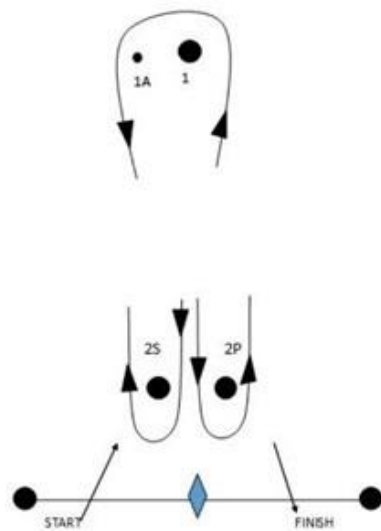
SI ADDENDUM A



SI 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

SAILING INSTRUCTIONS (SIs)
Bluenose Course
Chester Race Week – August 10-13th, 2022
Organizing Authority: Chester Yacht Club

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(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/uploads/2020/10/Sail-Canada-Prescriptions-to-the-RRS_2021-2024.pdf

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/notice_board_summary.cfm?eid=15068. On a best effort basis, the club notice board will be used as a courtesy.

3.2 The race office is located 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 channel 74.

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 shall occur at the Chester Yacht Club at 1030 on Wednesday, August 10th.

6.2

Class / Fleet	Total Number of Races	Races Per Day
Bluenose	12	3

6.3 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 do not exceed the number of total races scheduled for the event.

6.4 The scheduled time of the warning signal for the first race each day is 1300.

6.5 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.

6.6 On the last scheduled day of racing no warning signal will be made after 1530.

7 CLASS FLAGS

7.1 The class flag will be the bluenose insignia on a flag.

8 RACING AREA

8.1 SI Addendum A shows the location of the racing area(s).

8.2 Racing areas will be assigned to fleets each morning and posted no later than 0930 on the official notice board.

9 COURSES

9.1 The Bluenose class will sail an LA2 course configuration. Addendum B, confirms the order in which marks are to be passed, and the side on which each mark is to be left.

10 MARKS

10.1 The starting mark shall be a race committee vessel or a Yellow Tetrahedron.

10.2 Mark 1, a Yellow Tetrahedron
Mark 1a, a Yellow Tetrahedron
Marks 2s/2p, Red Cylinder(s)

10.3 New marks, as provided in SI 13, will be an orange tetrahedron.

10.4 The finishing mark shall be a race committee vessel or a Yellow Tetrahedron.

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 a staff displaying an orange flag on the port-end race committee vessel or the course side of the port end starting mark.
- 12.2 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 may 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).
- 12.3 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.
- 12.4 The starting sequence will be postponed if the wind exceeds a 5-minute moving average of 18 knots.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, 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 If the new mark is used for the second or subsequent rounding of Mark 1, there will be no offset mark 1a.

14 THE FINISH

- 14.1 The finish line will be between a staff displaying a blue flag on the Signal boat and a staff displaying a blue flag on the starboard-end race committee vessel or the course side of the starboard-end finishing mark.

15 PENALTY SYSTEM

- 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.
- 15.2 Sail Canada Appendix U, Part A, Option 2 and Part B, Option 3 will apply.
 - 15.2.1 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 signaled 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).

16 TIME LIMITS

16.1 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 minutes	1.5 Hour	20 minutes	40 minutes

16.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

16.3 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

17.1 The protest time limit is 60 minutes after the Signal boat 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. Beginning at the time posted.

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 to 12 races have been completed, a boat's series score is the total of her race scores excluding her worst score.

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 the 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.

