



Chester Race Week 2019

Wednesday, August 14 – Saturday, August 17, 2019

Proudly Hosted by CHESTER YACHT CLUB

Chester, Nova Scotia, Canada

2019 SAILING INSTRUCTIONS

Note – The Classic Fleet has a different set of Sailing Instructions for the event.

The notation '[DP]' denotes a rule for which the penalty is at the discretion of the Protest committee. This changes RRS 64.1. The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Protest committee so decides.

1 RULES

- 1.1 The regatta will be 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 to all handicap classes.
- 1.3 The Bluenose class will be non-spinnaker only.
- 1.4 Sail Canada Prescriptions can be found at https://www.sailing.ca/files/RRS_2017_2020_Sail_Canada_Prescription_Final_EN.pdf

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board(s) located at the western end of the main clubhouse. Notices will also be posted on <https://yachtscoring.com/emenu.cfm?eID=6202>. Failure to post a notice on the website will not be grounds for redress. This changes RRS 62.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 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.

4 SIGNALS MADE ASHORE

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

5 SCHEDULE OF RACES

- 5.1 Racing will be held from Wednesday, August 14th through Saturday, August 17th, 2019.
- 5.2 Number of races:

<i>Class/Fleet</i>	<i>Number</i>	<i>Races per day</i>
<i>PHRF-NS-Inshore Racing</i>	8	2
<i>PHRF-NS-Distance Racing</i>	6	<i>Up to 2</i>
<i>Bluenose</i>	12	3
<i>One Design</i>	12	3

- 5.2.1 One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.
- 5.3 The scheduled time of the warning signal for the first race each day is.

	PHRF-NS- Inshore Racing	PHRF-NS- Distance Racing	Bluenose Course	One Design Course
All Days	1200Hrs	1200Hrs	1300Hrs	1200Hrs

- 5.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.5 On the last day of the regatta no warning signal will be made after 1500 hrs.

6 CLASS FLAGS

- 6.1 PHRF-NS Inshore Racing Circle and PHRF-NS Distance Racing Circle's class flags will be described in an official notice posted on the notice board no later than Tuesday, August 13th.
- 6.2 Class flags for the One Design and Bluenose Course will be the fleet's specific class insignia.

7 RACING AREAS

- 7.1 Addendum A shows the general location of Racing Areas.
- 7.2 Racing areas will be assigned to fleets each morning and posted no later than 0900 on the official notice board. This notice will also be made available on <https://yachtscoring.com/emenu.cfm?eID=6202> no later than 0900 each morning.

8 THE COURSES

- 8.1 The diagrams in Addendum C show the courses and describe the type of courses for One Design Fleets 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 L or LA course configuration.
- 8.2 If an L or LA course configuration, described in Addendum C, is to be sailed by PHRF/NS Inshore Racing, the signal boat will, no later than the warning signal, display Code flag Whiskey and post on a white board the course to be sailed as defined in Addendum C. This includes the order in which marks are to be passed and the side on which each mark is to be left.
- 8.3 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 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.

9 MARKS

- 9.1 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.
- 9.2 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 Orange Cylinder; Marks 2s/2p: Yellow Tetrahedrons. New marks, as provided in SI 12.1 will be a Orange Tetrahedron.

- 9.3 The Bluenose class, 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 Tetrahedron. If the Race Committee signals a change as per instruction 12, the change mark will be an Orange Tetrahedron.
- 9.4 Sonar One Design 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: Orange Tetrahedrons. New marks, as provided in SI 12.1 will be a Yellow Tetrahedron with a black band.
- 9.5 Farr 30 class when racing an L or LA course configuration will have the following Marks: Mark 1, a Orange Tetrahedron; Mark 1a (if applicable) a small Yellow Tetrahedron; Marks 2s/2p: Orange Tetrahedrons. New marks, as provided in SI 12.1 will be a Red Tetrahedron.
- 9.6 IOD One Design Class When Code Flag Whiskey is flown prior to 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: Orange Tetrahedrons. New marks, as provided in SI 12.1 will be a Red Tetrahedron.

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 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.

11 THE START

- 11.1 The starting line will be between a staff displaying an Orange flag on the signal boat at the Starboard end of the start line and either a staff displaying an orange flag on the pin boat, or a yellow tetrahedron.
- 11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [NP] [DP]
- 11.3 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 A4 and A5.
- 11.4 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 -.
- 11.5 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.
- 11.6 The race committee endeavours to broadcast on the racing area VHF channel, sail numbers of OCS boats and boats disqualified under RRS 30.3 and RRS 30.4. The

failure to broadcast, the broadcast of some but not all boats, the order of the boats, or the untimely broadcast of the boats shall not be grounds for granting redress. This changes RRS 62.1(a).

