

Oakville Challenge Cup

Races 4 and 5

Sailing Instructions for Guests of BHYC

1. Rules

- 1.1. All races shall be governed by the rules as defined in the *Racing Rules of Sailing*. The prescriptions of Sail Canada apply.
- 1.2. All boats must carry a copy of these Sailing Instructions and a copy of the current 2017-2020 Racing Rules on board at all times.
- 1.3. All boats competing in the Oakville Challenge Cup (OCC) shall comply with the rules of the Lake Ontario Performance Handicap Racing Fleet and must hold a currently valid PHRF-LO rating certificate.
- 1.4. If there is a conflict between the Notice of Race (NOR) and the Sailing Instructions (SIs), the SIs will take precedence

2. Authority and Responsibility

- 2.1. These races are organized under the authority of the BHYC Sailing Committee. It is the sole responsibility of each yacht to decide whether to start or to continue in any race
- 2.2. It is the responsibility of all competitors to adhere to the Town of Oakville's requirement that no boats are to sail within the harbour unless it is an emergency and doing so is unavoidable.

3. Registration and Eligibility

- 3.1. For the OCC races 4 and 5, boats from Oakville Yacht Squadron (OYS) and Oakville Club (OC) are racing as guests of Bronte Harbour Yacht Club with the permission of the Rear Commodore-Sail.

4. Changes in the Sailing Instruction

- 4.1. Any change to these sailing instructions will be provided in an email notice to representatives of OYS and OC by 1200h, two days before it is to take effect.

5. Signals Made Afloat

- 5.1. Signals made afloat may be made from the committee boat or a mark boat and will be made in accordance with the Racing Rules of Sailing except that code flags S, N and Y, if displayed over one or more numeral pennants will apply only to the divisions indicated by the pennants

6. Schedule of Races

- 6.1. OCC Race 4 is on September 9, 2018 and OCC Race 5 is on September 23, 2018.

7. Courses

- 7.1. The diagrams in Attachment Addendum A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left
- 7.2. No later than the warning signal, the race committee signal boat will display a letter indicating which course is to be sailed and the approximate compass bearing of the first leg.

8. Marks

- 8.1. The Start and Finish marks will be orange inflatable tetrahedrons. All other marks will be yellow tetrahedrons.
- 8.2. In the event that a mark is missing or adrift, it may be replaced by a boat showing Code Flag "M" accompanied by a repetitive sound signal.

9. Classes and Divisions

- 9.1. A Division is a group of boats with a common start

9.2. A Class is a group of boats that are scored together. A Class may have a separate start or may be grouped with one or more other classes within a Division

10. The Start

- 10.1. Races will be started in accordance with RRS 26. A numeral pennant (1 through 4) indicating the number of the next division to start will serve as the Warning Signal for that division
- 10.2. The starting line will be between a staff displaying the RC pennant on the Race Committee Boat and the Start Mark indicated in Section 11 of these instructions.
- 10.3. Boats whose Preparatory Signal has not been made shall keep clear of the starting line and of all yachts whose Preparatory Signal has been made.
- 10.4. The warning for the first start will be at 13:00 hours. The starting sequence for these races shall be as follows:

Division	OCC Classes	Code Flag
1	FS1 and J27	1
2	NFS1, NFS2, NFS3	2
3	Shark	3
4	FS2, FS3	4

- 10.5. Recall will be signaled in accordance with RRS 29. Additionally, the race committee may broadcast a “boats over early” message on Channel 9. **This is a courtesy which may or may not occur, and is not cause for Redress if it does not occur.**
- 10.6. **EXCEPTION TO RRS 29.2 GENERAL RECALL.** In the event of a general recall, at the start of an evening race: the recalled fleet shall return to the start area, around the ends of the start line, and will go to the bottom of the start sequence. If the fleet recalled is Division 1, then this fleet shall race the same number of legs and the same course as all other fleets.
- 10.7. In the event of a general recall, the start for the next fleet in sequence will be suspended, and will recommence 1 minute after the lowering of the first substitute pennant, and one horn sound.

11. The Finish

- 11.1. The finish line for a full course will be between the mast bearing the RC pennant on the Committee Boat and the Finish Mark as indicated in section 8 of these instructions
- 11.2. The finish line for a shortened course shall be in accordance with RRS 32.2.

12. Time Limit

- 12.1. Boats that have not finished by 1630 hours will be scored DNF.

13. Scoring Penalty

- 13.1. Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31.1 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c) equal to 40% of the score for a DNF in the race or 50% of the difference between her finishing position and the score for a DNF in the race, whichever is less.

