



Southern Straits Classic Yacht Race

April 19 – April 21, 2019
West Vancouver, British Columbia

Hosted By
West Vancouver Yacht Club

Long, Medium and Short Courses SAILING INSTRUCTIONS

Version 1.1 Published April 12, 2019

1 RULES

- 1.1 The Southern Straits Classic Yacht Race will be governed by the rules as defined in the *Racing Rules of Sailing* with the following exceptions:
- (a) RRS 42 is amended as follows:
 - i) A Boat may use her engine for propulsion to move to a safe position if it stands in danger of collision with commercial traffic.
 - ii) A Boat may use her engine for propulsion to rescue any person overboard.
 - iii) A Boat may use her engine for propulsion to aid another boat in distress.
 - iv) The use of her engine shall not be used to gain distance in the direction of the course, nor gain any other competitive advantage.
 - v) The skipper of a Boat who has used her engine for propulsion must file a report with the Race Committee immediately upon finishing. The report is to give the speed, the compass heading, the duration and the position from which the engine was used for propulsion and the names of any witnesses to the event.
 - (b) The penalty for a breach of RRS 48.2, may, at the discretion of the protest committee, be less than disqualification.
 - (c) RRS 51 is amended to include: “A boat issued a current PHRF Handicap that assumes her use of a built-in system for moving, taking on or discharging water ballast, is permitted to use that system.”
 - (d) RRS 52, Manual Power, is amended for monohulls to include:





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Boats entered as a Double-Handed crew are allowed to use autopilot mechanisms for sail changes and other situations where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.

- 1.2** All changes to the RRS appear in full in these Sailing Instructions.
- 1.3** The prescriptions of Sail Canada will apply as contained in Attachment A.
- 1.4** Monohull Boats shall comply with either:
- (a)** The 2018 Pacific International Yachting Association Safety Equipment Requirements—Coastal Category (“SER”) amended as follows:
- 2.4.6 Hull and Structure: Lifelines; shall apply to boats under 30 feet
- 2.4.7 Hull and Structure: Lifelines; shall apply to boats 30 feet and over
- 2.7.2 Hull and Structure: Mechanical Propulsion; is replaced with the following:
A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in metres) for at least 10 hours.
- 3.3.1 Safety Equipment: Navigation Lights; is replaced with the following:
A boat racing between sunset and sunrise shall carry navigation lights that meet Coast Guard/National Safety Authority of the OA requirements mounted so that they will not be obscured by the sails.
- 3.3.2 Safety Equipment: Navigation Lights; is required.
- 3.6.1 Safety Equipment: Visual Distress Signals; are replaced by making 3.6.4 required; that is:
A boat shall carry Coast Guard/National Safety Authority of the OA approved flares meeting day-night requirements not older than the expiration date.
- 3.8.1 Safety Equipment: Emergency Communications; is replaced by:
A boat shall have a permanently installed 25-watt VHF radio connected to an antenna by a co-axial feeder cable with no more than a 40% power loss. Radios manufactured after 01/01/2015 shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an



- internal GPS, and have the assigned MMSI number (unique to the boat) programmed into the VHF.
- 3.26 Gear: Radar Reflectors; A tubular radar reflector is acceptable if permanently mounted within 15 degrees of vertical.
- 3.33.2 Sails: Heavy weather Jib is replaced by:
A heavy-weather jib (or heavy-weather sail in a boat with no forestay) with area of 13.5% height of the foretriangle (IG) squared
- 3.33.6 Sails: Storm Triesail/Mainsail Reefing: is recommended.
- 4.3.2 Skills: Safety Training; is replaced with the following:
Not fewer than two members of the crew, unless racing single handed, shall have attended a half-day, one-day, or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their national authority. Refer to NOR 17 "EXPERIENCE/QUALIFICATIONS" for Safety at Sea certification seminar requirements.
- (b)** The World Sailing Offshore Special Regulations for Monohulls 2018-2019 with Canadian Prescriptions – Category 3 ("OSR") amended as follows:
- 4.10.1 A tubular radar reflector is acceptable if permanently mounted within 15 degrees of vertical.
- 6.01 is replaced with the following:
Not fewer than two members of the crew, unless racing single handed, shall have attended a half-day, one-day, or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their national authority. Refer to NOR Section 17 – Experience/Qualifications for Safety at Sea certification seminar.
- 1.5** Multihull Boats shall comply with the Safety Equipment Requirements for Multihulls for the 2019 Southern Straits Classic as posted on the Southern Straits website (www.southernstraits.ca).
- 1.6** ORC Rating System Rules will apply to all monohull Boats racing under an ORC Handicap, including those receiving an ORC courtesy scoring result.
- 1.7** PHRF of BC Rules will apply to all monohull Boats racing under a PHRF Handicap, including those receiving a PHRF courtesy scoring result.
- 1.8** PHRFNW Rules will apply to all multihull Boats.



