

## **Southern Straits 2011 - Sailing Instructions Posted 2011-04-11, 1200 hours**

### **1. RULES**

- 1.1. Except as amended in these Sailing Instructions, this race will be governed by:
  - 1.1.1. The Racing Rules of Sailing (RRS) 2009 - 2012
  - 1.1.2. Pacific International Yachting Association (PIYA) Minimum Equipment Standards Category II, revised January 1, 2011
  - 1.1.3. The rules of PHRF of British Columbia
- 1.2. Racing Rules of Sailing will be changed as follows:
  - 1.2.1. Part Two (2) is amended as follows:
    - 1.2.1.1. Between sunset and sunrise the "International Regulations for Preventing Collisions at Sea" shall replace the Racing Rules of Sailing Part Two.  
Boats shall monitor VHF channel 16 during this time.
    - 1.2.1.2. A boat that impedes or obstructs commercial traffic at any time shall be protested by the Race Committee. If the protest is upheld, the boat will be disqualified.
    - 1.2.1.3. Rule 42 is amended as follows:
      - 1.2.1.3.1. A boat may use its engine for propulsion to move to a safe position if it stands in danger of being run down by commercial traffic.
      - 1.2.1.3.2. A boat may use its engine for propulsion to rescue any person overboard.
      - 1.2.1.3.3. A boat may use its engine for propulsion to aid another boat in distress.
      - 1.2.1.3.4. The use of its engine shall not be used to gain distance in the direction of the course, nor gain any other competitive advantage.
      - 1.2.1.3.5. The skipper of a boat who has used its 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.
  - 1.2.2. Rule 51 is amended as follows:
    - 1.2.2.1. A boat issued a current PHRF Handicap that assumes her use of moving, taking on or discharging water ballast, is permitted to use that system.
- 1.3. Pacific International Yachting Association (PIYA) Minimum Equipment Standards Category II will be changed as follows:
  - 1.3.1. Paragraph 3.1 - An emergency steering system is required.
  - 1.3.2. Paragraph 3.21 - Two bailers or buckets are required.
- 1.4. Competitors are advised that while PIYA paragraph 3.16 now permits single-braided UHMWPE (eg. Dyneema) rope as an

alternative to stainless steel wire lifelines, RRS 49.2 continues to prohibit hiking outside upper lifelines when either lifeline is made of materials other than (stainless steel) wire.

## **2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the official notice board located in the main Clubhouse near the front entrance.
- 2.2. On race day at 0800 hours, the WVYC Race Committee will conduct a final notice of race announcement on VHF 73. Any postponement due to weather or other circumstances will be communicated at this time.

## **3. CHANGES TO SAILING INSTRUCTIONS**

- 3.1. Any change to the Sailing Instructions will be posted before 2000 hours on the day before the race.

## **4. SCHEDULE OF RACES**

- 4.1. The first warning signal is scheduled to be displayed at 1025 hours April 22, 2011

## **5. CLASS FLAGS & DIVISION SPLITS**

- 5.1. Division splits will be posted as a separate document in the Skippers Package obtainable at Registration at WVYC on April 21st. Standard numeral pennants corresponding with assigned divisions will be used by the Race Committee

## **6. RACING AREAS**

- 6.1. The racing area is the Strait of Georgia in British Columbia ranging East / West between the BC Mainland and Vancouver Island and ranging North from Ballenas Islands and South to Entrance Island.

## **7. THE COURSES**

- 7.1. The descriptions below indicate the course to be sailed for each race, the order in which marks are to be rounded or passed, and the side on which each mark is to be left. Note, 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. Long Course - approximately 121 Nautical Miles.

