

Bluffers Basin Challenge Series

Racing Handbook and Sailing Instructions

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GENERAL CONDITIONS

Owner's Responsibility

The safety of a boat and its crew is the sole responsibility of the owner(s) and/or skipper, who will ensure that the boat 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 boat to decide whether or not to start, continue in, or retire from a race, as per RSS 4.

Entry and Registration

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. 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 boat 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 Sail Canada and these sailing instructions.

Amendments to RRS

Race Signals – Other Signals

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

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".

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 10 minutes later than the proper start of their division.

Boats 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.

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 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 Race Committee prior to the starting sequence, failure to do so may result the boat not being scored.

Safety and Rescue

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

Retiring Boats

Once a boat has fulfilled her check-in requirements, if she withdraws from a race or if she no longer intends to participate in racing, she shall: a) keep clear of other competitors, and b) notify the Race Committee and receive their acknowledgment either orally or on VHF radio. A boat that breaches this instruction shall be scored DNE (Disqualified, Not Excludable), this modifies Rule 90.3b and A5.

Radio Communications

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

It is a requirement that all boats racing have a VHF radio on board, capable of receiving and transmitting on VHF Channel 72.

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 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 Race Committee, 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.

The RC will make best efforts to communicate course changes to the fleet on VHF radio.

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 (typically Mark 0) and stop to take a wind direction reading. The Race Committee is encouraged to contact up to 3 boats (one from each club) to solicit information pertaining to conditions on the race course (e.g. wind speed, wind direction, etc.) The course to be sailed will be decided by the Race Officer and the race committee boat will proceed to the appropriate buoy and post the race course.
- 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. **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 boats. Each race, it will be the responsibility of the assigned boat(s) to act as backup to the race committee boat or provide crew to the Race Committee if necessary. The onus is on the assigned boat(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 boat is unable to attend the race to which it has been assigned, it is responsible for arranging to change places with another boat on the list. The substitution boat must ensure the Race Committee is informed.

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

A boat that is called upon to act as the backup race committee boat or provide crew to the Race Committee and as a result does not compete in the race, shall be listed as "OOD" and receive a score for that race as her average score in all non-discarded races in the series.

