

2015 BLUFFERS CHALLENGE SAILING INSTRUCTIONS

Saturday August 8th, 2015

THE REGATTA IS ORGANIZED BY 2015 BLUFFERS BASIN RACE MANAGEMENT COMMITTEE

*BLUFFERS PARK YACHT CLUB
Club House Telephone (416) 261-6993*

*CATHEDRAL BLUFFS YACHT CLUB
Club House Telephone (416) 261-7627*

*HIGHLAND YACHT CLUB
Club House Telephone (416) 267-0224*

GENERAL CONDITIONS AND ADMINISTRATION

1 Entry and Registration

- 1.1 The owner(s) of a boat 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.
- 1.2 The Race Committee reserves the right to refuse and/or rescind entry of any boat found to be operating in an unsafe or unsportsmanlike manner.

2 Classes and Eligibility

- 2.1 Each participating boat must have a valid PHRF-LO certificate.
- 2.2 Classes will use the PHRF-LO Flying Sails (FS - Spinnaker) and PHRF-LO Non-Flying Sails (NFS - White Sails) ratings.
- 2.3 Participating boats will be split into FS and NFS divisions. If there are five (5) or more boats in a class then they can request their own start.
- 2.4 The division splits will be presented at the Skipper's Meeting and they will be posted on the Racing Notice board based on participation and will be at the sole discretion of the organizing body.

3 Inspection and Measurement

- 3.1 Each participating boat is subject to check for rating compliance and if found in non-compliance may be disqualified from the race at the sole discretion of the organizing body.

4 Entry Fee, Waiver and Insurance

- 4.1 The entry fee for all other participating boats is \$10.00, payable by cash or cheque to Bluffer Park Yacht Club.
- 4.2 All Skippers must sign the Insurance Certification. All Skippers and Crew must sign the Waiver,

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Release of Liability and Indemnification Agreement.

4.3 Each participating boat shall be insured with valid third-party liability insurance of at least \$2,000,000 (Canadian).

4.4 Proof of Insurance may be requested at registration or at check-in time and also upon request at any other time.

5 Registration, Check-in and Mooring

5.1 Onsite Registration/Check-in will be the CBYC Club House on August 8th from 08:00 to 09:00.

5.2 Participants are encouraged to arrive the on the evening of August 7th and mooring can be obtained from the CBYC dock attendant on duty. Additional slips are available at BYPC and HYC. Boat length and beam information will assist with finding a slip, particularly if provided with your registration. If no dock attendant is on duty, please use the visitors' wall in front of the CBYC clubhouse. Please see the basin map at the end of this document. Note the basin entry buoys have no lighting.

6 Sailing Instruction Information

6.1 These Sailing Instructions will be available during Onsite Registration/Check-in.

7 Competitor's Briefing (Skippers' Meeting)

7.1 A mandatory Skippers' Meeting will be on August 8th at 09:30, all Skippers or their designate must attend in person or risk automatic disqualification.

8 Schedule of Race

8.1 Will take place on August 8th.

8.2 The first Warning Signal is scheduled for at 11:00.

GENERAL SAILING INSTRUCTIONS

9 Rules and Regulations

9.1 All races shall be governed by the current Racing Rules of Sailing (RRS) and amendments as modified by the prescription of Sail Canada and these sailing instructions. The requirements of Rule 75.2 shall not be grounds for protest. This changes Rule 60.1a.

9.2 Boats must comply with all of the applicable sections of the **Canada Shipping Act, 2001** to be eligible to compete to this race. Non-compliance will result in automatic disqualification from the race without appeal or recourse to the organizing authority.

9.3 This race and all other TELDS races are Category 4 Events under the ISAF Offshore Special Regulations. It is however recommended that individuals and boats shall maximize their compliance with the ISAF Offshore Special Regulations for Category 3 found at www.sailing.org/specialregulations.php.

9.4 Stanchions, lifelines and pulpits and/or a longitudinal system of jackstays fitted in such a

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manner as to ensure a crew member can clip on and move the full length of the yacht are required. It is recommended that such a system(s) have a breaking load of at least 2,000 kg.

9.5 Skippers are strongly encouraged to file a sail plan with the Canadian Coast Guard and are encouraged to implement their own check-in process and with individuals ashore via phone email or other mechanism.

