



# Southern Straits Classic Yacht Race

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

Hosted By  
West Vancouver Yacht Club

## Inshore Course 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, Moveable Ballast, 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** The rules of PHRF BC will apply to boats in the PHRF Handicap Division.
- 1.5** Monohull boats racing in the PHRF Handicap Division and Sport Boat Division shall comply with either:
- (a)** The 2018 Pacific International Yachting Association Safety Equipment Requirements – Inshore Category (“SER”) amended as follows:
- 2.4.1 Hull and Structure: Lifelines; Is recommended
- 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
- 3.18 Safety Equipment: Depth Sounder is recommended
- 3.26 Gear: Radar Reflectors; A tubular radar reflector is acceptable if permanently mounted within 15 degrees of vertical.
- 3.33.3 Sails: Headsails; is replaced with the following:  
Unless the person in charge of the boat has an alternative sail plan for dealing with heavy weather, a boat shall have a mainsail reefing capable of reducing the luff length by at least 12.5%.
- (b)** The World Sailing Offshore Special Regulations 2018-2019 with Canadian Prescriptions – Category 4 (“OSR”) amended as follows:  
Designated one design boats (e.g. Martin 242, Melges 24) whose one design class rule conflicts with OSR section 3 requirements (structural features, stability, fixed equipment) and who are racing in handicap classes:
- i) shall not be penalized for non-compliance with OSR section 3 that is a result of conflict with their one design class rule,
- ii) shall have all crew wearing lifejackets or PFDs while racing,
- iii) shall carry at least two thermal protective aids or other devices for treating crew following a crew overboard incident,





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iv) in the absence of compliance with OSR 3.14 (pulpit, stanchion and lifelines), shall carry at least one harness and safety line (tether) and have attachment point(s) to reduce crew overboard risk when working forward of the mast.

4.10.1 A tubular radar reflector is acceptable if permanently mounted within 15 degrees of vertical.

**1.6** Boats shall carry the equipment required by law. Particular attention is drawn to the Small Vessel Regulations. [DP]

**1.7** Appendix T, Arbitration, will apply.

Note: The notation of '[DP]' in a rule in this SI 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 Clubhouse near the front entrance.

**2.2** At 0800 hours on April 19, 2019, the WVYC 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

Any change to the Sailing Instructions will be posted on the ONB prior to 2000 Thursday April 18, 2019. Any change to the Sailing Instructions will also be posted to the Southern Straits website ([www.southernstraits.ca](http://www.southernstraits.ca)) as soon as practicable.

## 4 SCHEDULE OF RACES

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

**4.2** Inshore Course Boats will be the last sequence to start.

## 5 COURSE FLAGS AND DIVISION SPLITS

**5.1** There will be a PHRF Handicap Division and a Sport Boat Division starting the Inshore Course. Both Divisions will be starting the Inshore Course together.

**5.2** Standard numeral pennants corresponding with assigned Courses will be used by the Race Committee during the start sequences: The Long



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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 9.3. [DP]

**6 RACING AREA**

The racing area is Howe Sound, and English Bay extending west to a line formed by linking starboard hand Beacon Pac432 on Popham Island to the permanent mark QA west of Point Grey.

**7 THE COURSES**

**7.1** The descriptions below indicate the course to be sailed for the race, the order in which marks are to be rounded or passed, 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.

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

**7.3** The course to be sailed will be indicated by a letter posted on a course board displayed on the Race Committee Signal Vessel and announced over VHF 73 prior to the warning signal for the Inshore Course start sequence. These letters refer to the courses indicated in SI 7.4.

**7.4 COURSES**

Course A

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W	
Collingwood Channel	49° 23.34'N - 123° 24.62'W	Port
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	

Course B

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N - 123° 11.00'W	
Passage Island	49° 20.56'N - 123° 18.34'W	Port or Stb.
Finish at Point Atkinson	49° 19.82'N 123° 15.88'W	





Lighthouse

Course C

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W	
Passage Island	49° 20.56'N - 123° 18.34'W	Port
Kits Barge Buoy	49° 16.9'N - 123° 09.9'W	Port
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	