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

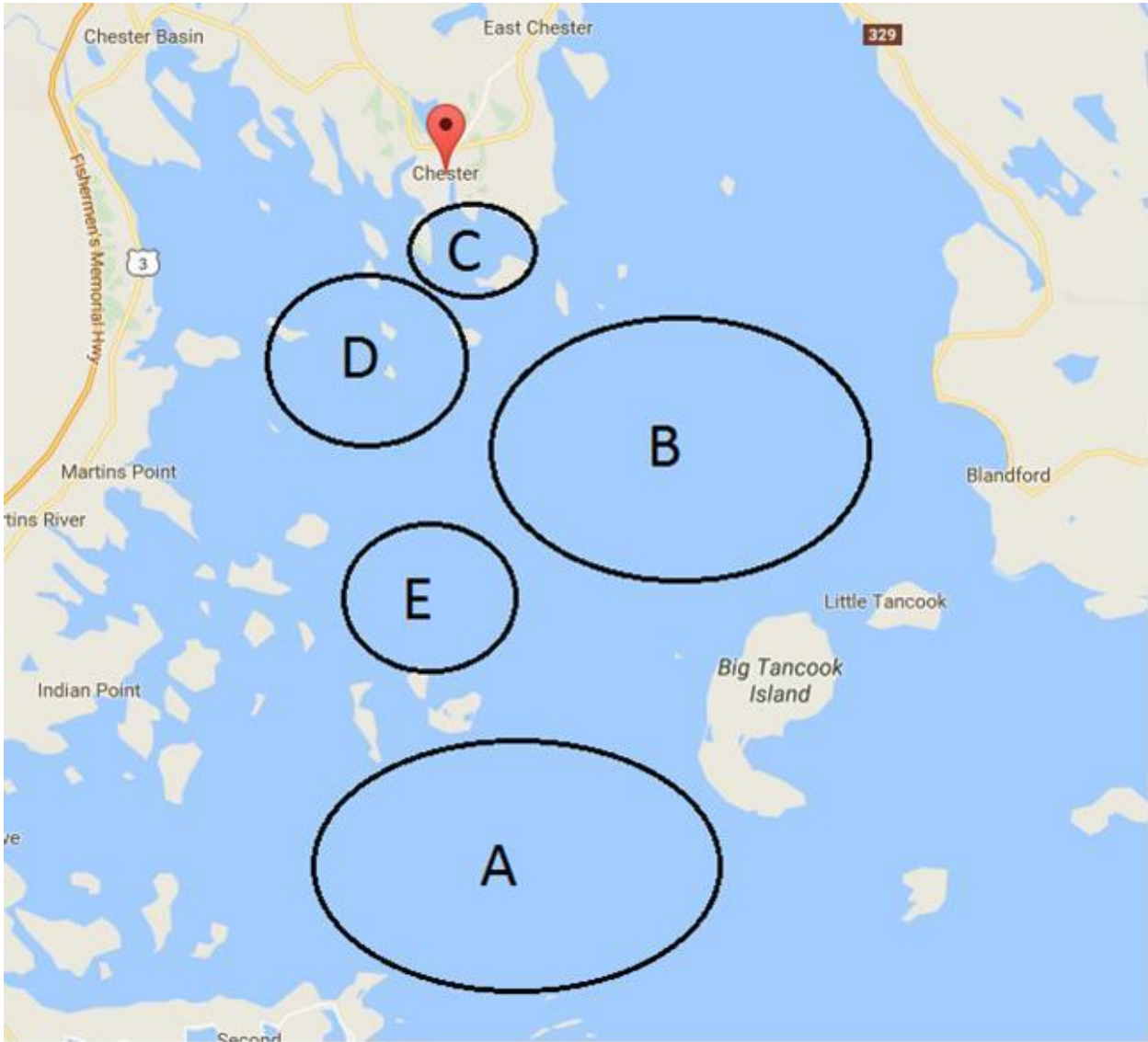
25.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.