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course for L or LA Course Configurations, 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.
- 12.2 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.
- 12.3 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 signaling the change. This changes RRS 33.

13 THE FINISH

- 13.1 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.

14 PENALTY SYSTEM (FOR THE BLUENOSE CLASS ONLY)

- 14.1 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. This changes rule RRS 44.1.
- 14.2 Sail Canada Appendix U option 1 will apply. Please refer to Addendum D.
- 14.3 For LA course configurations, after getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. A boat may delay taking a penalty for an incident in the zone around mark 1 or on the leg between mark 1 and mark 1a, until she has passed Mark 1a. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing. This changes RRS 44.2

15 TIME LIMITS AND TARGET TIMES

15.1 Time limits and target times are as follows:

	'Round-the-Buoys'	L or LA course configuration	Time Limit	Mark 1 Time Limit	Target Time
PHRF-NS Inshore Racing Class	X		5 hours		3h30m
		X	2h30m	40m	1h30m
PHRF-NS Distance Racing Class	X		5 hours		2h30m
Bluenose Class		X	1 hour	30m	45min
One Design Class		X	2 hours	30m	1 hour

15.2 If no boat has passed Mark 1 within the Mark 1 time limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

15.3 On the Bluenose and One Design courses, a boat failing to finish within 20 minutes after the first boat to finish the race in their fleet, will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protest forms are available at the Protest desk located on the main floor of the clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

16.2 For each class, the protest time limit is 60 minutes after the Signal boat for that class has docked. Docking times are available at the Notice Board described in instruction 2.

16.3 Notices will be posted on the official notice board 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 in the protest room, located upstairs in the clubhouse, 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).

- 16.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17 JUDGE ACTIONS ON THE WATER FOR THE BLUENOSE FLEET ONLY

17.1 Actions by a judge;

- a) When a judge decides that a boat has broken a rule of RRS Part 2, the judge will make one sound signal, meaning one or more boats should take a penalty. If penalties are not taken, a boat or the judge may protest one or more boats. The judge may provide testimony at a hearing as a witness.
- b) When a judge decides that a boat has broken RRS 31 or Bluenose class rules, 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 14.1. If the boat does not take a penalty, the boat will be disqualified without a hearing. This changes RRS 63.1
- c) Any action or non-action by a judge under SI 17.1 (a) or (b) shall not be grounds for request for redress. Jury boats may be positioned anywhere in the course area and this positioning shall not be grounds for request for redress. This changes RRS 62.1(a)

18 SCORING

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

18.2 For the Bluenose and One design classes:

- a) When 4 or less races have been completed, a boat's series score will be the total of her race scores.
- b) When 5 to 12 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18.3 PHRF-NS Inshore Racing Classes and PHRF-NS Distance Racing Classes, a boat's series score will be the total of her race scores.

18.4 All corrected times will be rounded.

19 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.[DP] [NP]

19.2 A boat that retires from a race shall notify the race committee as soon as possible by VHF or sailing past and hailing a committee boat for their course. [DP]

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

20 OFFICIAL BOATS

20.1 Official boats will be marked as follows:

20.2 Jury boats will have a J flag

20.3 Mark boats will have a RC flag

20.4 Signal boats will be described in an official notice posted on the official notice board described in SI 2.

20.5 Photo boats to be appropriately identified with a sign or photo flag

21 SUPPORT BOATS

21.1 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. [NP] [DP]

22 TRASH DISPOSAL

22.1 Trash may be placed aboard support or official boats. [NP]

23 HAUL-OUT RESTRICTIONS

23.1 Keelboats shall not be hauled out during the regatta except with, and according to the terms of, prior written permission of the race committee. [NP] [DP]

24 RADIO COMMUNICATION

24.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [NP] [DP]

24.2 The Race Committee (RC) will use a VHF radio channel to broadcast to the fleet. Failure to make this broadcast or failure to hear the broadcast shall not constitute grounds for granting redress. This changes RRS 62.1.

24.3 Course channels will be:

- a) The PHRF-NS-Inshore Racing Race Committee VHF Ch. 72
- b) The PHRF-NS-Distance Racing Race Committee on VHF Ch.69
- c) The Bluenose Course Race Committee on VHF Ch.74

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

25 PRIZES

25.1 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.

