



73 50' 25" W - 45 25' 55" N

Shark Coupe de Québec

August 14-15, 2021

Beaconsfield Yacht Club



SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2021-2024.
- 1.2 The score for a disqualification under rule 78.1 will not be discarded. This changes rule A2.
- 1.3 The racing has been organized in accordance with Federal, Provincial and Local regulations relating to COVID-19. Skippers are responsible for deciding whether to participate or not, and for compliance with all applicable rules, including all COVID regulations and guidelines.
- 1.4 If there is a conflict between languages the English text will take precedence.

2 CHANGES TO SAILING INSTRUCTIONS

Changes in Sailing Instructions Any change in the sailing instructions will be posted before 0900 on the day it will take effect, except that any change in the schedule of races will be posted before 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located on the Beaconsfield Yacht Club lower deck near the flagpole.
- 3.2 From the first warning signal until the end of the race, except in an emergency or if abandoning her race, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.3 The RC VHF Channel for the event will be announced at the competitors' meeting.

4 ELIGIBILITY AND ENTRY

All competitors must meet the eligibility requirements as stated in the Notice of Race and have filed valid entries in accordance with the Notice of Race.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the main BYC flagpole.
- 5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes in Race Signal AP.

6 SCHEDULE

Saturday August 14	08h30	Competitor's Meeting
	10h00	Warning signal for first race of the day
	17h00	Pizza and beverages
Sunday August 15	10h00	Warning signal for first race of the day

On the final day of the regatta no warning signal will be made after 1500h.

7 CLASS FLAG

The class flag will be the Shark class flag.

8 THE COURSES

- 8.1 The diagram in SI Addendum-1 indicates the course.
- 8.2 The racing will take place approximately 1 nm due south of the Beaconsfield Yacht Club harbour.

9 MARKS

- 9.1 The windward mark and the gate marks will be orange tetrahedrons. A smaller orange mark will be used for the offset mark.
- 9.2 The start/finish mark will be an orange ball.
- 9.3 If a gate mark is missing, the remaining mark shall be rounded to port.
The change marks will be yellow tetrahedrons.

10 THE START

- 10.1 Prior to the first warning signal of the day, each boat shall register by sailing past the stern of the Race Committee boat and hailing her sail number.
- 10.2 The starting line is between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the port-end starting mark.
- 10.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).
- 10.4 A boat that does not start within four minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A5.1 and A5.2.

11 CHANGE OF COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12 THE FINISH

The finishing line is between a staff displaying an orange flag on the race committee boat and the course side of the pin end mark.

13 TIME LIMITS

13.1 The Finishing Window is 30 minutes.

13.2 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

14 HEARING REQUEST

14.1 Request For Hearing forms will be available at the BYC clubhouse.

14.2 Hearing requests and requests for redress or reopening shall be filed and submitted at the BYC office upstairs in the clubhouse no later than one hour after the Race Committee boat has docked.

14.3 Notices to inform competitors of hearings will be posted on the Official Notice Board.

14.4 Notices of protests by the race committee will be posted on the Official Notice Board to inform boats under rule 61.1(b).

15 SCORING

15.1 Two races are required to be completed to constitute a series.

15.2 (a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.

(b) When from five to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

(c) When from eight to ten races have been completed, a boat's series score will be the total of her race scores excluding her worst two scores.

16 PRIZES

16.1 Prizes will be awarded as soon as possible after the end of the protest time on Sunday Aug 15, 2021.

16.2 Keeper prizes will be awarded to the top three skippers and crew.

17 DISCLAIMER OF LIABILITY

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

18 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of CA\$2,000,000 per incident.

19 RIGHTS TO USE NAME AND LIKENESS

By participating in this event, all competitors automatically grant the organizers and sponsors the right to make, use and show, at any time and at their discretion, any photographs or videos of him or her produced during the period of the event without compensation.

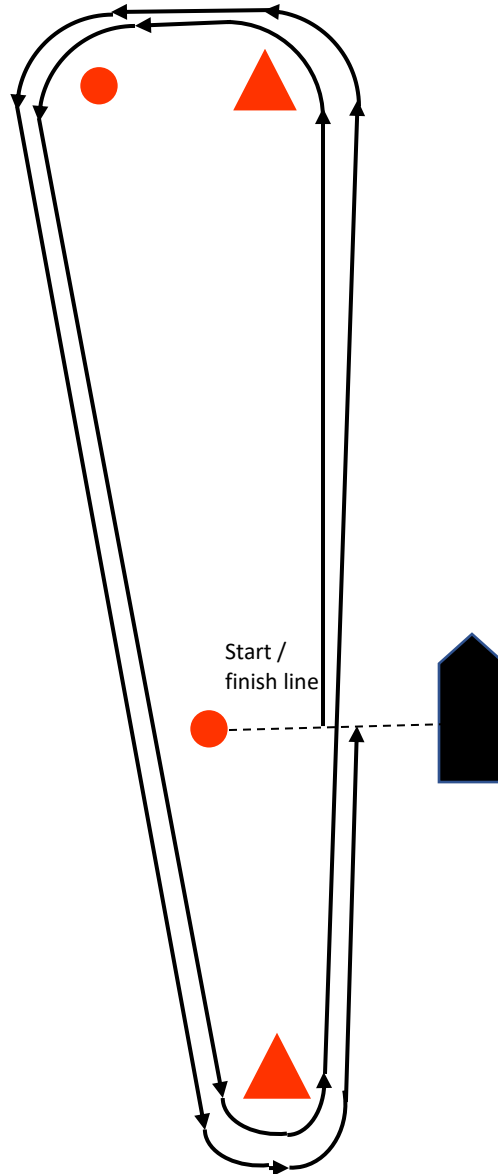
20 FURTHER INFORMATION

For further information please contact:

Lisa Pelling, CSCA Regional VP, at lisapelling@videotron.ca

ADDENDUM 1

SHARK COUPE DE QUEBEC COURSE



START – WM – Offset – LW – WM – Offset – LW – FINISH