



SAILING INSTRUCTIONS (SIs)
Charlottetown Race Week – July 13 - 15, 2023
Organizing Authority: Charlottetown 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/wp-content/uploads/2022/06/sail_canada_prescriptions_2021_2024_14_03_2022.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/emenue.cfm?eID=15529> On a best effort basis, the club notice board will be used as a courtesy.
- 3.2 The race office is on the first floor of the Yacht Club.
- 3.3 On the water, the race committee intends to monitor and communicate

with One Design competitors on VHF radio channel 71, and PHRF 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 Charlottetown 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 Charlottetown Yacht Club's back deck at 0900 on Thursday, July 13th.

6.2 A morning briefing will be provided on Friday, July 14th and Saturday, July 15th at 0900 on the back deck of the Charlottetown Yacht Club.

6.2

Class / Fleet	Total Number of Races	Races Per Day
One Design fleets	6	2
PHRF Fleets	9	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 each day's first race 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 One Design Class flag will be the fleet-specific class insignia on a flag.

7.2 PHRF Class flags are assigned as follows:

PHRF "A" Class	Yellow Flag
PHRF "B" Class	Pink Flag
PHRF "C" Class	Green Flag

8 RACING AREA

- 8.1 All fleets will race either outside or inside the harbour, depending on the conditions, using fixed marks, inflatable marks, or floating staffs.
- 8.2 Racing areas will be loosely discussed during the morning briefing described in SI 6.2.

9 COURSES

- 9.1 For Windward Leeward racing, the diagram in SI Addendum A 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-buoy racing, Addendum B shows available marks, excluding additive marks highlighted in SI 10.4, that could be used by the Race Committee. The course shall be displayed on a whiteboard and broadcast on the appropriate VHF radio channel.

10 MARKS

- 10.1 When racing an L or LA course configuration, the marks will have the following inflatables: 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 an Orange 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 Yellow Cylinder; Mark 1a (if applicable) a small Yellow Tetrahedron; Marks 2s/2p: Yellow Tetrahedrons. New marks, as provided in SI 13.1 will be an Orange Tetrahedron with a red mark.
- 10.3 If a gate mark is missing, the remaining mark shall be rounded to port.
- 10.4 For Around the Buoys courses, the race committee signal boat will display a course board mounted on the stern before the warning signal. The course will use navigational buoys for marks as described in Appendix A and B. When a triangle with the letter 'Y' or 'O' inside of it appears on the course board as a mark of the course, it shall indicate that the mark 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.

See Addendum B: Racing Area - Hillsborough Bay and Addendum C: Racing Area - Charlottetown Harbour.

11 OBSTRUCTIONS

- 11.1 Charlottetown and the surrounding waters have many dangerous areas that should be carefully navigated. All competitors must familiarize themselves with the underwater features of the area and always maintain safe navigation.

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 cylinder on the port end.
- 12.2 Boats whose warning signal has yet to be made shall avoid the starting area during the starting sequence for other races.
- 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.

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 cylinder 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
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30 minutes	2 hours	20 minutes
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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.

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 5 to 9 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 the 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. The crew should 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

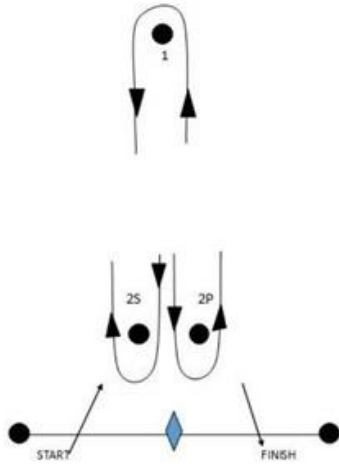
25.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and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