Course D

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W	
Passage Island	49° 20.56'N - 123° 18.34'W	Port
Kits Barge Buoy	49° 16.9'N - 123° 09.9'W	Port
Q62 – Point Grey Bell Buoy	49° 17.3'N - 123° 16.0'W	Stb.
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	

Course E

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N - 123° 11.00'W	
Bird Islets and Beacon	49° 21.8'N - 123° 17.5' W	Port
Passage Island	49° 20.56'N - 123° 18.34'W	Port
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	

Course F

Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N - 123° 11.00'W	
Q62 – Point Grey Bell Buoy	49° 17.3'N - 123° 16.0'W	Stb.
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	

Course G

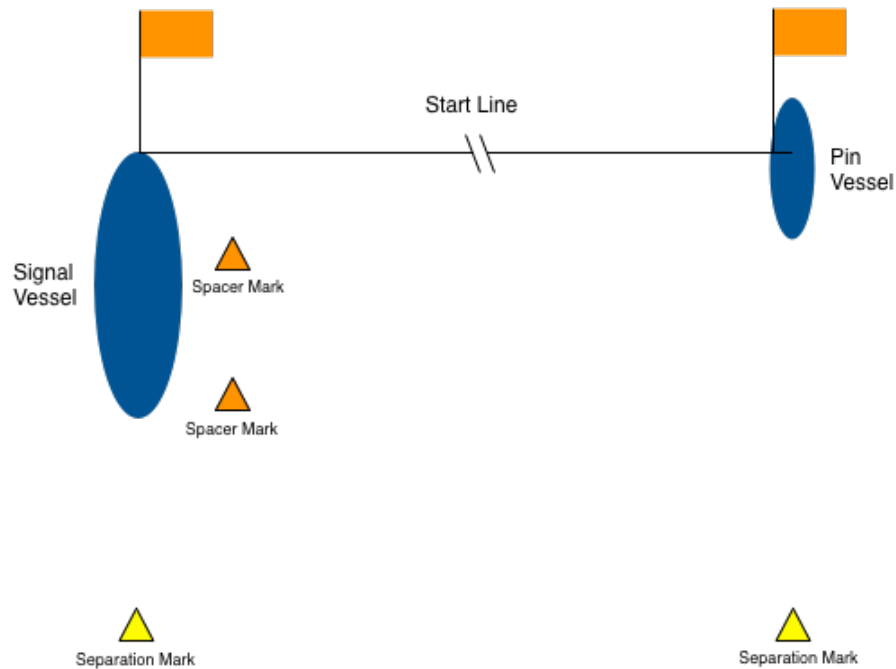
Mark Description	Approximate Position	Round to
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N - 123° 11.00'W	
Q62 – Point Grey Bell Buoy	49° 17.3'N - 123° 16.0'W	Port
Kits Barge Buoy	49° 16.9'N - 123° 09.9'W	Port
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W	





- 7.5** Courses will not be shortened. This changes RRS 32.
- 7.6** Legs of the course will not be changed after the Preparatory Signal. This changes RRS 33.
- 8 MARKS**
- 8.1** The Starting and Finishing Marks are described in SI 9 “THE START” and SI 10 “THE FINISH” respectively.
- 8.2** Rounding Marks are described in the SI 7.4 “COURSES.”
- 9 THE START**
- 9.1** It is mandatory that all Boats check-in with the West Vancouver Yacht Club Race Committee using VHF 73 on the morning of the race prior to 10:15 hours.
- 9.2** The start 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 9.3) will be set inshore of the Signal Vessel. When Starting, Boats shall cross between the Spacer Marks and the Pin Vessel.
- 9.3** 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.





- 9.4** A Boat starting later than 30 minutes after her starting signal will be scored “Did Not Start” without a hearing. This changes RRS A4.
- 9.5** 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 Pin Vessel 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.
- 9.6** If any part of a Boat’s hull, crew or equipment is on the course side of the start line during the two minutes before her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number 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).

**10 THE FINISH**

- 10.1** 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 for Courses A, B, D, E and F. Boats shall finish by leaving the marker buoy to port for Courses C and G.





- 10.2** In the event that the starboard finish 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.
- 10.3** At approximately 30 minutes prior to finishing, Boats are requested to contact “Straits Race Committee” on VHF 73.
- 10.4** When finishing, each Boat is required to contact “Straits Finish Line” on VHF 73.
- 10.5** If the Race Committee is absent when a Boat finishes, she should report her finishing time, and her position relative to nearby Boats, to the Race Committee at the first reasonable opportunity.

