

Bluffers Basin Challenge Series

Racing Handbook and Sailing Instructions

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GENERAL CONDITIONS

Owner's Responsibility

The safety of a yacht and its crew is the sole responsibility of the owner(s) and/or skipper, who will ensure that the yacht is fully seaworthy and in compliance with the current Transport Canada Small Vessel Regulations and **Applicable Laws**. Further, it is the sole responsibility of the skipper and crew of each yacht to decide whether or not to start, continue in, or retire from a race, **as per RSS 4**.

Entry and Boat Registration

The owner(s) of a yacht intending to participate must complete a registration form and submit payment of the registration fee with a signed liability waiver, before the boat is allowed to race and/or be scored. All boats must have a valid and current PHRF certificate to be scored. The Race Committee reserves the right to refuse and/or rescind entry of any yacht found to be operating in an unsafe or unsportsmanlike manner. **REGISTRATION DEADLINE - 2100h ONE WEEK PRIOR TO THE RACE.**

GENERAL SAILING INSTRUCTIONS

The following Instructions, Rules, and Regulations shall apply to all races of Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club.

Rules and Regulations

All races shall be governed by the current Racing Rules of Sailing (RRS) and amendments as modified by the prescription of the CYA, these sailing instructions, and the registration form.

Amendments to RRS

RRS 60.1 (a) shall be changed to read:

(a) protest another boat, but not for a breach of RRS 75.2, and not for an alleged breach of a rule of Part 2 unless she was involved in or saw the incident; "or".

RRS 44.1 is modified to allow a boat to take an Arbitration Penalty for a breach of a rule of Part 2 after the incident but prior to the protest hearing by acknowledging the breach before arbitration or by accepting the opinion of the arbitrator. This Arbitration Penalty shall be 40% of the number of boats entered (rounding 0.5 upward), but shall not be less than four places, added to her finish position. However she shall not be scored worse than "Did not finish".

Acknowledgement of Intent to Start

All yachts intending to race shall, before their preparatory signal, report to the committee boat and receive acknowledgement of their presence.

The Race Committee WILL NOT accept reports of intent to start via VHF, nor will late yachts be recognized as starting if they are more than 10 minutes later than the proper start of their division.

Yachts failing to report may be scored as, Did Not Start (DNS).

Organizing Authority

The racing committees of Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club, henceforth called the **Bluffers Basin Race Management Committee**, is the organizing authority for all races.

Changes in Sailing Instructions

Additions, changes, and exceptions to these Sailing Instructions may be made in writing (i.e. as a *Notice to Racers*) at any time throughout the season, provided that these Notices are posted on the Racing Notice Boards in Bluffers Park Yacht Club, Cathedral Bluffs Yacht Club, and Highland Yacht Club a minimum of 24 hours before they take effect.

Failure to notify individual entrants shall not be grounds for redress.

Yacht Identification

All yachts must comply with RRS 77 and Appendix G, with paragraph G1.3(e) applying to all yachts with overlapping headsails.

It is the responsibility of individual yachts to ensure that their correct finishing time is recorded. It is recommended that yachts note their own finishing time, and also make note of the yachts which finish immediately before and after them, so that the finishing sequence can be reconstructed if necessary.

Alternate sail numbers must be reported to the committee boat prior to the starting sequence, **failure to do so may result the yacht not being scored.**

Safety and Rescue

Each yacht shall carry the necessary emergency equipment as prescribed by the Department of Transport. Yachts must provide aid to any vessel in distress as per RRS1.1 and RRS1.2.

Retiring Yachts

Those yachts that rank as a starter but do not start, and those yachts that start but do not finish the course, are required to inform the Race Committee Boat before leaving the course or as soon as possible thereafter, that they have retired from the race. The Race Committee Boat will monitor VHF channel 16 for this purpose, and switch to channel **72** when contact is established. Yachts failing to so notify the committee boat may be scored as Did Not Start (DNS).