9.6 Rule 41 – “Outside Help” is modified herein to allow all forms of communication. Each boat may communicate with any person, competitor, sailboat or outside source of information available using any means available throughout the race.

9.7 Rule 42.3 – “Exceptions” is extended so an engine may be used for generating electrical power provided that such use does not advance the sailboat's position and the use of an engine is logged.

10 Amendments to RRS

10.1 Race Signals – Other Signals

10.1.1 Yellow flag or shape. This race committee boat is in position at the finishing line.

10.1.2 **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 or rule 31 unless she was involved in or saw the incident; "or".

10.2 Acknowledgement of Intent to Start

All boats intending to race shall, before their preparatory signal, report to the Race Committee and receive acknowledgement of their presence. *The Race Committee WILL NOT accept reports of intent to start via VHF, nor will late boats be recognized as starting if they are more than 15 minutes later than the proper start of their division. Boats failing to report may be scored as, Did Not Start (DNS).*

10.3 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.

10.4 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 and may be 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 or transmitted electronically to other clubs or competitors as the Organizing Authority deems fit. *Failure to notify individual entrants shall not be grounds for redress.*

10.5 Boat Identification

It is the responsibility of individual boats to ensure that their correct finishing time is recorded. It is recommended that boats note their own finishing time, and also make note of the boats

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that finish immediately before and after them, so that the finishing sequence can be reconstructed if necessary. Alternate sail numbers must be reported to the Race Committee prior to the starting sequence, failure to do so may result the boat not being scored.

10.6 Safety and Rescue

10.6.1 Boats must provide aid to any vessel in distress as per RRS1.1 and RRS1.2.

10.6.2 All boats shall comply with the applicable equipment regulations of the **Canada Shipping Act, 2001** (or those standards as required by the country of registration of the vessel) to be eligible to compete to this race. Non-compliance will result in automatic disqualification from the race without appeal or recourse to the organizing authority.

10.6.3 OWNER'S RESPONSIBILITY: The safety of a boat and her crew is the sole responsibility of the owner(s) and/or skipper who must ensure that the boat is sound, fully seaworthy, manned by experienced crew and adequately insured. He/she must be satisfied as to the soundness of the hull, spars, rigging, sails and gear. He/she must ensure that all safety equipment is properly maintained and stowed and that the crew is familiar with its location and trained in the use of such equipment.

10.6.4 It is the sole responsibility of the skipper and crew of each boat to decide whether or not to start, continue in, or retire from a race, as per RSS 4. By starting any particular race the skipper accepts to abide by the sailing instructions.

10.6.5 All vessels must have an operational VHF radio on board during the race. A watch on VHF Channel 16 will be maintained.

10.7 Retiring Boats

Those boats that rank as a starter but do not start, and those boats that start but do not finish the course, are required to inform the Race Committee before leaving the course or as soon as possible thereafter, that they have retired from the race.

10.8 Radio Communications

10.8.1 The Race Committee will monitor, make any announcements and communicate with boat(s) in the race over VHF Channel 72.

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

10.9 Race Committee Boat Activities

10.9.1 The Race Committee Boat will fly the RC pennant.

10.9.2 The race committee boat will leave the dock and proceed towards the race course after sounding one long blast on the air horn.

10.9.3 The race committee boat will proceed to an appropriate location near the race course, Mark 0 and stop to take a wind direction reading.

10.9.4 Race Committee broadcasts regarding its intentions 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

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hear a broadcast shall not be grounds for redress. **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.

- 10.9.5 Failure of the Race Committee to make a broadcast or the failure of a boat to hear a broadcast shall not be grounds for redress