- 1.9** All Boats shall display their official sail numbers on both the port and starboard lifelines or hull while racing. The size of these sail numbers shall be similar to that required by RRS Appendix G1.2 [DP]
- 1.10** All Boats shall mount Race Committee issued SPOT trackers on their Boats and shall operate them in the prescribed manner. This includes turning on the tracker unit prior to the start of the Race, restarting the tracker unit upon mark rounding and not turning it off (other than during the restart procedure) during the Race. This tracker must be mounted in such a manner as to have an unobstructed 'view' of the sky in order to ensure proper operation. The tracker units will be distributed along with the Skippers Kits. A deposit of \$200 shall be required to ensure the safe return of the units.

Boats that fail to turn on the tracker prior to the start of the Race, and restart the tracker upon rounding each mark on the Course, or turn it off (other than during the restart procedure) during the Race may be protested and penalized up to and including disqualification.

Boat positions from the SPOT trackers will be available through a publicly accessible website during the Race and will not be considered outside assistance for the purposes of RRS 41. It will not be cause for redress in the event that information is not available from any or all of the SPOT trackers.

- 1.11** Between sunset and sunrise, the International Regulations for Preventing Collisions at Sea, 1972 ("COLREGS") shall replace Part 2 of the RRS. Sunset will be 20:11 hours on April 19, 2019 and sunrise on April 20, 2019 will be 06:11 hours. On April 20, 2019, sunset will be 20:12 hours. [DP]
- 1.12** Boats shall not impede or obstruct commercial traffic. [DP]
- 1.13** Boats that intend to fly sails that display numbers other than the Boat's official sail number shall report the numbers to the Race Committee by 18:00 Thursday April 18, 2019. Failure to comply will result in a protest by the Race Committee and a time penalty of 15 minutes added to the corrected finish time of the competitor at the discretion of the protest committee. This changes RRS 63.1.
- 1.14** Appendix T, Arbitration will apply.

NOTE: The notation of '[DP]' in a rule in this Sailing Instructions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.





2 NOTICES TO COMPETITORS

- 2.1** Notices to Competitors will be posted on the Official Notice Board (ONB) located in the main WVYC Clubhouse near the front entrance and on the Southern Straits website.
- 2.2** At 08:00 hours on Friday April 19, 2019, the Race Committee will conduct a final Notice of Race announcement on VHF 73. Any postponement due to weather, change of course, or other circumstances will be communicated at this time and posted as per SI 2.1.

3 CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted on the ONB prior to 20:00 hours, Thursday April 18, 2019. These changes will also be posted to the Southern Straits website as soon as practicable.

4 SCHEDULE OF RACES

The first warning signal is scheduled to be displayed at 10:25 hours, Friday April 19, 2019.

5 COURSE FLAGS AND DIVISION SPLITS

- 5.1** Division splits will be posted on the Southern Straits website and on the ONB prior to the Race. All Divisions assigned to a Course will start together.
- 5.2** Standard numeral pennants corresponding with assigned Courses will be used by the Race Committee during the starting sequences: The Long Course will be numeral pennant 1, the Medium Course will be numeral pennant 2, the Short Course will be numeral pennant 3, and the Inshore Course will be numeral pennant 4.
- 5.3** Skippers are requested to attach the color streamer provided in their Skippers Kit to their backstay or other prominent place at the aft end of their Boat during the start. These streamers help the Race Committee identify starting Boats, for enforcement of SI 8.4. [DP]

6 THE COURSES

- 6.1** The descriptions below indicate the Course to be sailed for each Race, the order in which marks are to be rounded, and the side on which each mark is to be left.
- Note that these mark positions are not to be used for navigation purposes and should be verified by each participating Boat.





6.2 The descriptions below also supersede the graphical representations of the Courses as contained on the Southern Straits website, posters, and other collateral.