Race Committee Boat Activities

- The Race Committee Boat will fly the RC pennant.
- The Race Committee Boat will leave the dock and proceed towards the race course after sounding one long blast on the air horn.
- The Race Committee Boat will proceed to an appropriate location near the race course and stop to take a wind direction reading. The course will be decided and the Race Committee Boat will proceed to the appropriate buoy and post the race course.
- From the 1st warning signal to 5 minutes after the final divisional start, the Race Committee will monitor and make any announcements over VHF Channel 72. At all other times, the Race Committee will monitor VHF Channel 16, and switch to Channel 72 when communicating with yacht(s) in the race.
- Race Committee broadcasts regarding its intentions, the course to be sailed; start times, course changes, etc. are a courtesy only. Failure of the Race Committee to make a broadcast, the time of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress. This changes rule 60.1(b).
- **Note:** All boats are asked to keep clear of the Race Committee Boat until she posts her "on station" flag (code flag R) and finishes anchoring.

COMMITTEE BOAT BACKUP

After registration is complete, the Race Committee will post a list pairing each scheduled weeknight race with one or more registered yachts. Each race, it will be the responsibility of the assigned yacht(s) to act as backup to the committee boat or provide crew to the committee boat if necessary. The onus is on the assigned yacht(s) to check with the Race Committee to determine whether assistance is required on the day of the race by the time specified on the list. If a yacht is unable to attend the race to which it has been assigned, it is responsible for arranging to change places with another yacht on the list. The substitution yacht must ensure the committee boat is informed.

If the assigned yacht fails to honour the requirements of this section, it shall be penalized by having its best finish in the series scored as disqualified.

Course To Be Sailed

The course to be sailed and the heading to the first mark will be prominently posted on the Race Committee Boat, using the identification numbers of the buoys as noted on the race course map contained herein.

The RC boat will post two courses, one for Flying sails (Spinnaker "F"), and one for White sail (Non-flying "W").

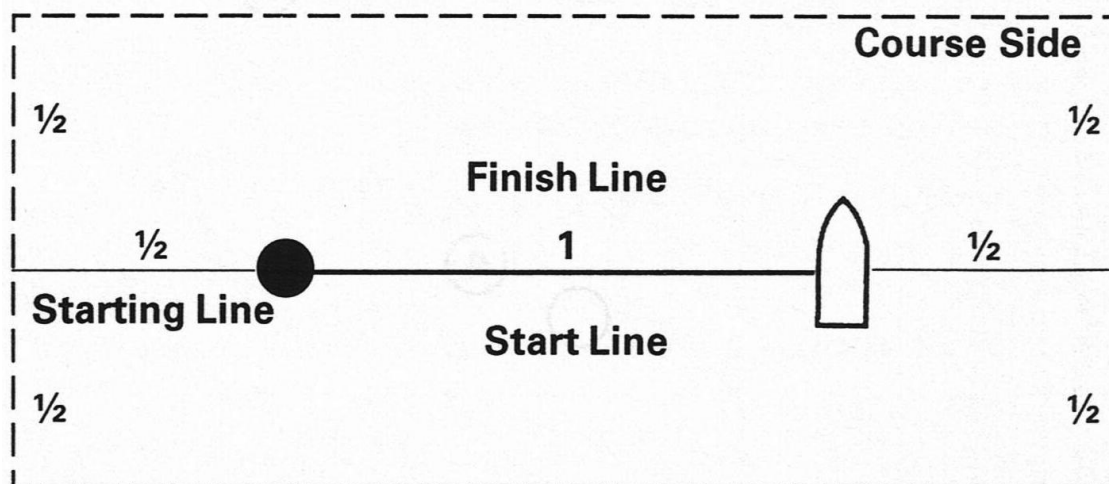
The course to be sailed for Flying divisions will be identified with the letter "F" preceding the posted course. The White Sail division course will be identified with the letter "W" preceding the posted course.

Radio Communications

In an attempt to reduce traffic around the Race Committee boat in the pre-start, it is the intent of the Race Committee to radio broadcast on VHF channel 72 the course to be sailed for the upcoming race. This announcement shall be made seconds prior the lowering of the "R" Flag (on station flag). A second courtesy broadcast shall consist of a 10 second countdown for the raising of the Numeral 1 pennant. It remains each competitor's responsibility to check-in with the RC boat, confirm the course posted, and in accordance with RRS 26, visual starting signals shall govern, and the failure of related sound signals and broadcasts shall be disregarded.