## **11 PENALTY SYSTEM**

- 11.1** The Scoring Penalty, RRS 44.3, will not apply.
- 11.2** 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 time (if applicable) of the first finisher and the corrected time (if applicable) 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 or series by her breach, her penalty shall be to retire.

## **12 TIME LIMITS**

- 12.1** The time limit will be 18:30 hours Friday April 19, 2019 for the Inshore Course Boats.

## **13 PROTESTS AND REQUESTS FOR REDRESS**

- 13.1** Upon agreement by the 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.
- 13.2** Protests shall be delivered to the WVYC Race Office by no later than 09:00 hours Sunday April 21, 2019.
- 13.3** Notices of hearings will be posted on the ONB and on the Southern Straits website by 12:00 hours Sunday April 21, 2019 to inform competitors of hearings in which they are parties or named as witnesses.







- 13.4** Protest hearings will be held Tuesday April 23, 2019 and/or Wednesday April 24, 2019 at 18:00 hours in the jury room, located at the WVYC Clubhouse.
- 14**        **ARBITRATION**
- 14.1** For a protest between 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 agreements of all parties and the Jury.
- 14.2** The penalty is to be calculated according to SI 11.2.
- 15**        **SCORING**
- 15.1** Inshore Course PHRF Handicap Division Boats will be scored using the PHRF BC Time on Time formula.
- 15.2** Inshore Sport Boat Division Boats will be scored by finish order.
- 16**        **SAFETY REGULATIONS**
- 16.1** A Boat that retires from the race shall notify the Race Committee as soon as possible.
- 16.2** 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 for the motor must be attached at all times during the race.
- 16.3** In the event of a medical emergency near the West Vancouver Yacht Club, the primary evacuation point will be the fuel dock at the entrance to Fisherman's Cove.
- 17**        **REPLACEMENT OF CREW OR EQUIPMENT**
- 17.1** Substitution of competitors after commencement of the race will not be allowed.
- 17.2** Substitution of damaged or lost equipment will not be allowed during the race.
- 18**        **EVENT ADVERTISING**
- Boats may be required to display advertising chosen and supplied by the Race Committee.





## 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 will display an orange flag on a staff.
- 19.2** The Pin Vessel will be anchored at the starboard end of the start line and will display an orange flag on a staff.
- 19.3** There will be Starting Area Patrol Vessels to ensure compliance with SI 9.3. These vessels will be marked with "WVYC" prominently on each side.
- 19.4** Other unmarked vessels may be in or near the start area including photography vessels, spectator vessels and/or media vessels.

## 20 TRASH DISPOSAL

Trash may be placed aboard support or official vessels.

## 21 RADIO COMMUNICATION

- 21.1** Except in an emergency, a Boat shall neither make radio transmissions while racing nor receive radio communications not available to all Boats. This restriction also applies to mobile telephones.
- 21.2** The Race Committee will monitor and broadcast non-emergency messages to all Boats on VHF 73.
- 21.3** Boats are recommended to monitor VHF 16 at all times. The use of DSC for maintaining a radio watch is acceptable.
- 21.4** When checking in with the Race Committee, state the Boat's name and sail number.

## 22 PRIZES

- 22.1** Prizes will be awarded to the Skipper of each PHRF Handicap Division Boat placing first, second or third in the Division. A perpetual trophy will be awarded to the Skipper of the Handicap Division Boat that places first overall on the course based on corrected time and Line Honours.
- 22.2** The finish order of Sport Boat Division competitors will be recorded and combined with subsequent series race scores to determine first, second and third place Boats overall in the Southern Straits Sport Boat Regatta.

## 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





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Race: The responsibility for a Boat's decision to participate in a race or to continue racing is hers alone."

### 23.2

#### Overall Responsibility:

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 operated 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. The Southern Straits Committee and the West Vancouver Yacht Club, the Organizing Authority for the Southern Straits Classic Yacht 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 Yacht Race.

### 24

#### INSURANCE

Each participating Boat shall be insured with valid third-party liability insurance with a minimum cover 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**
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- 48° North**
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- 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**



# 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.