6.3 LONG COURSE (Distance approximately 133 nm):

Mark Description	Approximate Position	Round to	Check In Required*
Start Line at Dundarave Pier, West Vancouver	49° 19.93'N 123° 10.95'W		Yes
Sisters Islets	49° 29.21'N 124° 26.09'W	Port	Yes
Entrance Island, including Pe and Po	49° 12.55'N 123° 48.48'W	Port	Yes
Ballenas Islands	49° 21.04'N 124° 09.61'W	Port	Yes
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W		Yes

* See SI 15.1

6.4 MEDIUM COURSE (Distance approximately 98 nm)

Mark Description	Approximate Position	Round to	Check In Required*
Start Line at Dundarave Pier, West Vancouver	49° 19.93'N 123° 10.95'W		Yes
Sisters Islets	49° 29.21'N 124° 26.09'W	Port	Yes
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W		Yes

* See SI 15.1

6.5 SHORT COURSE (Distance approximately 70 nm)

Mark Description	Approximate Position	Round to	Check In Required*
Start Line at Dundarave Pier, West Vancouver	49° 19.93'N 123° 10.95'W		Yes
Ballenas Islands	49° 21.04'N 124° 09.61'W	Port	Yes
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W		Yes

* See SI 15.1

6.6 Courses will not be shortened. This changes RRS 32.

6.7 Legs of the Course will not be changed after the Preparatory signal. This changes RRS 33.

7 MARKS

7.1 The starting and finishing marks are described in SI 9 – The Start and SI 9 – The Finish respectively.

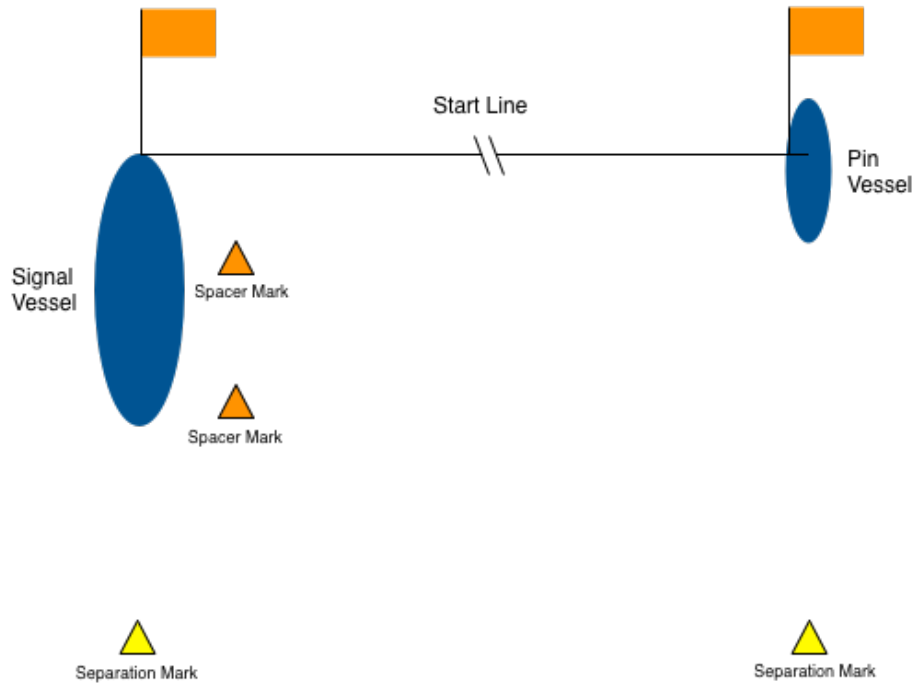
7.2 Rounding Marks are described in SI 6 – The Courses.