Starting Area

All yachts in a start other than the ones for which the preparatory signal has been made must keep clear of the starting area and avoid interference with any starting yacht. Non-starting yachts must remain a distance equal to at least $\frac{1}{2}$ the length of the start line away from (and behind) the start line and its extensions. Failure to do so may result in disqualification. Only yachts preparing to start may enter this start area.



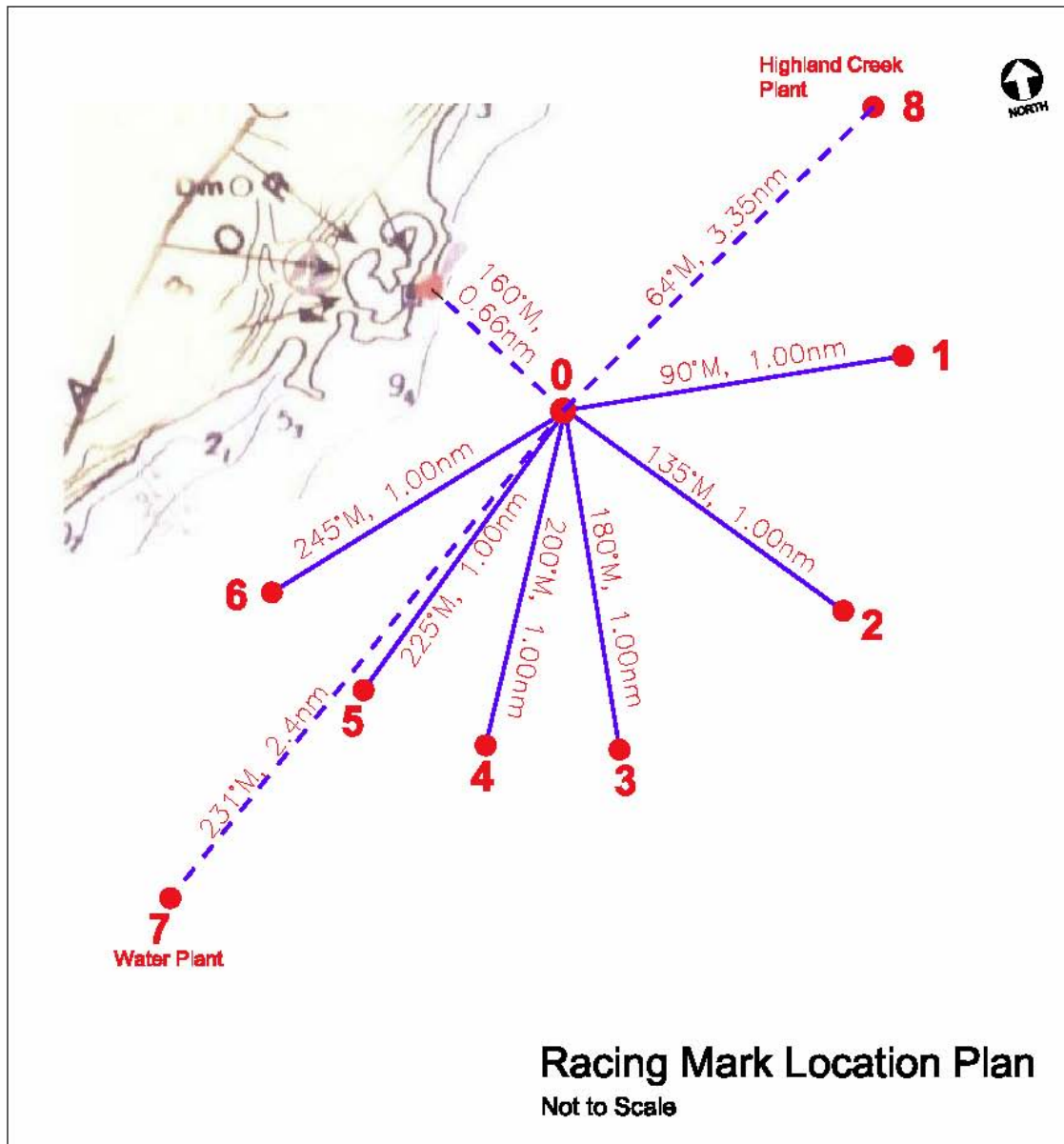
Starting Line

The Start Line will be between the signal flag halyard on the Race Committee Boat and a mark.