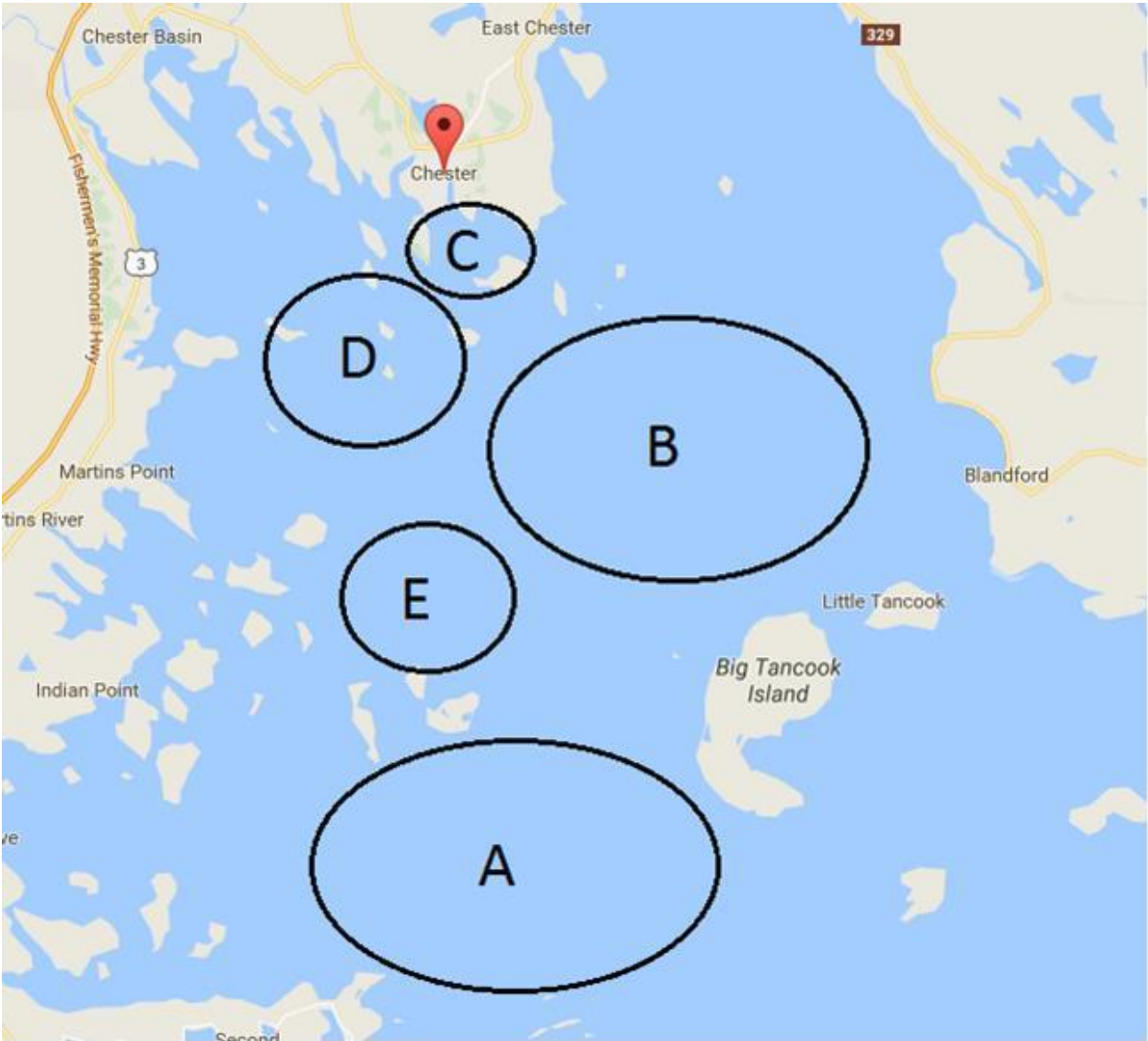
26 DISCLAIMER OF LIABILITY

26.1 Competitors participate in the regatta entirely at their own risk. See RRS 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.