8 THE START

- 8.1** It is mandatory that all Boats check in with the Race Committee using VHF 73 on the morning of the Race prior to 10:15 hours. Please be prepared to also state the number of people onboard.
- 8.2** Assuming no changes are made per SI 2.2, the first warning signal will occur on time regardless of sea state and/or wind condition.
- 8.3** The starting line will be between a staff displaying an orange flag on the Race Committee Signal Vessel at the port end of the start line and a staff displaying an orange flag on the Race Committee Pin Vessel anchored at the inshore (starboard) end of the start line. Orange inflatable tetrahedron Spacer Marks (see diagram in SI 8.4) will be set inshore of the Signal Vessel. When starting, Boats shall remain in the area between the Spacer Marks and the Pin Vessel.
- 8.4** Boats whose warning signal has not been made shall keep clear of the four sided area outlined by the Signal Vessel, the Pin Vessel, and the two yellow inflatable tetrahedron Separation Marks (see diagram below). Failure to do so may result in the Race Committee protesting any offending Boat and penalization up to and including disqualification. This changes RRS 24.





the 51st Annual

southern straits

- 8.5** A Boat starting later than 90 minutes after her starting signal will be scored “Did Not Start” without a hearing. This changes RRS A4.
- 8.6** The Race Committee reserves the right to change the position or location of the start line.
- 8.7** In the event that the Race Committee Signal Vessel anchored at the port end of the start line must leave, the start line will be between a staff displaying an orange flag on the boat at the starboard end of the line and a staff displaying an orange flag on a replacement Signal Vessel at the port end of the start line.
- 8.8** If any part of a Boat’s hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number and/or name on VHF 73. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

9 THE FINISH

- 9.1** The finish line will be between a staff displaying an orange flag or shape at the Point Atkinson Lighthouse and a marker buoy located approximately 200 meters offshore and bearing approximately 180 degrees True from the Lighthouse end. Boats shall finish by leaving the marker buoy to starboard.
- 9.2** In the event the starboard marker buoy is not in position, all Boats shall finish in an Easterly direction, within 10 lengths of her own boat length from the shore line in front of the Point Atkinson Lighthouse.
- 9.3** Boats are required to monitor VHF 73 when finishing to facilitate Boat identification as required.
- 9.4** If it is dark, Boats are requested to shine a light on their main sail to facilitate identification.
- 9.5** The Skipper of each Boat shall complete the Finishing Report included with their Skippers Kit. The Boat’s Finishing Report can be returned with her SPOT tracker OR photo emailed to the Race Office at raceoffice@southernstraits.ca BEFORE NOON ON SUNDAY APRIL 21, 2019.
- 9.6** The Skipper of each Boat shall return the SPOT tracker to the Sailing Centre at West Vancouver Yacht Club or alternative pre-arranged drop-off locations listed in the Skippers Kit. Deadlines for SPOT tracker delivery locations are listed in the Skippers Kit.





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- 9.7** If the Finish Line Race Committee is absent when a Boat finishes, she should report her finishing time, and her position in relation to nearby Boats, to the Race Committee at the first reasonable opportunity.
- 10 PENALTY SYSTEM**
- 10.1** The Scoring Penalty, RRS 44.3, will apply.
- 10.2** RRS 44.3 is changed so that code flag “I” (“India”) may be used as the yellow flag and so that the flag used (either yellow or code flag “I”) shall have a hoist of not less than 150mm and a fly of not less than 200mm.
- 10.3** RRS 44.3(c) is amended to “The penalty shall be 20% of the difference between the corrected finish time of the first finisher and the corrected finish time of the last finisher in the Division added to the corrected finish time of the Boat accepting the penalty.”
- 10.4** Boats that fail to comply with the requirements of RRS 44.3(b) are subject to protest by the Race Committee.
- 10.5** RRS 44.1 is changed to permit a Boat that has broken a rule of RRS Part 2 or RRS 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be 30% of the difference between the corrected finish time of the first finisher and the corrected finish time of the last finisher in the Division added to the corrected finish time of the Boat accepting the penalty. However, if she caused injury or serious damage or gained a significant advantage in the Race by her breach, her penalty shall be to retire.
- 11 TIME LIMITS**
- The time limit for all Courses is 00:30 hours Sunday April 21, 2019.
- 12 PROTESTS AND REQUESTS FOR REDRESS**
- 12.1** Upon agreement by the two parties to a protest and the Jury, the Race Committee will endeavor to provide arbitration Sunday April 21, 2019 from 12:00 hours to 17:00 hours for Boats involved in a protest. With agreement of all parties that arbitration can be done by videoconference.
- 12.2** Protests shall be delivered to the WVYC Race Office by no later than 09:00 hours on Sunday April 21, 2019.
- 12.3** Notices will be posted on the ONB and on the Southern Straits website by 12:00 hours on Sunday April 21, 2019 to inform competitors of hearings in which they are parties or named as witnesses.