14. Protest and Requests for Redress

- 14.1. Protests shall be written on forms available upstairs in the Clubhouse and delivered within the protest time limit which will last 45 minutes and begin on the return of the committee boat to its slip.
- 14.2. For protests under a rule of Part 2 involving no more than 2 yachts and not involving damage or injury, there may be a short arbitration hearing. Any Protest not resolved by this process will be referred to the Protest Committee for a full hearing.

- 14.3. After the protest has been properly filed according to the SI's, one designated representative from each boat shall testify before an arbitrator. No witness's shall be permitted. The arbitrator will decide on the validity of the Protest(s). This changes rule 63.5.
- 14.3.1. A boat that accepts the opinion of the arbitrator that she has broken a rule, and accepts fault, shall receive a scoring penalty as defined in 13.1.
- 14.3.2. When a boat accepts a scoring penalty following an arbitration hearing, her decision shall be binding to the other party to the Protest, and the Protest shall not be referred to the Protest Committee. This changes rule 63.1
- 14.3.3. If the arbitrator's decision is accepted and the appropriate penalty(s) taken, the arbitrator can approve the withdrawal of the protest. This changes rule 63.1.
- 14.3.4. Once a Protest is heard in a full hearing the scoring penalty as defined in 15.1 is no longer available.
- 14.3.5. The arbitrator may attend the subsequent protest hearing, however the arbitrator cannot be part of the protest committee and cannot testify in the hearing.

14.4. Protests that cannot be resolved by arbitration and requests for redress will be heard on the following Wednesday at 1900h. Protests will be heard in the absence of a party if the party cannot attend. Protest hearings will not be rescheduled for any reason unless a protest committee cannot be assembled.

15. Scoring

- 15.1. Scoring in all OCC classes will be by finish times as corrected according to the 'time on time multipliers' as provided by PHRF-LO.
- 15.2. These races will be scored as provided in Appendix A of the Racing Rules of Sailing using the Low Point System.
- 15.3. The scoring modifications specified in Appendix A9 of the RRS will apply to these races.

16. Safety Regulations

- 16.1. A boat which retires from a race shall inform the Race Committee either directly or by radio (VHF channel 9) or by relay through another vessel.

17. Replacement of crew or equipment.

- 17.1. Substitution of crew or replacement of equipment is permitted as per the RRS.

18. Equipment and measurement checks.

- 18.1. A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

19. Disclaimer of liability.

- 19.1. Competitors participate in the race entirely at their own risk. See rule 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 race.

20. Insurance.

- 20.1. All boats must carry a minimum third party liability insurance of \$2,000,000. Each registered boat may be asked to provide proof of insurance by providing the Race Committee with a Certificate of Insurance, issued by the skipper's broker, or a copy of the Declaration page on the policy (this page will contain all the pertinent information).

ADDENDUM A

ILLUSTRATING THE COURSE

The “A” Course will consist of a Triangle plus Windward-Leeward-Windward legs. (Except that boats in Division 1 will sail a triangle plus Windward-Leeward-Windward-Leeward-Windward legs). Mark #2, the gybe mark, will be positioned so as to define a triangle of approximately 45-90-45 degrees with the 90 degree angle at Mark # 2. The Start Mark will be set to leeward of Mark #3. The Finish Mark will be to windward of Mark # 1. The course will start between the Race Committee Boat and the Start Mark, rounding Marks #1, #2, #3, #1, #3 and to a finish line between the Finish Mark and the “moved” Race Committee Boat. (Division 1 will sail Start, #1, #2, #3, #1, #3, #1. #3, Finish.)

On course A, mark #3 has no required side on the first leg. Likewise, mark #1 has no required side on the final leg of a full course.

The “B” Course will consist of Windward-Leeward-Windward-Leeward-Windward legs. (Except that boats in Division 1 will sail three Windward-Leeward sequences before the final Windward leg.) Mark #2 will be an offset mark set approximately 40 yards from Mark #1 at an angle of approximately 90 degrees to the windward leg. The Start Mark will be set to leeward of Mark #3. The Finish Mark will be to windward of Mark # 1. The course will start between the Race Committee Boat and the Start Mark, rounding Marks #1, #2, #3, #1, #2, #3 and to a finish line between the Finish Mark and the “moved” Race Committee Boat. (Division 1 will sail Start, #1, #2, #3, #1, #2, #3, #1, #2, #3, Finish.)

On course B, mark #3 has no required side on the first leg. Likewise, mark #1 has no required side on the final leg of a full course.