Mark Description	Approximate Position	Leave to	Check In Required
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W		Yes
Ballenas Islands	49° 21.03'N 124° 09.61'W	Port	Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Halibut Bank	49° 20.39'N 123° 43.68'W	Port	Yes
Ballenas Islands	49° 21.03'N 124° 09.61'W	Port	Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Finish at Point Atkinson Lighthouse	49° 19.82'N 123° 15.88'W		Yes

7.4. Medium Course - approximately 95 Nautical Miles

Mark Description	Approximate Position	Leave to	Check In Required
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W		Yes
Ballenas Islands	49° 21.03'N 124° 09.61'W	Port	Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Halibut Bank	49° 20.39'N 123° 43.68'W	Port	Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Finish at Point Atkinson L/House	49° 19.82'N 123° 15.88'W		Yes

7.5. Short Course - approximately 66 Nautical Miles

Mark Description	Approximate Position	Leave to	Check In Required
Start Line at Dundarave Pier, West Vancouver	49° 20.00'N 123° 11.00'W		Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Halibut Bank	49° 20.39'N 123° 43.68'W	Port	Yes
Entrance Island	49° 12.55'N 123° 48.49'W	Port	Yes
Includes N cardinal Marker "PE"	49° 12.63'N 123° 48.88'W	Port	
Includes Red Marker "PO"	49° 12.33'N 123° 48.83'W	Port	
Finish at Point Atkinson L/House	49° 19.82'N 123° 15.88'W		Yes

## **8. MARKS**

- 8.1. A temporary mark will be in place near the Point Atkinson Lighthouse, see "THE FINISH" for description.

## **9. THE START**

- 9.1. It is mandatory that all boats check in with the West Vancouver Race Committee using VHF channel 73 on the morning of the race prior to 1015 hours.
- 9.2. Races will be started by using rule 26 with the warning signal given 5 minutes before the starting signal.
- 9.3. The starting line will be between a staff displaying an orange flag on the Race Committee boat and a staff displaying an orange flag on a boat anchored at the inshore end of the start line.
- 9.4. Boats whose warning signal has not been made shall keep clear of the 4 sided area outlined by the start boat, the start pin and the 2 separation buoys. Failure to do so may result in the Race Committee scoring the offending boat DSQ.
- 9.5. A boat starting later than 90 minutes after her starting signal will be scored "Did Not Start". This changes rule A5.
- 9.6. Multiple divisions may be started at the same time.
- 9.7. The Race Committee reserves the right to change the position or location of the start line.

## **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.
- 10.2. In the event that 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.
- 10.3. At approximately 60 minutes prior to finishing, boats are required to contact 'Straits Finish Line' by VHF radio channel 73.
- 10.4. When finishing, each boat is required to contact 'Straits Finish Line' by VHF radio channel 73. If it is dark, boats are requested to shine a light on their main sail to facilitate identification.
- 10.5. Upon finishing, each boat is required to proceed directly to the Equipment Inspection Dock located at the West Vancouver Yacht Club for a safety inspection to verify compliance with PIYA Regulations Category II.  
Vessels unable to enter Fisherman's Cove due to height or draft restrictions, shall stand off the entrance to Fisherman's Cove and contact the Race Committee for alternate instructions.

The Skipper of each boat is required to complete the finishing report

included with the Skipper's package. The report is to be delivered to the Safety Officer at the Equipment Inspection Dock at WVYC as part of the safety inspection procedure.

Boats failing to attend for inspection or found to be not in compliance, will be protested by the Race Committee. If the protest is upheld, the boat will be disqualified.

## **11. PENALTY SYSTEM**

- 11.1. The Scoring Penalty, rule 44.3 (RRS) will apply. The penalty will be 2 places.
- 11.2. A boat that takes a scoring penalty must document that fact on their finishing report given to the Inspection Committee at the end of the race. The report should document:
  - Date and time that the yellow flag was displayed in acknowledgement of the penalty,
  - Approximate location of the incident involved (including which leg of the course),
  - The name and sail number of the boat that your boat may have fouled,
  - A brief description of the incident.

## **12. TIME LIMITS**

- 12.1. The time limit will be 0030 hours Sunday April 24, 2011 for all Divisions.