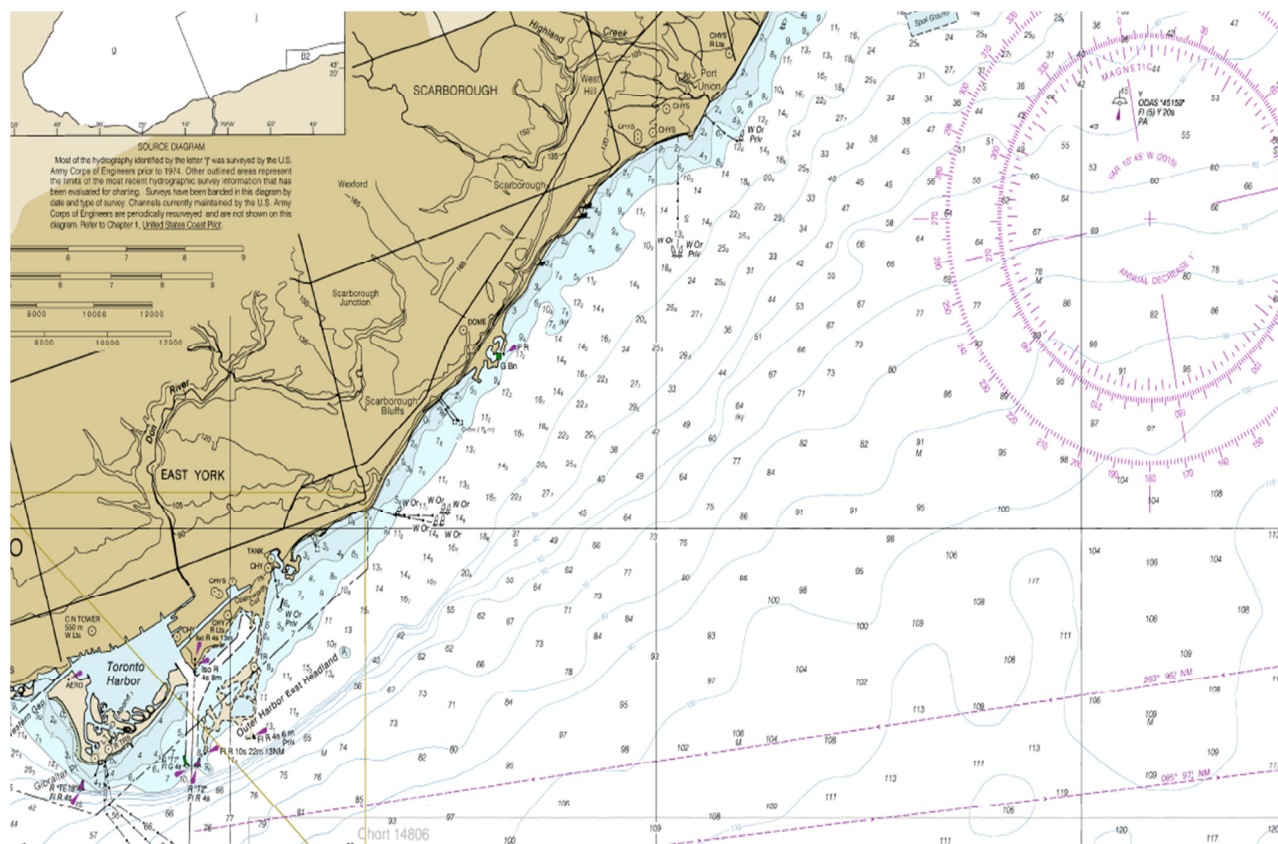
11 COURSE TO BE SAILED

- 11.1 **Start:** A line formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the orange flag on the Race Committee Boat. Boats are to sail between these two points. This mark is approximately 1.2NM from the entrance of Bluffers Park (#507) marked by a white cylindrical tower with red band and light.
- 11.2 **West Turning Mark:** Toronto Harbour Outer Approach lighted spar buoy T2 (#509) located approximately at N 43°36.662' and W79°20.780' and is to be kept to port. It is located southwest of the Toronto Outer Harbour headland also known as the Leslie Street Spit or Tommy Thompson Park. Caution should be exercised near this mark and the close proximity of land.
- 11.3 **Gate:** The gate is a line is formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the orange flag on the Committee Boat or within 50 metres of Mark 0. Mark 0 is to be kept to starboard.
- 11.4 **East Turning Mark:**
- 11.4.1 **Normal Course:** Ajax ODAS light buoy 45159 (#505.5) located approximately at N43°46.00' and W78°59.06' and is to be kept to port. It is south of Richardson Point.
- 11.4.2 **Shortened Course:** In the event of a shortened course as indicated by the code flag "S" on the Race Committee Boat, Bluffers Basin Mark 10 located approximately at N43°43.869' and W79°09.365' and is to be kept to port. This mark is south of Manse Road and is a private white with an orange band spar buoy.
- 11.5 **Finish:** A line formed by Bluffers Basin Mark 0 located approximately at N43°41.377' and W79°12.870' and the orange flag on the Race Committee Boat. Boats are to sail between these two points.