- 12.4** Any protest hearings will be held on Tuesday April 23, 2019 and/or Wednesday April 24, 2019 in the jury room, located at the WVYC clubhouse.

13 ARBITRATION

- 13.1** For a protest between two Boats alleging a breach of a rule of RRS Part 2 or RRS 31, an arbitration meeting may be held prior to any protest hearing with the agreement of both parties and the Jury.
- 13.2** One representative from each Boat will meet with the arbitrator. No witnesses will be permitted.
- 13.3** 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.
- 13.4** 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 RRS 63.1.
- 13.5** When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.
- 13.6** The penalty is to be calculated according to SI 10.5. This replaces RRS Appendix T1(b).

14 SCORING

- 14.1** ORC scores will be calculated by multiplying a Boat's elapsed time by her Offshore Racing Congress (ORC) Coastal Triple Number Time on Time correction factor.
- 14.2** Medium and Short Course Boats racing under the PHRF handicap system, results will be calculated with the Time on Distance formula by using the following calculation:
TA = D*PHRF/60, where
 TA = the Time Allowance in minutes
 D = Course length in nautical miles
 PHRF = rating in seconds per nautical mile
- 14.3** Long Course, Multihull Division: If five (5) or more multihull Boats register to race, Boats will be eligible for Divisional awards specified in SI 22. If fewer than five (5) Boats register, the Multihull Division will be scored, but scores will be presented within an exhibition division.
- 14.4** Long Course PHRF Courtesy Scoring: If five (5) or more monohull Boats registered in the Long Course also have valid PHRF Certificates



in addition to their ORC Club or ORCi certificate, they will also be scored as a PHRF fleet as a courtesy supplement to divisional scoring using the method documented in SI 14.2.

- 14.5** ORC Courtesy Scoring: If five (5) or more Boats registered in a specific Medium or Short Course provide an ORC Club or ORCi certificate in addition to their PHRF certificate, they will also be scored as an ORC fleet as a courtesy supplement to divisional scoring. ORC courtesy results will be calculated using the method documented in SI 14.1. Please note that ORC ratings require management of crew weight: ORC Courtesy scored Boats will be requested to confirm that they will be following all ORC rules, including the crew weight measurement parameter.
- 14.6** One Design Courtesy Scoring: Any recognized one-design fleet that registers five (5) or more Boats in a specific Course will also be scored as a one-design fleet as a courtesy supplement to divisional scoring.
- 14.7** Double-Handed Courtesy Scoring: If there are five (5) or more double-handed Boats registered in a specific Course, they will also be scored as a fleet as a courtesy supplement to divisional scoring.

15 SAFETY REGULATIONS

- 15.1** Check in is mandatory:
- (a) At the Start Line (by VHF 73)
 - (b) In near proximity of mark roundings (by mobile telephone at 604-921-7575 or VHF 73). Per SI 21.7, mobile telephone may be declared as the preferred method of contact.
 - (c) At the Finish Line (by VHF 73)
- 15.2** Mark rounding check in consists of notifying the Race Committee of the Boat's location. A confirmation number will be provided in response by the communications team. Please record this number on the sheet provided in the Skipper's package in the event of a challenge.
- 15.3** Boats that fail to check in will be subject to protest by the Race Committee. If the protest is upheld, in accordance with RRS 64.1, the penalty shall be the addition of 15 minutes to her elapsed time for each occurrence. However, any Boat so protested by the Race Committee may acknowledge having infringed this Sailing Instruction any time before 0900 hours on Sunday April 21, 2019, at which time the Protest Committee shall promptly decide the protest and inform the Race Committee to apply the aforementioned penalty to the protested Boat's elapsed time.