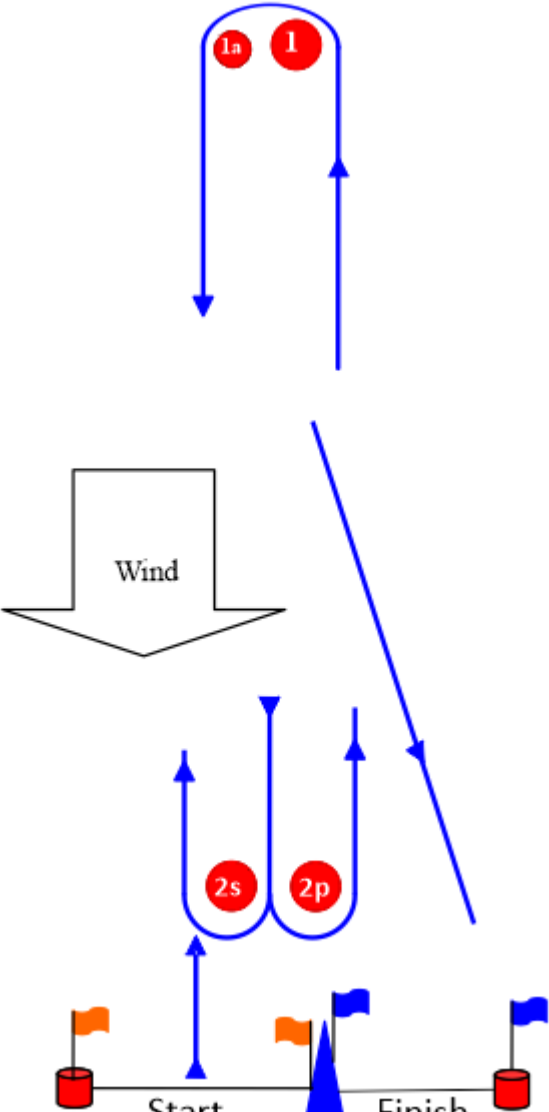
26 [NP] INSURANCE

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.

SI ADDENDUM A



SI ADDENDUM B

Course	Description		
 <p>The diagram illustrates a sailing course on a rectangular area. At the top, a large downward-pointing arrow is labeled 'Wind'. The course starts at a 'Start' line (marked with an orange flag) and ends at a 'Finish' line (marked with a blue flag). Two red circular marks are located at the top: '1a' on the left and '1' on the right. Two more red circular marks are located in the lower middle: '2s' on the left and '2p' on the right. Blue arrows show the course path: from Start, a line goes up to mark 1a, then a line goes up to mark 1, then a line goes down to mark 2s, then a line goes up to mark 2p, then a line goes down to the Finish line. A diagonal line also connects mark 1 to mark 2p.</p>	<p>Windward/Leeward offset mark 1a with Downwind finish</p>		
	<p>Possible courses</p>		
	<p>Signal</p>	<p>Mark Rounding Order</p>	
	<p>LA2</p>	<p>Start-1-1a-2s/2p-1-1a-Finish</p>	

Addendum C

DIRECT JUDGING

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.

A full copy of Appendix U can be found at:

https://www.sailing.ca/uploads/2021/02/Sail-Canada-Appendix-U-Direct-Judging_2021-2024_updated-Feb-2021.pdf

Sections in Effect

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).

SAILING INSTRUCTIONS (SIs)
PHRF-NS Inshore Course
Chester Race Week – August 10-13th, 2022
Organizing Authority: Chester Yacht Club

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(a).

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The current PHRF-NS regulations as administered by Sail Nova Scotia will apply.
- 1.3 Sail Canada prescriptions can be found at https://www.sailing.ca/uploads/2020/10/Sail-Canada-Prescriptions-to-the-RRS_2021-2024.pdf

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/notice_board_summary.cfm?eid=15068. On a best effort basis, the club notice board will be used as a courtesy.
- 3.2 The race office is located 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 channel 72.
- 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 shall occur at the Chester Yacht Club at 0930 on Wednesday, August 10th.

6.2

Class / Fleet	Total Number of Races	Races Per Day
PHRF-NS Inshore fleets	8	2

- 6.3 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 do not exceed the number of total races scheduled for the event.

- 6.4 The scheduled time of the warning signal for the first race each day is 1200.

- 6.5 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.

- 6.6 On the last scheduled day of racing no warning signal will be made after 1500.

7 CLASS FLAGS

- 7.1 Class flags will be described in an official notice posted on the notice board no later than Tuesday, August 9th.

8 RACING AREA

- 8.1 SI Addendum A shows the location of the racing area(s).

- 8.2 Racing areas will be assigned to fleets each morning and posted no later than 0930 on the official notice board.

9 COURSES

- 9.1 If an L or LA course configuration is to be used, 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 For 'round-the-buoys' races, 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 the Addendum C, 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. 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.