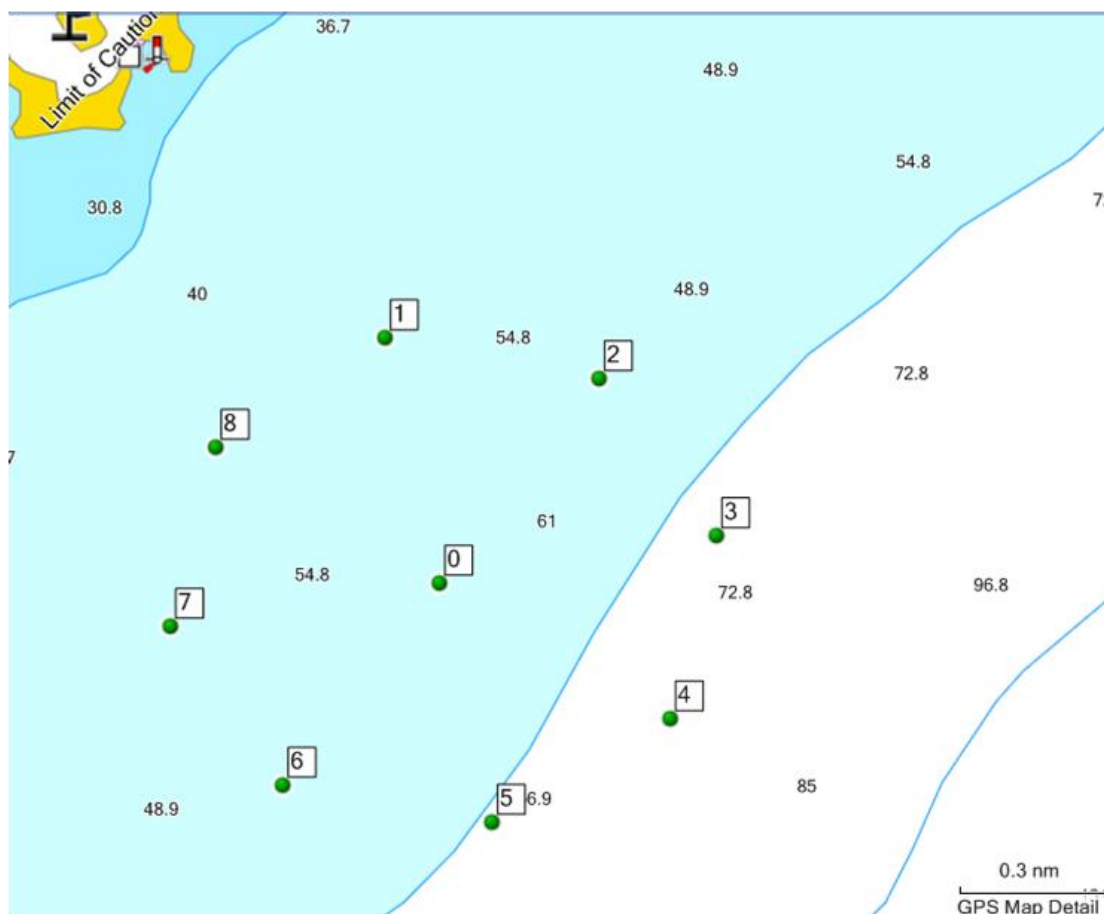
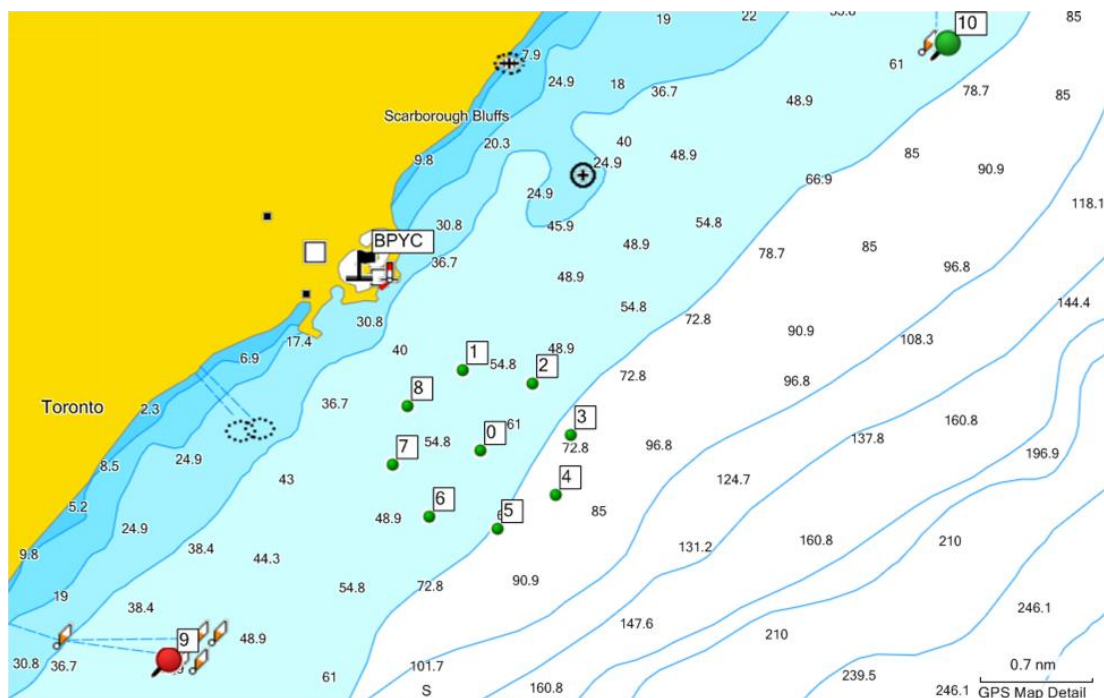
Course To Be Sailed

The course to be sailed 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 Race Committee 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.

In light wind conditions all boats are to be aware that the Race Committee may change or shorten the course by displaying the appropriate signal flag and sounds. 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.

RACE COURSE



Mark locations

Mark	Degrees Minutes		Degrees Minutes Seconds		Decimal Degrees		Comment
	North	West	North	West	North	West	
Basin Entrance	43°42.442'	079°13.570'	43°42'26.52"	079°12'12.60"	43.707367°	079.226167°	607, White Tower Red Band, Flashing Red
0	43°41.377'	079°12.870'	43°41'22.63"	079°12'52.21"	43.689617°	079.214500°	
1	43°41.873'	079°13.004'	43°41'52.38"	079°13'00.23"	43.697883°	079.216733°	
2	43°41.791'	079°12.478'	43°41'47.43"	079°12'28.66"	43.696517°	079.207967°	
3	43°41.473'	079°12.189'	43°41'28.39"	079°12'11.35"	43.691217°	079.203150°	
4	43°41.103'	079°12.303'	43°41'06.19"	079°12'18.17"	43.691217°	079.205050°	
5	43°40.894'	079°12.741'	43°40'53.64"	079°12'44.46"	43.681567°	079.212350°	
6	43°40.969'	079°13.255'	43°40'58.13"	079°13'15.33"	43.682817°	079.220917°	
7	43°41.290'	079°13.532'	43°41'17.40"	079°13'31.92"	43.688167°	079.225533°	
8	43°41.652'	079°13.420'	43°41'39.10"	079°13'25.20"	43.694200°	079.223667°	
9	43°40.053'	079°15.235'	43°40'31.80"	079°15'14.10"	43.667550°	079.253917°	Information Buoy for RC Harris Water Plant
10	43°43.869'	079°09.365'	43°43'52.14"	079°09'21.90"	43.731150°	079.156083°	Information Buoy at Manse Road