The default start mark for all races will be Mark zero (0). If however, starting a race at mark zero (0) will not allow for an upwind start, the race committee will, at its discretion, move the start to a mark that will allow for an upwind start.

The committee boat may set a floating mark as a start mark. This mark will be designated as "zero" (0).

RACE COURSE



Mark Waypoints

0	43° 41.8700' N	79° 13.1000' W
1	43° 42.0550' N	79° 11.7450' W
2	43° 41.3050' N	79° 11.9620' W
3	43° 40.8870' N	79° 12.8450' W
4	43° 40.8830' N	79° 13.3250' W
5	43° 41.0440' N	79° 13.8780' W
6	43° 41.2880' N	79° 14.2210' W
7	43° 40.0500' N	79° 15.2500' W
8	43° 43.8662' N	79° 09.3800' W

Headings (Reciprocals)

0 - 1	90°	(270°)
0 - 2	135°	(315°)
0 - 3	180°	(0°)
0 - 4	200°	(20°)
0 - 5	225°	(45°)
0 - 6	245°	(65°)
0 - 7	231°	(51°)
0 - 8	64°	(116°)

STARTING SIGNALS AND SEQUENCES

Getting Set

The Race Committee Boat will endeavor to take down the "R" pennant approximately one minute prior to the raising of the warning signal. (See illustration on [page 15](#).)

Starts

The number of starts in each series will be posted as a Notice to Racers by the [Bluffers Basin Race Management Committee](#). Your start will be determined according to your assigned class, using the following sequence:

Time (min.)	Pennant	Sound	Action
0	Numeral 1 pennant raised	1 Blast Warning	1 st start
1	"P" pennant raised	1 Blast Preparatory	1 st start
4	"P" pennant lowered	1 Long Blast	
5	Numeral 1 pennant lowered Numerals 2 pennant raised	1 Blast Class Warning	1 starts 2 nd start
6	"P" pennant raised	1 Blast Preparatory	2 nd start
9	"P" pennant lowered	1 Long Blast	
10	Numerals 2 pennant lowered Numerals 3 pennant raised	1 Blast Class Warning	2 starts 3 rd start

and so on.

VISUAL STARTING SIGNALS

In accordance with RRS 26, visual starting signals shall govern and the failure of related sound signals shall be disregarded.

MEANINGS OF OTHER PENNANTS

General Recall

- 1st Substitute means General Recall. (See illustration on [page 15](#).)
- 2 Sound Signals
- The Race Committee may announce a general recall over the VHF (Channel 72).

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line ... or there has been an error in the starting procedure, the race committee may signal a general recall ... [The warning signal for a new start for the recalled class shall be made following the last class start. Recalled classes will start according the class pennants as signaled on the RC Boat.](#) [This modifies Rule 29.2](#)

Individual Recall

- Code X means Individual Recall. (See illustration on [page 15](#).)
- 1 sound signal
- [It is the intent of the Race Committee to announce over](#) VHF (Channel 72) the sail number or yacht name of each premature starter.

A yacht over the line at the time of the hoisting of the start flag must restart to qualify as a starting yacht. Failure to hear the hail will not be grounds for redress.

Postponement

- Answering Pennant means Postponement. (See illustration on page 15.)
- 2 sound signals

The race is postponed temporarily, for such reasons as a difficulty in anchoring the Race Committee Boat, or a wind shift that necessitates a change in course.

Abandonment Signals

After the starting signal, the race committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, N over H, or N over A, with three sounds), as appropriate. (RSS 32),

Code N - All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

Code N over H - All races are *abandoned*. Further signals ashore.