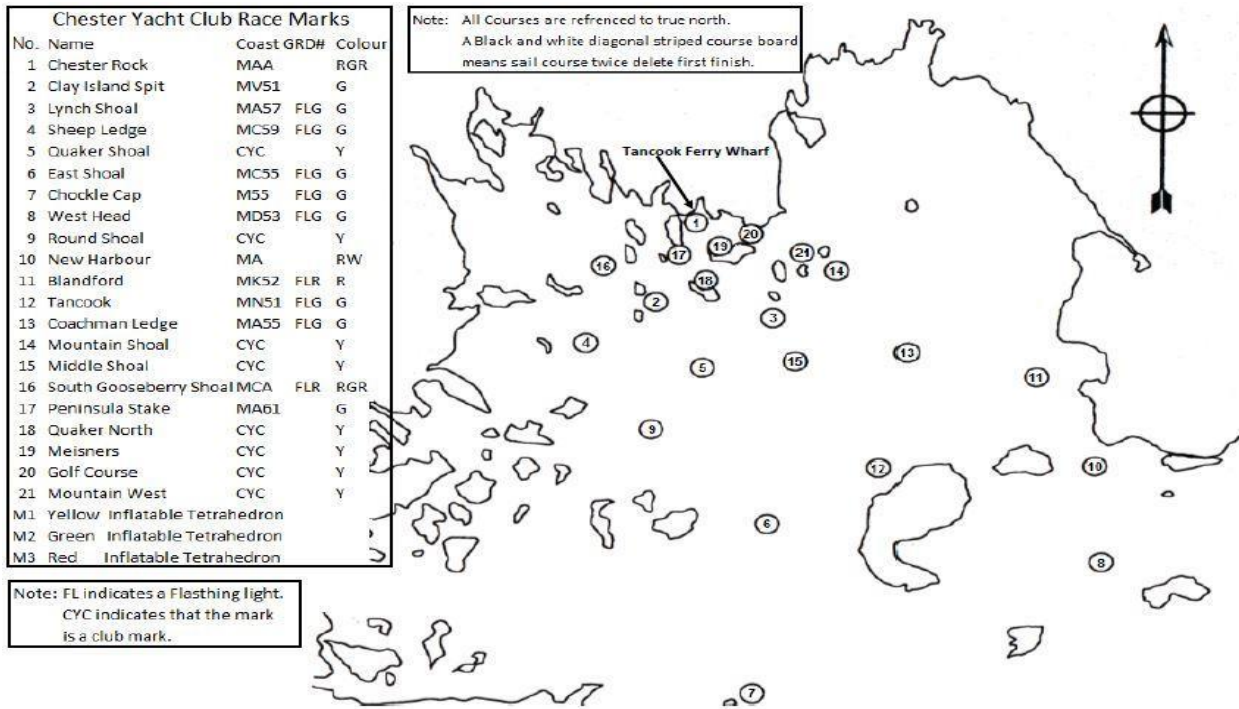
27 INSURANCE

27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 per incident or the equivalent.

Addendum A

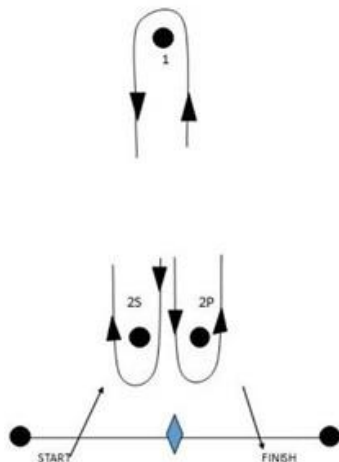


Addendum B

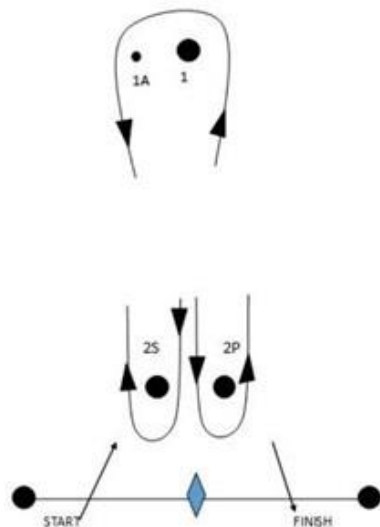


Quaker Shoal	N 44° 29.728' W 64° 13.981'
Round Island	N 44° 28.740' W 64° 14.517'
Mountain Shoal	N 44° 31.210' W 64° 11.144'
Middle Shoal	N 44° 29.827' W 64° 12.491'
Quaker North	N 44° 31.11' W 64° 14.11'
Meisner's	N 44° 31.62' W 64° 13.76'
Golf Course	N 44° 31.87' W 64° 13.14'
Mountain West	N 44° 31.62' W 64° 12.12'

Addendum C



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 D

Appendix U

DIRECT JUDGING

These sailing instructions do not negate a competitor's responsibility to adhere to the Basic Principle, nor do they prevent a boat from protesting – a boat always retains that responsibility and right. All competitors are expected to adhere to the Basic Principle that when they break a rule, they will take a penalty – whether protested or not.

These sailing instructions allow a judge to react if they witnesses a breach of a rule of Part 2, rule 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 rule 44.1 – Taking a Penalty.