10 MARKS

- 10.1 PHRF-Inshore Racing classes, when racing an L or LA course configuration, will have the following Marks: Mark 1, a Yellow Tetrahedron; Mark 1a (if applicable) a green tetrahedron; Marks 2s/2p: Yellow Tetrahedrons. New marks, as provided in SI 13.1 will be an Orange Tetrahedron.
- 10.2 For 'round-the-buoy' 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 for LA course configurations, the remaining mark shall be rounded to port.

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 a yellow tetrahedron on the port end.
- 12.2 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).
- 12.3 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.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 When using L or LA Course configurations, to change the next leg of the course, 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 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 signalling the

change. 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 a green tetrahedron off the starboard side of the Signal boat.

15 TIME LIMITS

15.1 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
L or LA Course configurations	40 minutes	2.5 Hour	20 minutes
'Round-the-Buoys'		5 hours	1 hour

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

16 HEARING REQUESTS

16.1 The protest time limit is 60 minutes after the Signal boat returns to her berth. The time will be posted on the official notice board.

16.2 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.

16.3 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. Beginning at the time posted.

16.4 Notices of protests by the race committee, protest committee or technical committee will be posted to inform boats under RRS 61.1(b).

17 SCORING

17.1 One (1) race is required to be completed to constitute a series.

17.2 (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 to 8 races have been completed, a boat's series score is the total of her race scores excluding her worst score.

18 [DP][NP] SAFETY REGULATIONS

18.1 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.

18.2 A boat that retires from a race or leaves the course shall notify the race committee at the first reasonable opportunity.

19 [DP] REPLACEMENT OF CREW OR EQUIPMENT

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

20 OFFICIAL VESSELS

20.1 Official vessels may be identified by an RC Flag.

21 TRASH DISPOSAL

21.1 Trash may be placed aboard official vessels.

22 [DP][NP] HAUL-OUT RESTRICTIONS

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

23 [DP][NP] DIVING EQUIPMENT AND PLASTIC POOLS

23.1 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.

23.2 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.

24 RISK STATEMENT

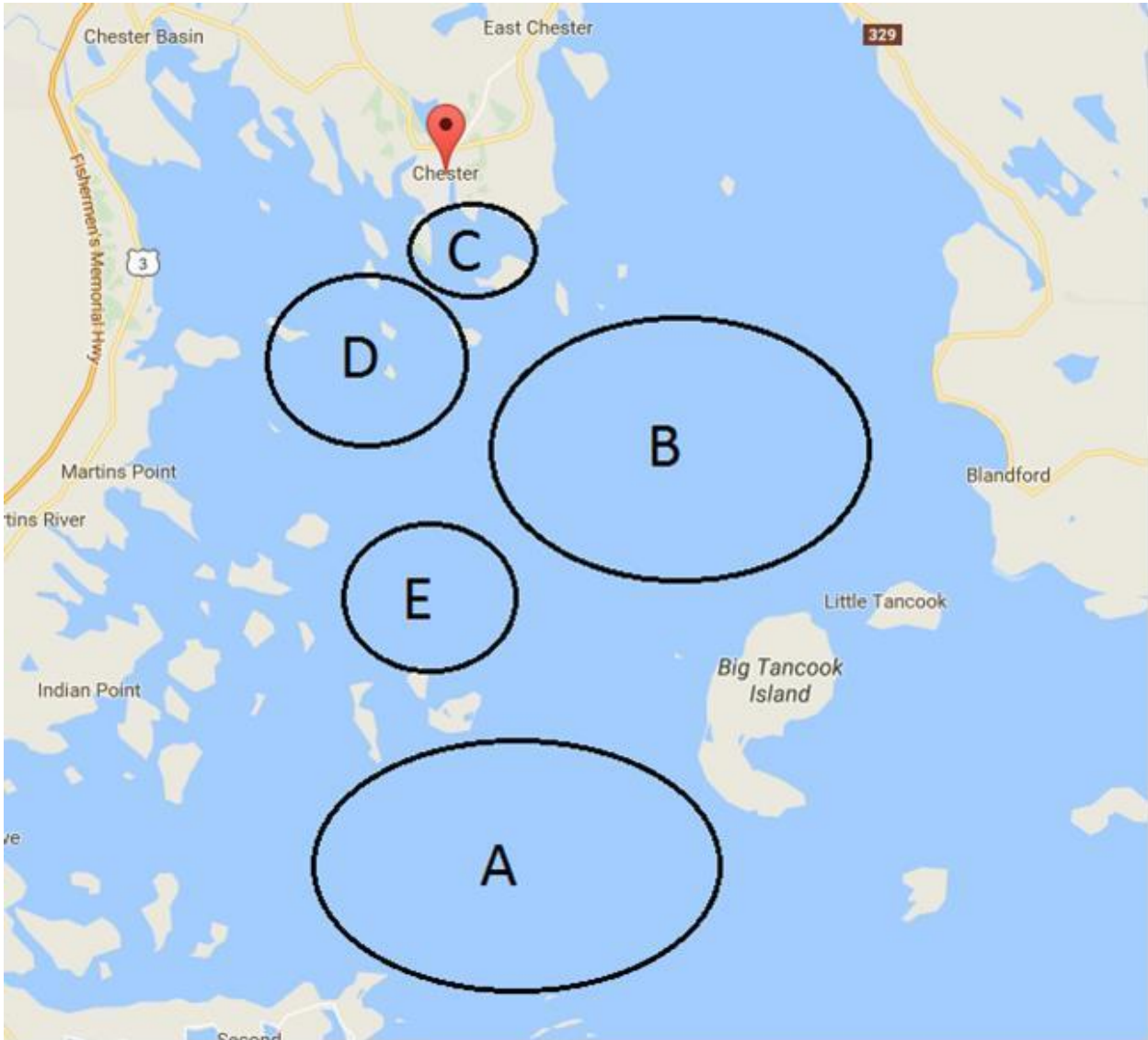
24.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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.