12 RACE COURSE AREA

- 12.1 Canadian Hydrographic Services Charts 2077 – Lake Ontario – Western Portion and 2085 – Toronto Harbour are recommended for navigation of this course.

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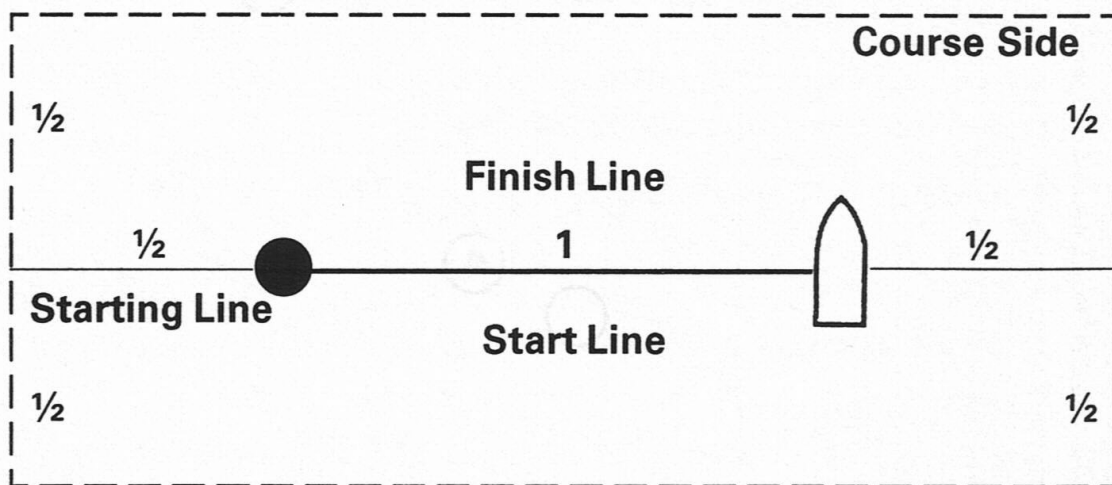
13 STARTING SIGNALS AND SEQUENCES

13.1 Getting Set

The Race Committee will endeavour to take down the "R" pennant approximately one minute prior to the raising of the warning signal.

13.2 Starting Area

All boats 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 boat. Non-starting boats must remain a distance equal to at least half ($1/2$) the length of the start line away from (and behind, for boats not yet started) the start line and its extensions. The starting area is an exclusion area for the duration of the starts and boats that have started and are sailing on their downwind leg must also stay clear of the start area. Failure to do so may result in protest and possible disqualification. Only boats preparing to start may enter this start area.



13.3 Starting Line

The Start Line will be between the signal flag halyard or pole flying the Class or Individual Recall flag on the race committee boat and Mark zero (0). The Raced Committee may set a floating mark as a start mark. This mark will be designated as mark "X".

13.4 Finishing Line

The Finishing Line will be between the signal flag halyard or pole flying a Yellow on the race committee boat and a mark. Denotes the finish of the race. There will be one sound signal as each boat crosses the line and finishing times are recorded.

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13.5 Starts

Your start will be determined according to your assigned class. Each start will comprise a five (5) minute sequence with a one (1) minute gap between sequences as follows:

Time (min.)	Pennant	Sound	Action
0	Numeral 1 pennant raised	1 Blast Warning	1st start
1	"P" pennant raised	1 Blast Preparatory	1st start
4	"P" pennant lowered	1 Long Blast	
5	Numeral 1 pennant lowered	1 Blast Class	1 starts
1 minute gap			
6	Numeral 2 pennant raised	Warning	2nd start
7	"P" pennant raised	1 Blast Preparatory	2nd start
10	"P" pennant lowered	1 Long Blast	
11	Numeral 2 pennant lowered	1 Blast Class	2 starts
1 minute gap			
12	Numeral 3 pennant raised	Warning	3rd start
and so on.			