Distances and Bearings

Course Bearing (Magnetic)																						
MARK TO>	0		1		2		3		4		5		6		7		8		9		10	
	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)	Brg	list (Nm)
0			0.0	0.5	45.0	0.5	90.0	0.5	135.0	0.5	180.0	0.5	225.0	0.5	270.0	0.5	315.0	0.5	243.0	2.2	56.0	3.6
1	180.0	0.5			112.5	0.4	135.0	0.7	157.5	0.9	180.0	1.0	202.5	0.9	225.0	0.7	247.5	0.4	222.0	2.4	53.0	3.3
2	225.0	0.5	292.5	0.4			157.5	0.4	180.0	0.7	202.5	0.9	225.0	1.0	247.5	0.9	270.0	0.7	229.0	2.7	47.0	3.1
3	270.0	0.5	315.0	0.7	337.5	0.4			202.5	0.4	225.0	0.7	247.5	0.9	270.0	1.0	292.5	0.9	237.0	2.6	40.0	3.1
4	315.0	0.5	337.5	0.9	0.0	0.7	22.5	0.4			247.5	0.4	270.0	0.7	292.5	0.9	315.0	1.0	244.0	2.4	37.0	3.5
5	0.0	0.5	0.0	1.0	22.5	0.9	45.0	0.7	67.5	0.4			292.5	0.4	315.0	0.7	337.5	0.9	245.0	2.0	39.0	3.8
6	45.0	0.5	22.5	0.9	45.0	1.0	67.5	0.9	90.0	0.7	112.5	0.4			337.5	0.4	0.0	0.7	237.5	1.7	44.0	4.0
7	90.0	0.5	45.0	0.7	67.5	0.9	90.0	1.0	112.5	0.9	135.0	0.7	157.5	0.4			22.5	0.4	225.0	1.8	49.0	4.0
8	135.0	0.5	67.5	0.4	90.0	0.7	112.5	0.9	135.0	1.0	157.5	0.9	180.0	0.7	202.5	0.4			219.5	2.1	53.0	3.7
9	63.0	2.2	42.0	2.4	49.0	2.7	57.0	2.6	64.0	2.4	65.0	2.0	57.5	1.7	45.0	1.8	39.5	2.1			58.0	5.7
10	236.0	3.6	233.0	3.3	227.0	3.1	220.0	3.1	217.0	3.5	219.0	3.8	224.0	4.0	229.0	4.0	233.0	3.7	238.0	5.7		

The following are example courses that may be sailed for given wind directions. This is provided as guidance for the Race Committee only. The actual course to be sailed will be designated as per the 'Course To Be Sailed' section.

Wind	Flying		White Sail (Sausage)		White Sail (Olympic)	
	Course	Distance	Course	Distance	Course	Distance
349 – 011	1515150	6.0 nm	15150	4.0 nm	175150	4.4 nm
011 – 034	21616160	5.9 nm	216160	4.1 nm		
034 – 056	2626260	6.0 nm	26260	4.0 nm	286260	4.4 nm
056 – 079	32727270	5.9 nm	327270	4.1 nm		
079 – 101	3737370	6.0 nm	37370	4.0 nm	317370	4.4 nm
101 – 124	43838380	5.9 nm	438380	4.1 nm		
124 – 146	4848480	6.0 nm	48480	4.0 nm	428480	4.4 nm
146 – 169	54141410	5.9 nm	541410	4.1 nm		
169 – 191	5151510	6.0 nm	51510	4.0 nm	531510	4.4 nm
191 – 214	65252520	5.9 nm	652520	4.1 nm		
214 – 236	6262620	6.0 nm	62620	4.0 nm	642620	4.4 nm
236 – 259	76363630	5.9 nm	763630	4.1 nm		
259 – 281	7373730	6.0 nm	73730	4.0 nm	753730	4.4 nm
281 – 304	87474740	5.9 nm	874740	4.1 nm		
304 – 326	8484840	6.0 nm	84840	4.0 nm	864840	4.4 nm
326 – 349	18585850	5.9 nm	185850	4.1 nm		