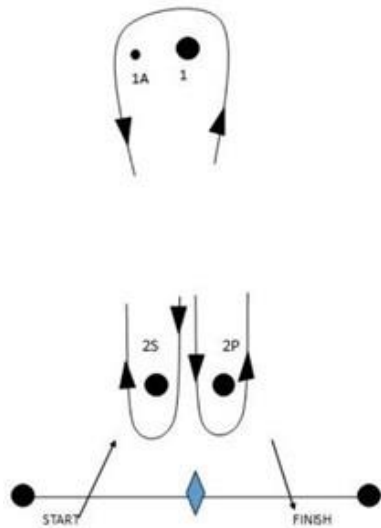
26 [NP] INSURANCE

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

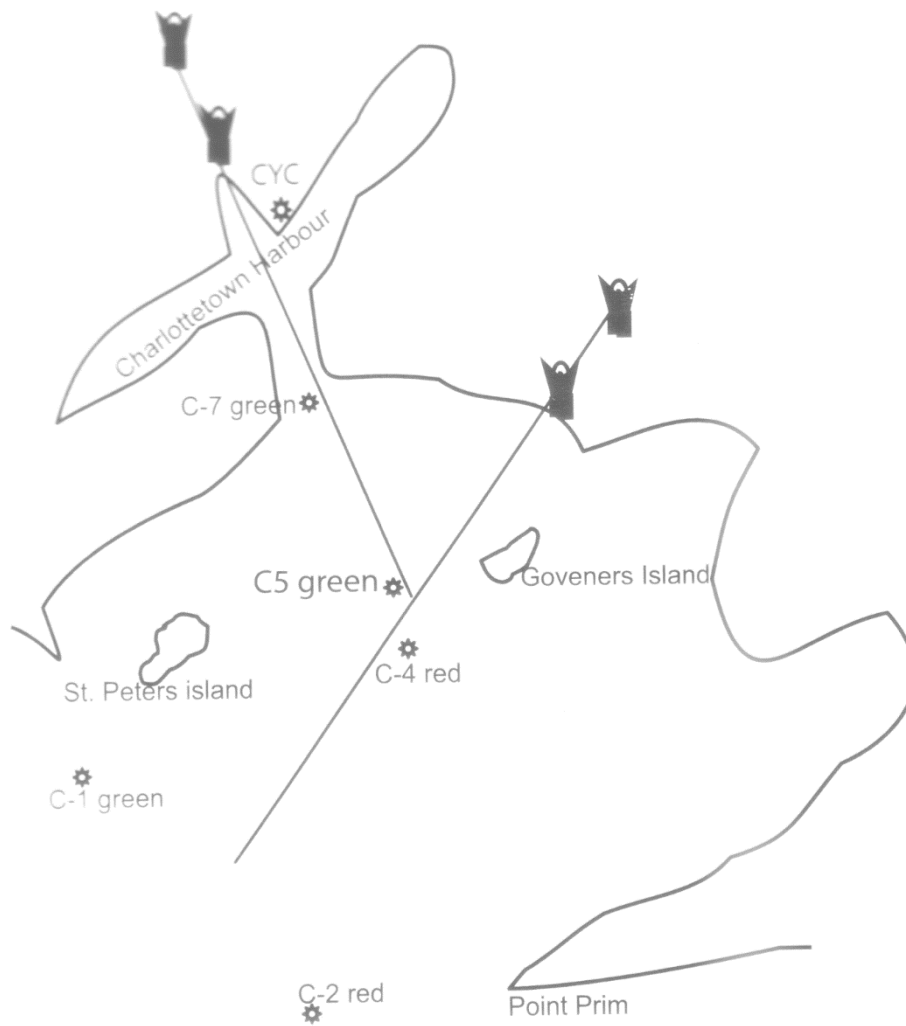


Course L – Windward/Leeward, Leeward Finish	
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish
L4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish



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 B - Hillsborough Bay



	Lat	Long	
C-1	46 05 00	63 13 48	St Peters Island
C-2	46 02 40	63 06 50	Point Prim
C-4	46 07 55	63 06 42	Fitzroy Rock
C-5	46 08 54	63 06 04	Spithead
C-7	46 11 36	63 07 36	Blockhouse

Addendum C – Charlottetown Harbour



	Lat	Long	
C-7	46 11 36	63 07 36	Blockhouse
C-8	46 12 14.5	63 07 54	Battery
C-9	46 12 37.5	63 08 09	Canceaux
C-12	46 12 54	63 07 51	Rosebank
C-13	46 13 17	63 07 54	Middle Ground
C-14	46 13 28	63 07 25.5	CYC Red
C-15	46 13 40	63 07 32.5	CYC Green
C-18	46 13 46.5	63 06 47	Railway