Code N over A - All races are *abandoned*. No more racing today.

In the event of inclement weather, the Race Committee will convene prior to leaving the dock and decide if the race is to be abandoned.

Shorten Course

- Code S means Shorten Course. (See illustration on page 15.)
- 2 sound signals

The course may be shortened at the discretion of the Race Committee Boat – for example, if the winds are light.

The committee boat may shorten the course for one or more start divisions or the entire fleet:

- If one or more divisional start flags are displayed along with the shorten course pennant, the shorten course signal applies to those starts only.
- If no divisional start flags are displayed along with the shortened course pennant, the shorten course signal applies to all divisional starts.

Change Course

- Code C means Change Course. (See illustration on page 15.)
- Repeated sound signals

A change of course will be signaled near the mark that begins the leg changed. The Race Committee Boat will display Code Flag C and the new mark(s) to be rounded, while making repeated sound signals.

Course Direction

The marks shall be rounded to port unless the committee boat flies a green flag, in which case the marks shall be rounded to starboard.

Finish Line

The Finish Line will be between the signal flag halyard on the Race Committee Boat and a mark.

- Blue Flag means Finish Line. (See illustration on page 15.)
- Denotes the finish of the race.

There will be one sound signal as each yacht crosses the line and finishing times are recorded.

MOTORING

A yacht's motor must be shut off prior to the preparatory (4 minute) signal for the class in which it is competing. Yachts failing to obey this rule will be disqualified. Yachts may use their motors to return to start area, if under a general recall, up to the time of the new preparatory signal.

Protests

RRS rules and **Sailing Instructions** will be used for settling protests. Protesting skippers are reminded that they must:

- Immediately display a red protest flag.
- Immediately advise the protested yacht(s) of the infraction.
- Notify the Race Committee on the water of the sail number of the protested yacht.
- **Report with completed Protest Form to the Principal Race Officer at the BPYC Scoring Office and have protest form "time stamped". Protest Forms must be received and stamped no later than 30 minutes after the return of the RC Boat to the dock to be valid.**
- Address all remarks to the Protest Committee only, and in private.
- Refrain from argument with the committee members over their decision.

The PRO will determine the fleet and club of the parties to the protest and select racers from a list to form a protest committee as follows:

- 1) The protest committee shall consist of one member of each of the three clubs (HYC, CBYC and BPYC).
- 2) The individuals selected will be from division(s) other than those of the parties to the protest.
- 3) A protest committee chairperson will be appointed from a club not a party to the protest, if possible.
- 4) The protestor will be provided with a copy of the list, and assisted to contact the protest committee chair.

The protest committee may decide to hear the protest at that time, or defer the hearing to a later date that is agreed upon by all parties. Race results may be posted before protests are resolved with suitable notification of "Protest Pending". Race results will be amended and reposted once protests have been resolved.

ARBITRATION

All protests involving an alleged breach of a rule of Part 2 of the RRS or of RRS 28 or 31 will be subject to a short arbitration hearing of not more than 15 minutes to be held prior to a protest hearing (typically held on the evening of the race). This changes Rule 63.1.

The arbitration hearing will be conducted after protests are posted in the following manner:

1. **One representative from each boat will meet with the Arbitrator unless the protestor requests that the protest be withdrawn. No witnesses will be allowed.**
2. **The protestor will present the basis for the protest, including the rules(s) considered infringed.**
3. **The party protested may respond, citing any other rules believed applicable.**
4. **The parties shall address their remarks only to the Arbitrator.**
5. **The Arbitrator may:**
 - (i) **decide that the matter will go to a full protest hearing;**
 - (ii) **recommend that one or both parties accept a 40% penalty, as defined in RSS 44.3(c), or to retire;**
 - (iii) **recommend that the protest be withdrawn.**

If the Arbitrator's recommendation is not accepted by all parties, the matter shall go to a full hearing. Acceptance of the recommendation of the Arbitrator shall be final, and not grounds for appeal or redress.

The arbitrator will not be a member of the Jury that hears the protest, but will be permitted to observe the testimony given to the Jury and offer testimony. This changes rule 63.3(a).

