

Royal Victoria Yacht Club

Event Rules
2026 Fall Racing Series

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

This document combines both the Notice of Race and Sailing Instructions for the RVYC Wednesday Night Around the Buoy (ATB) and Long Distance (LD) race series.

1 Authority and application

1.1 The Organizing Authority (OA) for this race series is The Royal Victoria Yacht Club (RVYC), specifically its Racing Fleet Committee (RFC).

1.2 This event document is applicable to the 2026 RVYC Fall Racing series for all classes of keelboats & multihulls as applicable, in the vicinity of Greater Victoria, Oak Bay and Haro Strait.

2 Rules

2.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS), 2025 – 2028;

2.2 The prescriptions of Sail Canada; See: Sail Canada Prescriptions to the Racing Rules of Sailing 2025-2028;

2.3 One Design Classes

One Design Class rules will apply when boats are racing as a One Design Class.

2.4 PHRF

The rules of PHRF-BC will apply when boats are racing as a PHRF fleet.

2.5 Bowsprits

In addition, the following rule will apply: A boat shall not have her retractable bowsprit extended unless (a) she is setting a spinnaker, or (b) she has just dropped her spinnaker or (c) the bow of the boat has just passed a weather mark.

2.6 Arbitration

RRS Appendix T – Arbitration shall apply. See: RRS Appendix T - Arbitration

2.7 Shorthanded sailing in long distance races

To ensure the safety of crew and craft, boats racing as Single or Double-Handed are allowed to use self-steering and/or autopilot mechanisms to assist sail changes or other situations which would otherwise leave the helm unattended. This changes Rule 52. This rule applies to Long Distance races only.

3 Eligibility and entry

3.1 This event is open to all RVYC keelboats with a valid PHRF certificate, and one design boats as approved by the RVYC Racing Fleet Captain.

3.2 Visiting boats are welcome to join in the racing, provided they meet the eligibility requirements indicated below and register for the races.

3.3 Eligible boats may enter by fulfilling the following registration requirements:

3.3.1 The skipper must sign up for this race series using Clubspot at the event page. This must be done prior to the start of the race.

3.3.2 Yachts racing in PHRF classes must have a current PHRF-BC certificate and be prepared to submit a copy of this certificate if requested by the OA.

3.3.3 Yachts racing in One-Design classes must conform to their class rules and will race together as a fleet.

3.3.4 The skippers who are RVYC members must sign up for race officer duty as defined in section 19

3.3.5 The yachts must carry $2,000,000 third party insurance that includes racing activities and be prepared to submit proof of insurance if requested by the OA.

3.4 A boat racing that has failed or continues to fail to meet the requirements of 3.3 will be deemed in breach of the Rules and will be scored DSQ without a hearing for all races in which they participate while not properly registered. This changes Rule 63.1.

3.5 Entry Fee

There is currently no entry fee for this series

4 Courses and course marks

4.1 Courses for Long distance races will be sailed in the vicinity of Cadboro Bay, Haro Strait and Juan de Fuca Strait using a combination of movable and fixed marks.

4.2 Courses for Around the Buoys races will use inflatable marks which may be inflatable pink, red or green or orange buoys. The change mark will be an inflatable buoy of a contrasting colour or the original colour with a black band. When a change mark is replaced, it will be replaced with an original buoy.

4.3 Robotic Marks placed on the course may be orange or yellow and may signify windward, leeward, the start "pin" or the finish "pin." Advisory to competitors: In their "anchor" mode, the marks will attempt to hold position but may navigate without warning.

5 Course Signals

5.1 Around the Buoys

5.1.1 ATB Courses will be identified by the mark designation letter(s) of the course to be sailed; course diagrams are illustrated in Appendix 1.

5.1.2 Different divisions may sail different courses

5.2 Long Distance

5.2.1 A skippers meeting will be held at 0900hrs at the bottom of the club dock ramp in order to determine the courses for each of the three divisions. The Race Officer has the final say on course selection.

5.2.2 The course will be selected from a collection of fixed marks as illustrated in Appendix 2 with mark coordinates and descriptions included in Appendix 3.