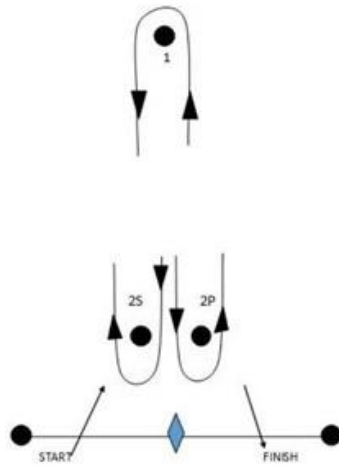
25 [NP] INSURANCE

25.1 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.

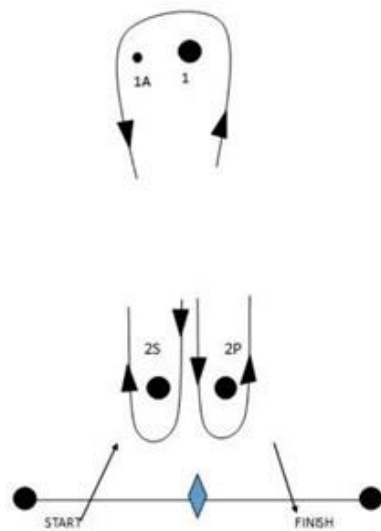
SI ADDENDUM A



SI 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

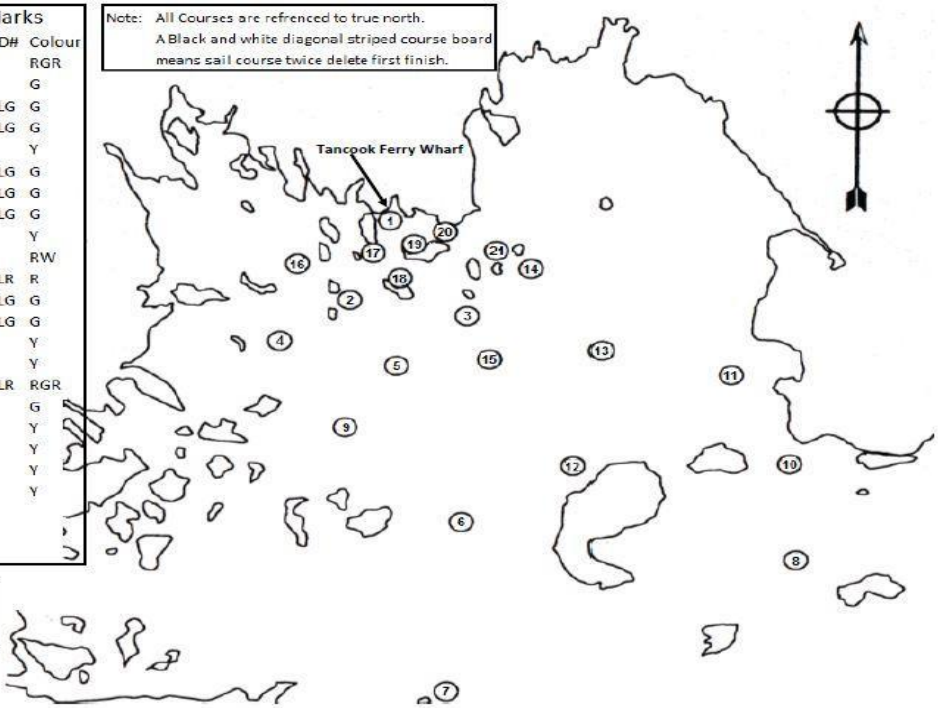


Course LA – Windward/Leeward with offset mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1A– 2s/2p – 1 – 1A – Finish
LA3	Start – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A – Finish
LA4	Start – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A– 2s/2p – 1 – 1A – Finish

SI ADDENDUM C

Chester Yacht Club Race Marks			
No.	Name	Coast GRD#	Colour
1	Chester Rock	MAA	RGR
2	Clay Island Spit	MV51	G
3	Lynch Shoal	MA57	FLG G
4	Sheep Ledge	MCS9	FLG G
5	Quaker Shoal	CYC	Y
6	East Shoal	MC55	FLG G
7	Chockle Cap	M55	FLG G
8	West Head	MD53	FLG G
9	Round Shoal	CYC	Y
10	New Harbour	MA	RW
11	Blandford	MK52	FLR R
12	Tancook	MN51	FLG G
13	Coachman Ledge	MA55	FLG G
14	Mountain Shoal	CYC	Y
15	Middle Shoal	CYC	Y
16	South Gooseberry Shoal	MCA	FLR RGR
17	Peninsula Stake	MA61	G
18	Quaker North	CYC	Y
19	Meisners	CYC	Y
20	Golf Course	CYC	Y
21	Mountain West	CYC	Y
M1	Yellow Inflatable Tetrahedron		
M2	Green Inflatable Tetrahedron		
M3	Red Inflatable Tetrahedron		

Note: All Courses are referenced to true north.
 A Black and white diagonal striped course board means sail course twice delete first finish.



Note: FL indicates a Flashing light.
 CYC indicates that the mark is a club mark.

Quaker Shoal	N 44° 29.728' W 64° 13.981'
Round Island	N 44° 29.201' W 64° 14.234'
Mountain Shoal	N 44° 31.210' W 64° 11.144'
Middle Shoal	N 44° 29.827' W 64° 12.491'
Quaker North	N 44° 31.11' W 64° 14.11'
Meisner's	N 44° 31.62' W 64° 13.76'
Golf Course	N 44° 31.87' W 64° 13.14'
Mountain West	N 44° 31.45' W 64° 12.048'

SAILING INSTRUCTIONS (SIs)
PHRF-NS Distance Course
Chester Race Week – August 10-13th, 2022
Organizing Authority: Chester Yacht Club

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(a).

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The current PHRF-NS regulations as administered by Sail Nova Scotia will apply.
- 1.3 Sail Canada prescriptions can be found at https://www.sailing.ca/uploads/2020/10/Sail-Canada-Prescriptions-to-the-RRS_2021-2024.pdf

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/notice_board_summary.cfm?eid=15068. On a best effort basis, the club notice board will be used as a courtesy.
- 3.2 The race office is located on the second floor of the Chester Yacht Club.
- 3.3 On the water, the race committee intends to communicate with competitors in the Distance 1, Distance 2 and Distance 3 classes via VHF radio channel 69. The race committee intends to communicate with competitors in the Distance 4 class via VHF channel 72.
- 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 shall occur at the Chester Yacht Club at 0930 on Wednesday, August 10th.