For further information regarding the Arbitration process, the reader is referred to the following CYA article: http://www.sailing.ca/files/racing/regatta_organization/ISAFArbitrationProcedure.pdf

CURFEW

For weeknight races, there will be a curfew of 2 hours and **40** minutes after the first start.

This curfew will be shortened to 2 hours for all races on or after August 15th to avoid racing in the dark.

For weekend races, there will be a curfew of 16:00 hours.

These curfews will apply unless otherwise stated in the Notice to Racers.

LIGHT AIR CONDITIONS

This section is intended as a guideline for conducting races under light air conditions. It is not intended to limit the discretionary power of the committee boat, nor is it intended to serve as a basis for redress if the committee boat chooses not to follow the advice given. Rather, this is intended to aid the committee boat in satisfying the contradictory objectives of minimizing the number of DNFs while maximizing the length of the races within the limits of the curfew, and to give the racers an idea of what to expect. Although these guidelines are written for a weeknight buoy race, the principles can be extended to other races.

1. A minimum of four (4) legs should be posted even if the wind is light.
2. The countdown should not begin unless an average boat from the NFS fleet can make way.
3. If the wind dies after the countdown has begun but before the first division has started, **the race may be postponed.**
4. The start can be delayed by up to 45 minutes, after which time the race should be abandoned if the boats still cannot make way.
5. If the lead boat does not reach the first mark in 45 minutes, consideration should be given to abandoning the race.
6. The curfew is absolute and not elastic.

FLEET BREAKDOWN

The fleet will be split into classes based upon PHRF rating, boat size, boat type, and/or sail configuration. Each class will be assigned to a divisional start. The classes and divisional start assignments will be determined after registration and posted as a Notice to Racers by the host club(s). All late registering boats will be added to individual classes according to the above criteria.

SCORING SYSTEM

The Basin races will be divided into a **Spring, Summer and Fall summer series**. The race dates and series split will be posted as a Notice to Racers by the Race Committee prior to the commencement of the spring series. For each series, flags will be awarded to the top three finishers in each class.

A PHRF-LO Time-On-Time low point scoring system will be used. Each yacht finishing in a race (and not thereafter retiring or being disqualified) will be scored points equal to her finishing place as follows:

Finishing Place Points

1 st -----	1.00
2 nd -----	2.00
3 rd -----	3.00
4 th -----	4.00
etc. -----	etc.

Yachts that do not start (DNS), do not finish (DNF), or are disqualified (DSQ) will be scored as specified in the *CYA Racing Rules of Sailing, 2009-2012* Edition (Appendix A9, page 55).

The finishing place for a yacht in a series is determined by adding together the points awarded for the individual races in the series, excluding a certain number of throwaway races. In scoring the series, the number of races to be counted for each yacht is determined by the number of races its class completed, as follows:

# Races Completed by the class #	Races Counted
9 or more #	of races – 3
6 – 8	5
5	4
4 or fewer	All races

When there is a tie on total points between two or more yachts, the tie will be broken in favour of the yacht or yachts with the most first places, and when the tie remains, the most second places, and so on if necessary throughout all the races that count toward the total points. If the tie still remains, it shall be broken in favour of the boat which finished ahead in the last race in which the tied boats both competed.

PROTEST FORM – also for requests for redress and reopening

Fill in and tick as appropriate

1. EVENT Organizing authority Date Race no.

2. TYPE OF HEARING

- | | | | |
|---|--------------------------|---|--------------------------|
| Protest by boat against boat | <input type="checkbox"/> | Request for redress by boat or race committee | <input type="checkbox"/> |
| Protest by race committee against boat | <input type="checkbox"/> | Consideration of redress by protest committee | <input type="checkbox"/> |
| Protest by protest committee against boat | <input type="checkbox"/> | Request by boat or race committee to reopen hearing | <input type="checkbox"/> |
| | | Consideration of reopening by protest committee | <input type="checkbox"/> |

3. BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING

Class Fleet Sail no. Boat's name

Represented by Tel., e-mail

4. BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS

Class Fleet Sail no. Boat's name

Represented by Tel., e-mail

5. INCIDENT

Time and place of incident

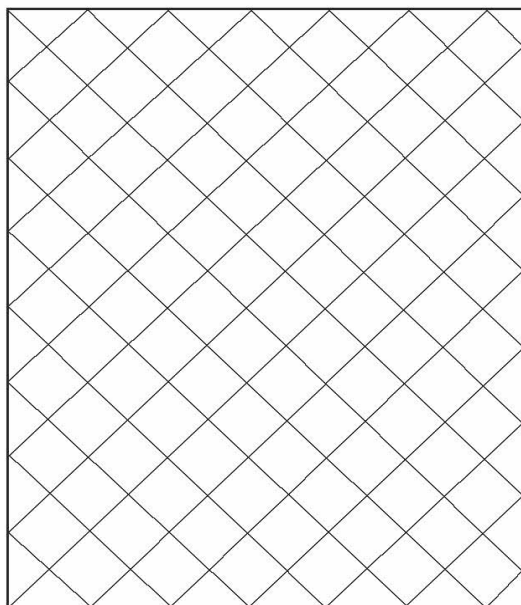
Rules alleged to have been broken Witnesses

6. INFORMING PROTESTEE How did you inform the protestee of your intention to protest?

- | | | | |
|------------------------------------|--------------------------|--------------------|--------------------|
| By hailing | <input type="checkbox"/> | When? | Word(s) used |
| By displaying a red flag | <input type="checkbox"/> | When? | |
| By informing her in some other way | <input type="checkbox"/> | Give details | |

7. DESCRIPTION OF INCIDENT (use another sheet if necessary)

Diagram: one square = hull length; show positions of boats, wind and current directions, marks.



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THIS SIDE FOR PROTEST COMMITTEE USE

Number Heard together with numbers

*Fill in and tick as appropriate*Withdrawal requested ☐ Signature Withdrawal permitted ☐

Class Fleet Race Protest time limit

Protest, or request for redress or reopening, received within time limit ☐ Time limit extended ☐

Protestor, or party requesting redress or reopening, represented by

Other party, or boat being considered for redress, represented by

Names of witnesses

Interpreters

RemarksNo objection about interested party ☐Written protest or request identifies incident ☐'Protest' hailed at first reasonable opportunity ☐No hail needed; protestee informed at first reasonable opportunity ☐Red flag conspicuously displayed at first reasonable opportunity ☐Protest or request valid; hearing will continue ☐ Protest or request invalid; hearing is closed ☐**FACTS FOUND**

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Diagram of boat is endorsed by committee ☐ Committee's diagram is attached ☐**CONCLUSIONS AND RULES THAT APPLY**

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DECISIONProtest: dismissed ☐ Boat(s) is (are) disqualified from race(s)penalized as follows ☐ :Redress: not given ☐ given as follows ☐ :Request to reopen a hearing: denied ☐ granted ☐

Protest committee chairman and other members

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Chairman's signature Date and time

Chairman's e-mail Duration of hearing

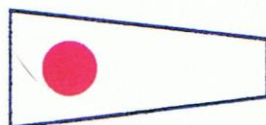
RACE FLAGS



Race Committee
Committee Boat
No Sound



Letter "X"
Individual Recall
1 Blast



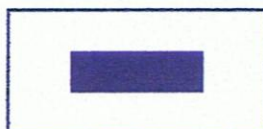
Numeral 1
1st Start
1 Blast



1st Substitute
General Recall
2 Blasts



Numeral 2
2nd Start
1 Blast



Letter "S"
Course Shortened
2 Blasts



Numeral 3
3rd Start
1 Blast



Answering Pennant
Postponement
2 Blasts



Numeral 4
4th Start
1 Blast



Letter "N"
Abandon Races
3 Blasts



Numeral 5
5th Start
1 Blast



Letter "R"
On Station
No Sound



Numeral 6
6th Start
1 Blast



Letter "C"
Change Course
Repeated Blasts



Letter "P"
Preparatory Flag
Raise - 1 Blast
Lower - 1 Long Blast