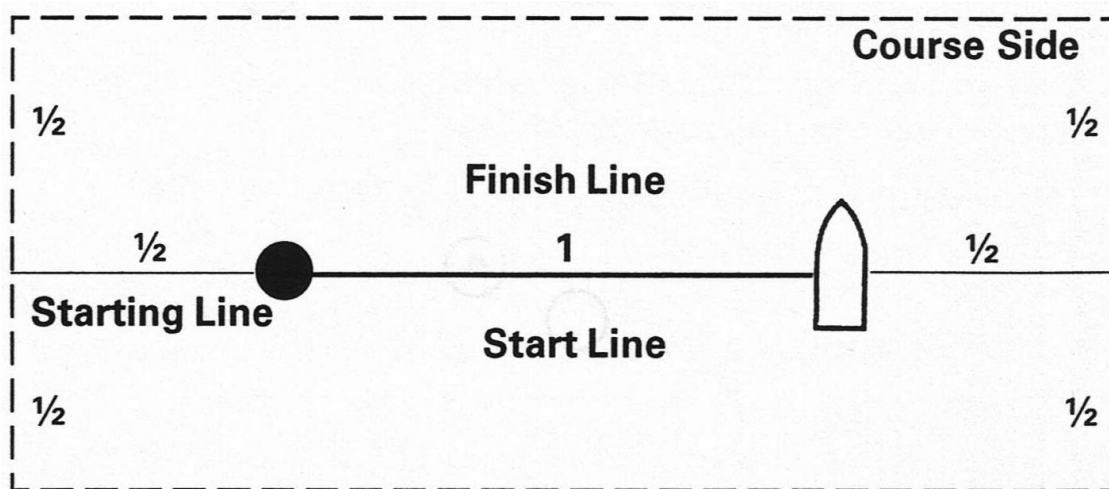
STARTING SIGNALS AND SEQUENCES

Getting Set

The Race Committee will endeavour to take down the "R" pennant approximately one minute prior to the raising of the warning signal. (See illustration on page 19)

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 $\frac{1}{2}$ 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.



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 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 may, at its discretion, move the start to a mark that will allow for an upwind start.

The Race Committee may set a floating mark as a start mark. This mark will be designated as mark "X".

The Race Committee may deploy a mark (or marks) designated as 'distance marks' off the stern and/or bow of the race committee boat. Such marks are considered to be extensions of the race committee boat for the purposes of scoring and penalties. Boats shall not pass between the distance mark(s) and the race committee boat.

Finishing Line

The Finishing Line will be between the signal flag halyard or pole flying a Yellow Flag (See illustration on page 19) 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.

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. Each start will comprise a 5-minute sequence with a 1-minute gap between sequences as follows:

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	1 Blast Class	1 starts
<1 minute gap >			
6	Numeral 2 pennant raised	Warning	2 nd start
7	"P" pennant raised	1 Blast Preparatory	2 nd 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 and so on.	Warning	3 rd start

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 19)*
- 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

Individual Recall

- Code X means Individual Recall. *(See illustration on page 19)*
- 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.

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.

Postponement

- Answering Pennant means Postponement. (See illustration on page 19)
- 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)

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 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.

Shortened Course

- Code S means Shorten Course, and will be displayed on the race committee boat. (See illustration on page 19)
- 2 sound signals

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.

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.

The shortened course shall be signalled before the first boat crosses the new finishing line.

If the race committee signals a shortened course, the finishing line shall be at a rounding mark or Mark 0, between the mark and a staff displaying “S” flag. Boats must finish by crossing the line in the direction of the course from the last mark. This changes Rule 32.2.

Change Course

- Code C means Change Course. (See illustration on page 19)
- Repeated sound signals

A change of course will be signalled when boats are near the mark that begins the leg changed. The Race Committee will display Code Flag C and the new mark(s) to be rounded, while making repeated sound signals, signalling all boats before they begin the leg.

Course Direction

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

Signals Made Ashore

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.

Signals made ashore will be displayed on the race committee boat at its mooring with a courtesy announcement on VHF radio.

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 radio.

MOTORING

A boat's motor must be shut off prior to the preparatory (4 minute) signal for the class in which it is competing. Boats failing to obey this rule will be disqualified. Boats 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 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 no later than 30 minutes after the return of the race committee to the dock to be valid.
- Address all remarks to the Protest Committee only, and in private.
- Refrain from argument with the Protest Committee members over their decision.