6.2

Class / Fleet	Total Number of Races	Races Per Day
PHRF-NS Distance Course	6	Up to 2

6.3 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 do not exceed the number of total races scheduled for the event.

6.4 The scheduled time of the warning signal for the first race each day is 1200.

6.5 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.

6.6 On the last scheduled day of racing no warning signal will be made after 1500.

7 CLASS FLAGS

7.1 Class flags will be described in an official notice posted on the notice board no later than Tuesday, August 9th.

8 RACING AREA

8.1 SI Addendum A shows the location of the racing area(s).

8.2 Racing areas will be assigned to classes and posted before 0930 on the day they will take effect.

9 COURSES

9.1 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 the Addendum B, 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. 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.

10 MARKS

10.1 For 'round-the-buoy' 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.

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 a yellow tetrahedron on the port end.

12.2 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).

12.3 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.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 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 signalling the change. 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 a green tetrahedron off the starboard side of the Signal boat.

15 TIME LIMITS

15.1 Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Race Time Limit	Finishing Window
5 Hours	1.5 Hours

16 HEARING REQUESTS

16.1 The protest time limit is 60 minutes after the Signal boat returns to her berth. The time will be posted on the official notice board.

16.2 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.

16.3 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. Beginning at the time posted.

16.4 Notices of protests by the race committee, protest committee or technical committee will be posted to inform boats under RRS 61.1(b).

17 SCORING

17.1 A boat's series score will be the total of her race scores.

17.2 All corrected times will be rounded.

18 [DP][NP] SAFETY REGULATIONS

18.1 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.