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

- 13.1. Protests shall be written on forms available at the WVYC office and delivered to the WVYC Race Office by no later than 0900 hours on the Monday immediately following the race.
- 13.2. Notices will be posted by 1200 hours on the Monday immediately following the race to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room, located at the WVYC clubhouse at approximately 1800 hours on the Monday immediately following the race.

## **14. SCORING**

- 14.1. Long course boats will be scored using the Time on Distance formula
- 14.2. Medium course boats will be scored using the Time on Time formula
- 14.3. Short course boats will be scored using the Time on Time formula

## **15. SAFETY REGULATIONS**

- 15.1. Check in at the start line (by VHF 73), in near proximity of mark roundings (by Cell phone or VHF 73) and the finish line (by VHF 73) is mandatory. Check in consists of notifying the Race Committee of the boat's location. When calling in mark roundings, a confirmation number will be provided by the communications team. Please record this

number in the event of a challenge.

Boats that fail to check in will be subject to protest by the Race Committee. If the protest is upheld, in accordance with rule 64.1 the protested boat's penalty shall be the addition of 15 minutes to her elapsed time. However, any boat so protested by the Race Committee may acknowledge having infringed this Sailing Instruction by informing the Protest Committee by e-mail ([raceoffice@southernstraits.ca](mailto:raceoffice@southernstraits.ca)) at any time before 1200 hours on the Monday following the race, at which time the Protest Committee shall promptly decide the protest and inform the Race Committee to apply the aforesaid penalty to the protested boat's elapsed time.

- 15.2. A boat that retires from a race shall notify the Race Committee as soon as possible.
- 15.3. A signed copy of the PIYA regulations must be on board for the race. This will be checked by the Safety Committee after the race. Boats failing to do so will be subject to protest by the Race Committee. If the protest is upheld, the boat will be disqualified.
- 15.4. A boat powered by an outboard motor is required to have that motor permanently attached to either the transom or inboard well, and 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.
- 15.5. In the event of a medical emergency near the West Vancouver Yacht Club, the primary evacuation point will be the safety inspection dock at the West Vancouver Yacht Club.

## **16. REPLACEMENT OF CREW OR EQUIPMENT**

- 16.1. Any changes to the Crew List filed at registration must be reported to the Race Committee 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.

## **17. OFFICIAL BOATS**

- 17.1. The Committee Boat will be a tugboat from Washington Marine Group (Seaspan) and will be at the Port end of the start line.
- 17.2. The pin boat will be anchored at the Starboard end of the start line and will display an orange flag on a staff.

## **18. SUPPORT BOATS**

- 18.1. The 52' power vessel Steveston Lifeboat may be in the vicinity of the the race course. This vessel will provide message relay and safety support as required

- 18.2. Other unmarked support boats may be in or near the start area including boats with photographers, spectators or media on board.

## **19. RADIO COMMUNICATION**

- 19.1. 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.
- 19.2. The Race Committee will monitor and broadcast messages to the race boats on VHF channel 73. It may be more effective, and preferable, for boats to use their mobile phones to call the Race Committee at 604-921-7575, using VHF radio as backup.
- 19.3. Boats are advised to monitor VHF channel 16 at all times.

## **20. PRIZES**

- 20.1. Prizes will be awarded to the Skipper of each boat placing first, second or third in their division. Perpetual trophies will be awarded to the Skipper of each boat that places first overall on each course based on corrected time.

However, if upon successful appeal by a boat which would have otherwise been awarded a prize but will have been scored DSQ, that boat is reinstated in its original finishing place (on corrected time), as provided in rule 2 the boats which originally received prizes prior to any such appeal decision are expected to properly and promptly re-distribute such prizes among each other. The protest committee will regard any report that a boat has failed to do so as a possible gross breach of sportsmanship, which may result in a hearing being called pursuant to rule 69.1(a).

## **21. DISCLAIMER OF LIABILITY**

- 21.1. Competitors participate in the regatta entirely at their own risk (see rule 4, Racing Rules of Sailing, 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.

## **22. INSURANCE**

- 22.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000CAD per event or the equivalent.

**23. ADDENDUM A:  
Sponsors**

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

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

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