The “C” Course will be an offshore course that will be sailed from the designated start line to a drop mark off Oakville (OAK 1 or OAK 2), through a gate formed by the committee boat and a drop mark, round a drop mark near the Shell Pier (SP) and return to the finish mark and committee boat. Division 1 will sail to OAK 1 on the first leg, while all other divisions will sail to OAK 2. All divisions will round the SP mark.

On Course C, boats must pass through the gate on the second leg. This is to facilitate shortening the course should it be necessary.

ADDENDUM A ILLUSTRATING THE COURSE

There are three course options available to the Race Committee. They are:

“A” Triangle, windward. Leeward, windward

(Division 1 sails an extra set of windward leeward legs)

“B” Windward-leeward, twice around plus windward.

(Division 1 sails an extra set of windward leeward legs)

“C” Offshore to Oakville, return to Shell Pier, to Finish.

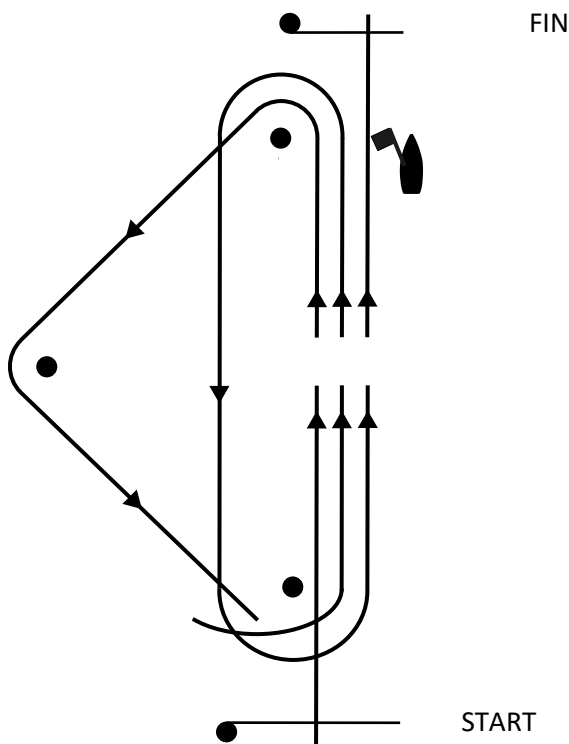
(Division 1 sails extra distance to Oakville mark.)

All rounding marks are to be left to port

“A” – A Triangle-Windward-Leeward Course

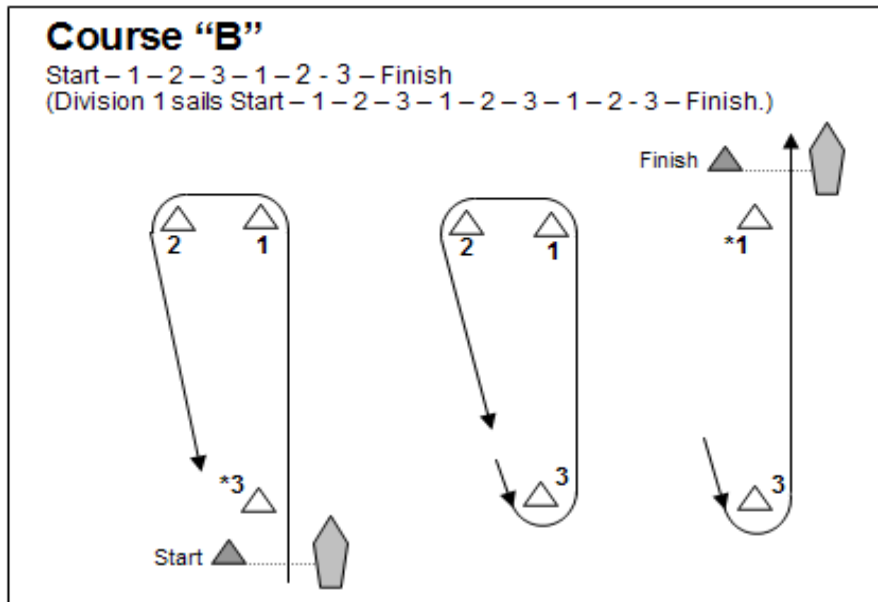
Start – 1 – 2 – 3 – 1 – 3 – Finish

Division 1 sails **Start - 1 - 2 - 3 - 1 - 3 - 1 - 3 - Finish**



ADDENDUM A ILLUSTRATING THE COURSE

"B" – A Windward-Leeward Course



"C" – Offshore Course