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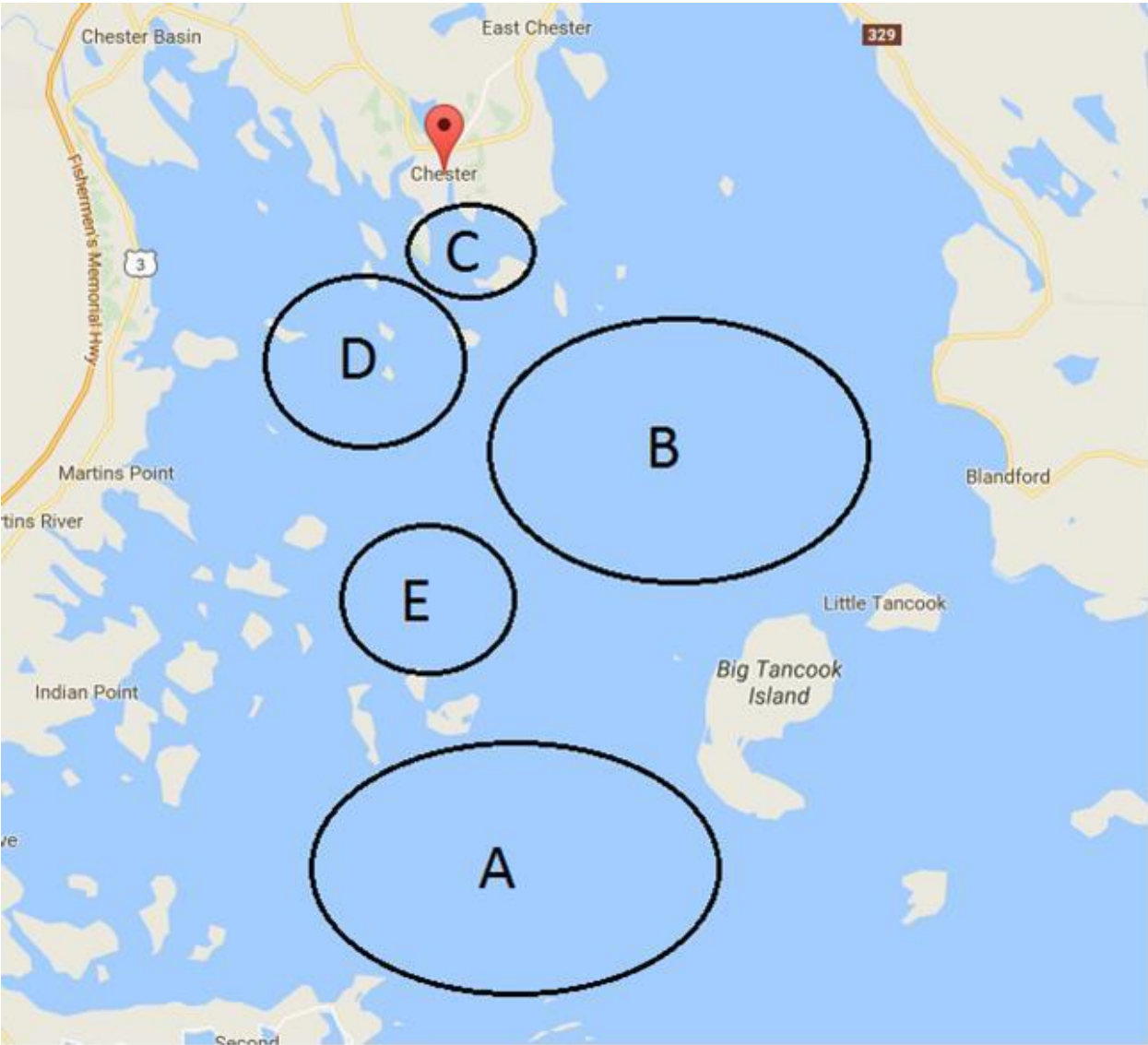
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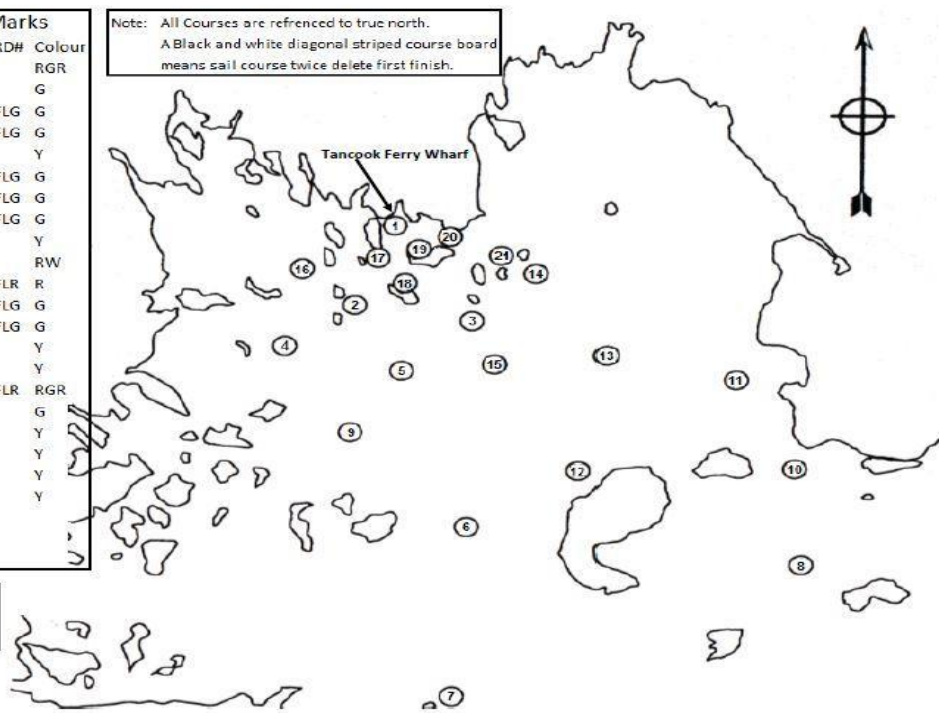
SI ADDENDUM A



SI ADDENDUM B

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7	Chockle Cap	M55 FLG G
8	West Head	MD53 FLG G
9	Round Shoal	CYC Y
10	New Harbour	MA RW
11	Blandford	MK52 FLR R
12	Tancook	MN51 FLG G
13	Coachman Ledge	MA55 FLG G
14	Mountain Shoal	CYC Y
15	Middle Shoal	CYC Y
16	South Gooseberry Shoal	MCA FLR RGR
17	Peninsula Stake	MA61 G
18	Quaker North	CYC Y
19	Meisners	CYC Y
20	Golf Course	CYC Y
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