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:

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.

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.

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).

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.

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.

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

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.

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.

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

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

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/ISAFArbitrationProcedure.pdf

http://www.sailing.ca/racing/rules_and_regatta_management/experimental_arbitration_system

CURFEW

For weeknight races, in order to avoid racing after dark, there will be a curfew as follows:

Month	Curfew
May 11	2105h
May 18, 25	2110h
June	2125h
July 6, 13, 20	2125h
July 27, August 3	2110h
August 10, 17	2045h
August 24	2030h
August 31	2020h

For weekend races (Fall Series), there will be a curfew of 2h30m after the first start for each race. These curfews will apply unless otherwise stated in the Notice to Racers. Curfews are absolute and not elastic.

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 Race Committee, nor is it intended to serve as a basis for redress if the Race Committee chooses not to follow the advice given. Rather, this is intended to aid the Race Committee 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 25 minutes, consideration should be given to abandoning the race.

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 prior to the commencement of the 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 boat 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.

Boats that do not start (DNS), or are disqualified (DSQ) will be scored as specified in RRS Appendix A9. Boats that do not finish (DNF) shall be scored as 'the number of boats which started the race + 1'. This modifies RRS A9.

The finishing place for a boat 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 boat 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 boats, the tie will be broken in favour of the boat or boats 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 FORMS (Protesters use)

Received by race office: Number Date and time Signature

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**

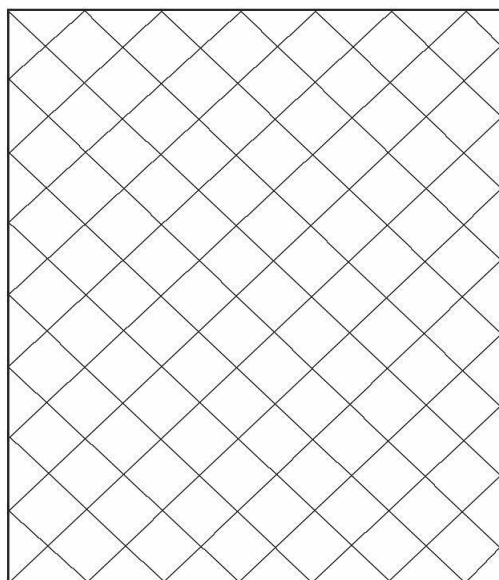
Time and place of incident
Rules alleged to have been broken Witnesses

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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PROTEST FORM (Committee use)

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

No objection about interested party ☐ Remarks

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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DECISION

Protest: 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 ☐



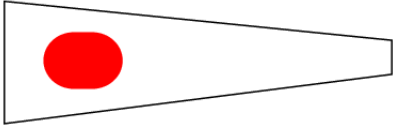
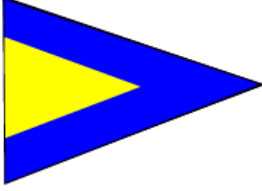
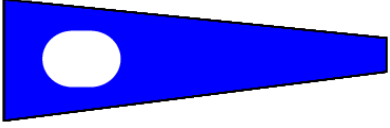

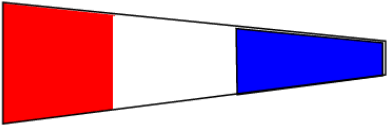
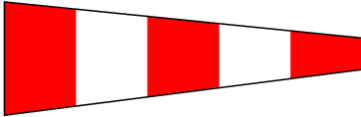
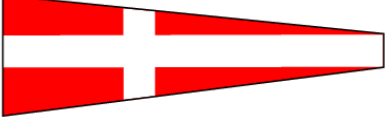

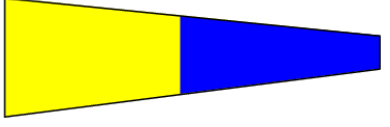





Protest committee chairman and other members

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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 1 st Start 1 Blast		1 st Substitute General Recall 2 Blasts
	Numeral 2 2 nd Start 1 Blast		Letter 'S' Course Shortened 2 Blasts
	Numeral 3 3 rd Start 1 Blast		Answering Pennant Postponement 2 Blasts
	Numeral 4 4 th Start 1 Blast		Letter 'N' Abandon Races 3 Blasts
	Numeral 5 5 th Start 1 Blast		Letter 'R' On Station No Sound
	Numeral 6 6 th Start 1 Blast		Letter 'C' Course Change Repeated sounds
	Letter 'Q' Finishing Line No Sound		Letter 'P' Preparatory Flag Raise - One Blast Lower - One Long Blast