- 15.4** Failure of a Boat to check in may cause the Race Committee to enact its “No Contact” protocol, which begins with attempts to contact the silent Boat and may proceed through to escalation to the Coast Guard.
- 15.5** A Boat that retires from the Race shall notify the Race Committee as soon as possible.
- 15.6** Boats failing to attend an inspection or found to be not in compliance with safety regulations will be subject to protest by the Race Committee. If the protest is upheld, the Boat may be disqualified.
- 15.7** A Boat powered by an outboard motor is required to have that motor permanently attached to either the transom or inboard well and be ready for immediate use at all times. The mounted engine must be capable of moving to a propelling position without unclamping the engine from its mounts and must be capable of being operated in all sea conditions. The fuel source must be attached at all times during the Race.
- 15.8** In the event of a medical emergency near the West Vancouver Yacht Club, the primary evacuation point will be the fuel dock at the western entrance to Fisherman’s Cove.
- 16** **REPLACEMENT OF CREW OR EQUIPMENT**
- 16.1** Any changes to the Emergency Contact must be sent to the Race Committee by email (raceoffice@southernstraits.ca) prior to the commencement of the Race.
- 16.2** Substitution of competitors after commencement of the Race will not be allowed.
- 16.3** Substitution of damaged or lost equipment will not be allowed during the Race, unless the replacement equipment is present onboard prior to and during the start of the Race.
- 17** **EQUIPMENT INSPECTIONS**
- 17.1** Each Boat must select and comply with either PIYA SER or World Sailing OSR, as amended.
- 17.2** All Boats must complete a pre-Race safety inspection before starting the Race. Instructions and schedules are on the Southern Straits website (www.southernstraits.ca).
- 17.3** Boats may also be selected for a subsequent safety inspection by the Race Committee as per PIYA SERs or World Sailing OSR regulations.
- 17.4** A Boat selected for a post-Race safety inspection will be hailed on VHF 73 by STRAITS FINISH LINE within five minutes of her finish with

instructions to meet the inspection team. The code “L” (“Lima”) flag will also be flown in proximity to the staff displaying an orange flag or shape on the Point Atkinson Lighthouse end of the finish line.

- (a) If the Boat is able to enter the WVYC Fisherman’s Cove basin, the inspection team will meet her at the end of “E” Dock.
- (b) Boats selected for a post-Race inspection that are unable to enter the WVYC Fisherman’s Cove basin shall stand off at the western entrance to the cove and await the inspection team.

18 EVENT ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organizing Authority.

19 OFFICIAL VESSELS

- 19.1** The Signal Vessel will be a private motor yacht and will be at the port end of the Start Line and display an orange flag on a staff.
- 19.2** The Pin Vessel will be anchored at the starboard end of the Start Line and display an orange flag on a staff.
- 19.3** There will be Starting Area patrol vessels to ensure compliance with SI 8.4. These vessels will be marked with “WVYC” prominently on each side.
- 19.4** Other unmarked vessels may be in or near the Starting Area, including vessels with photographers, spectators or media on board.

20 TRASH DISPOSAL

- 20.1** Trash may be placed aboard support or official vessels.

21 RADIO COMMUNICATION

- 21.1** Except in an emergency or with the Race Committee, a Boat while racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all Boats. This restriction also applies to mobile telephones.
- 21.2** Radio communications with commercial traffic is encouraged for safety purposes.
- 21.3** Boats are permitted to receive outside assistance to comply with mandatory mark rounding check-in requirements. This amends RRS 41.
- 21.4** Commencing ten minutes after their start, Boats shall monitor VHF 16. DSC monitoring shall be considered compliant.





- 21.5** The Race Committee will monitor and broadcast non-emergency messages to Boats on VHF 73.
- 21.6** When checking in with the Race Committee, state the Boat's Name and Sail number.
- 21.7** Phone communication may be declared the preferred method of non-emergency contact with the Race Committee during the race. This will be specified in the Skippers Meeting and through a Notice to Competitors made on ONB and website on Thursday April 18, 2019.
- 22 PRIZES**
Prizes will be awarded to the Skipper of each Boat placing first, second or third in her Division. Perpetual trophies will be awarded to the Skipper of each Boat that places first overall on each Course, based on corrected time. Perpetual Line Honors trophies will be awarded to the Skipper of the Boat first to finish on each Course.
- 23 DISCLAIMER OF LIABILITY**
- 23.1** Competitors participate in the Southern Straits Classic Yacht Race entirely at their own risk. See RRS 4, Decision to Race: "Decision to Race: The responsibility for a Boat's decision to participate in a race or to continue racing is hers alone."
- 23.2** Overall Responsibility:
- (a)** Competitors acknowledge and agree that the safety of a Boat and her crew is the sole and inescapable responsibility of the "Person in Charge," as per RRS 46, who shall ensure that the Boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used. S/he shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation.
- (b)** The Southern Straits Committee and the West Vancouver Yacht Club, the Organizing Authority for the Southern Straits Classic Race, do not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Southern Straits Classic Race.