14 VISUAL STARTING SIGNALS

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

15 MEANINGS OF OTHER PENNANTS

15.1 General Recall

- 1st Substitute means General Recall.
- 2 Sound Signals
- The Race Committee may announce a general recall over the VHF.

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 signalled on the race committee boat. This modifies RRS 29.2

15.2 Individual Recall

- Code X means Individual Recall.
- 1 sound signal
- It is the intent of the Race Committee to announce over VHF the sail number or boat name of each premature starter.

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A boat over the line at the time of the hoisting of the start flag must restart to qualify as a starting boat. (No change to RRS 29.1)

Failure to hear the hail will not be grounds for redress.

15.3 Postponement

- Answering Pennant means Postponement.
- 2 sound signals

The race is postponed temporarily, for any reason, for example a difficulty in anchoring the race committee boat, or a wind shift that necessitates a change in course. (No change to RRS 27.3)

15.4 Abandonment Signals

After the starting signal, the Race Officer may *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate. (No change to RSS 32.1).

Code N - All races that have started are *abandoned*. Return to the starting area. The warning signal will be made one (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.

15.5 Shortened Course

- Code S means Shorten Course, and will be displayed on the race committee boat.
- 2 sound signals

15.5.1 The course may be shortened at the discretion of the Race Officer (no change to RRS 32.2) – for example, if the winds are light.

15.5.2 The Race Officer 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.

15.5.3 The shortened course shall be signalled before the first boat crosses the Gate at Mark 0 (see 11.3 above).

15.5.4 If the race committee signals a shortened course, the shortened course, the East

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Turning Mark will be used (see 11.4.2 above).

15.6 Signals Made Ashore

- 15.6.1 Race Committee Departure - The Race Committee shall make one courtesy sound signal as the race committee boat departs the harbour on the way to the race course.
- 15.6.2 Signals made ashore will be displayed on the race committee boat at its mooring with a courtesy announcement on VHF 72.
- 15.6.3 Code Flag "AP" (Answering Pennant) - Code flag "AP" with two sound signals means "The race is postponed. The Warning Signal will be made not less than 30 minutes after the "AP" is lowered." A courtesy announcement will be made on VHF 72.

16 MOTORING

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

17 PROTESTS

- 17.1 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 boat(s) of the infraction.
 - Notify the Race Committee of the protest and the boat being protested.
 - Time stamp the completed Protest Form using the time stamp machine at the BPYC front desk and file the protest in the mailbox located outside the BPYC office. Protest forms must be time stamped and filed as soon as practically possible.
 - Address all remarks to the Protest Committee only, and in private.
 - Refrain from argument with the Protest Committee members over their decision.
- 17.2 The Race Officer 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:
 - The protest committee shall consist of one member of each of the three clubs (HYC, CBYC and BPYC).
 - The individuals selected will be from division(s) other than those of the parties to the protest.
 - A protest committee chairperson will be appointed from a club not a party to the protest, if possible.
 - The protestor will be provided with a copy of the list, and assisted to contact the protest committee chair.
- 17.3 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.

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17.4 Race results may be posted before protests are resolved with suitable notification of "Protest Pending".

17.5 Race results will be amended and reposted once protests have been resolved.

18 REDRESS

Requests for Redress shall be filed, using a time-stamped Protest Form, no later than 48 hours after the results for the race have been made available.

19 ARBITRATION

19.1 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).

19.2 Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3c equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries in her class, whichever is less. However, if she cause injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

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

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

19.5 The arbitrator will advise on whether:

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

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

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

19.8 If the Arbitrator's recommendation is not accepted by all parties, the matter shall go to a full hearing.

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

19.10 For further information regarding the Arbitration process, the reader is referred to the following Sail Canada articles:

http://www.sailing.ca/files/racing/regatta_organization/ISFArbitrationProcedure.pdf
http://www.sailing.ca/racing/rules_and_regatta_management/experimental_arbitration

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[system](#)

20 Scoring and Awards

- 20.1 Scores as outlined in A4.1 (low point scoring system) will apply (see RRS Rule A4.1).
- 20.2 Flags for the overall division winners in First (1st), Second (2nd) and Third (3rd) place.
- 20.3 Flags will be awarded in a manner to be determined by the organizing authority.

21 Basin Map

- 21.1 Please see next page.
- 21.2 For information only, not for navigation.



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