24

INSURANCE

Each participating Boat shall be insured with valid third-party liability insurance with a minimum coverage of \$1,000,000 CAD per incident or the equivalent.



25 SPONSORS

The West Vancouver Yacht Club is very thankful for the financial support of our Title Sponsor:

Navis Marine Insurance Brokers

The West Vancouver Yacht Club is proud to welcome Major Sponsors:

- Park Shore BMW**
- Pacific Yacht Systems**
- Okanagan Spring Brewery**
- Thunderbird Marine Corp.**

The West Vancouver Yacht Club gratefully acknowledges the support of our Contributing Sponsors:

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- Allied Shipbuilders Ltd.**
- Coquitlam Amateur Radio – VE7SCC**
- Pacific Yachting Magazine**
- Martin Marine**
- 48° North**
- Sewell's Marina**
- PredictWind.com**
- BC Sailing Safety at Sea**
- George Streadwick Graphic Design**
- Royal Canadian Marine Search & Rescue**
- Ambleside Tiddlycove Lions Club**
- Beach House at Dundarave Pier**
- Canadian Coast Guard**
- District of West Vancouver**
- Port Metro Vancouver**
- Royal Canadian Navy, Winchelsea Control**
- West Vancouver Pops Band**

WVYC's Southern Straits Classic is proud to be a qualifying race for:



Attachment A



Sail Canada Prescriptions 2017–2020

Effective 1 January 2017

Rule 46 – Person in Charge

Sail Canada prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with Sail Canada.

Rule 61.2 – Protest Contents

Sail Canada prescribes that no fee shall be charged for delivering a protest or a request for redress.

Rule 64.3 – Decisions on Protests Concerning Class Rules

Sail Canada prescribes that unless otherwise provided in its class rules, the Equipment Rules of Sailing shall apply to all classes racing in Canada.

Rule 67 – Damages

Sail Canada prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.

Rule 70.5(a) – Appeals and Requests to a National Authority

Sail Canada so prescribes.

Rule 86.3 – Changes to the Racing Rules

Sail Canada so prescribes.

Rule 88.2 – National Prescriptions

Sail Canada prescribes that the sailing instructions for events with an international jury or no-appeal protest committee may change or delete any Sail Canada prescription except the prescriptions to rule 61.2, 67 and 91(b). The sailing instructions for other events may not change or delete any Sail Canada prescription.

Rule 91(b) – Protest Committee

Sail Canada prescribes that a request for an international jury formed under rule N1.7 comprised of only three members requires written approval be obtained from Sail Canada before making the request to World Sailing.

Appendix E8 – Appendix G Changes to Identification on Sails

Sail Canada prescribes that this rule applies to Canadian boats in all classes.

Appendix R – Procedures for Appeals and Requests

Sail Canada prescribes that it may delegate an appeal or request for confirmation or correction to an association appeals committee, such as a provincial association appeals committee or a racing association appeals committee. Decisions of an association appeals committee may be further appealed to Sail Canada.

Appendix R2.1(a) – Submission of Documents

Sail Canada prescribes that no later than 15 days after receiving the association appeals committee's written decision, the appellant may send a further appeal and a copy of the association appeals committee's decision to Sail Canada. The appeal shall state why the



appellant believes the association appeals committee's decision or its procedures were incorrect.

Appendix R2.2 – Submission of Documents

Sail Canada prescribes that in the case of a further appeal to Sail Canada, this rule shall apply to the appellant as though it was an initial appeal, and to the appealed committee as though it was the protest committee.

Appendix R3 – Responsibilities of National Authority and Protest Committee

Sail Canada prescribes that when an appeal is delegated to an association appeals committee, the responsibilities and actions required of the national authority in this rule, and in rules R4, R5, 71.2 and 71.3, shall be performed by the association appeals committee.

When a decision of an association appeals committee is further appealed, Sail Canada shall send to the parties, protest committee and association appeals committee copies of the appeal. No member of the association appeals committee shall take any part in the discussion or decision on the appeal.

Appendix R4 – Comments and Clarifications

Sail Canada prescribes that when a decision of an association appeals committee is further appealed, the parties, protest committee and association appeals committee may make comments on the appeal. Comments on the appeal shall be made no later than 15 days after receiving it from Sail Canada. Sail Canada shall send copies of the comments to the parties, protest committee and association appeals committee as appropriate.