5.2.3 In the absence of any committee boat the courses to be sailed by each division will be broadcast to the fleet by the Race Officer on VHF 09, and may be posted to the long distance fleet Whatsapp group.

5.2.4 The course to be sailed may be changed by the Race Officer and such changes will be announced on VHF Channel 09.

5.2.5 In the absence of any committee the fleet will start without signals using the procedure defined in section 7.

5.3 The default rounding will be to leave all marks to port. Starboard rounding will be indicated by an "S" following the mark designation letters and numbers for the course.

6 Divisions

6.1 Divisions:

Division 1: Long Distance Fleet PHRF up to 120

Division 2: Long Distance Fleet 120 < PHRF <= 169

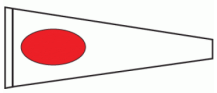
Division 3: Long Distance Fleet PHRF >169

Division 4: Around the Buoys Fleet PHRF up to 120

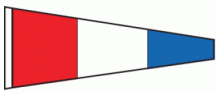
Division 5: Around the Buoys Fleet PHRF > 120

One Design classes as required

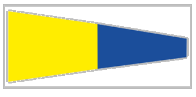
6.2 Division and Class Flags

Division 1 – numeral pennant 1 

Division 2 – numeral pennant 2 

Division 3 – numeral pennant 3 

Division 4 – numeral pennant 4 

Division 5 – numeral pennant 5 

One Design fleets – class flags as designated by each fleet

All Long Distance fleets – "D" flag



6.3 One design fleets

6.3.1 To race and be scored as a one-design fleet a minimum of 3 boats must be in the starting area, ready to start.

6.3.2 Two or fewer one-design boats will be started and scored as PHRF boats.

6.3.3 If there are three or more one-design boats of the same design in the starting area, they may choose to race in the PHRF division to which their rating assigns them or as a one-design division. They must approach the Race Committee boat and inform the race committee in which category they wish to race.

6.3.4 All the skippers of those boats must agree on the choice. In the absence of an agreement specific instruction from a one-design fleet the Race Committee will not start a race for that fleet.

6.3.5 The final decision whether to provide a start for one-design fleet rests with the race committee.

6.3.6 A one-design boat that starts a series as PHRF can elect to switch to one-design during the series, e.g. if more one-design boats show up for subsequent races, in which case they will be scored DNC in the rest of the PHRF series races; their initial PHRF score(s) will not be carried forward to the one-design series, which will then be a short series.

7 The start

7.1 Fleet Starts

7.1.1 Starting Signals, RRS 26

7.1.2 Fleet starting sequences will be signaled by their division flag as displayed or combined on the committee boat. Multiple divisions may be started simultaneously.

7.1.3 Long Distance divisions may be started as one group, shown by flying a "D" flag from the committee boat.

7.1.4 There will be a minimum of one (1) minute delay between the start signal for a division and the warning signal for the next division, unless otherwise indicated by the race committee.

7.1.5 A race for a one-design class will be abandoned by the race committee when less than three boats in that class start.

7.2 Long Distance Starts

7.2.1 When a Race Committee is present starting signals will be used in accordance with RRS 26.

7.2.2 If no Race Committee is present all divisions will start as a single fleet using GPS time of 1000hrs as the start time. In this case no signals will be made prior to the start of the race.

7.2.3 Skippers will establish the presence of a Race Committee at the 0900hrs skippers meeting and will communicate the manner in which the start will be conducted via VHF 09 prior to 0955hrs.

7.3 Starting Times

7.3.1 Long Distance divisions: the first warning will be given at 0955hrs

7.3.2 ATB divisions: the first warning will be given at 1155hrs

7.4 Long Distance Starting Line

7.4.1 The starting line is defined as a line between a staff displaying an orange flag located near the end of Visitor Dock 2 and the club's white mooring buoy "C" in the middle of Cadboro Bay.

7.4.2 If no flag is visible the steel piling with a blue cone on top at the end of Visitor Dock 2 will be used to replace the orange flag.

7.4.3 If a committee boat is available, then the starting line will be as defined below in 7.5. Use of on the water starts will be announced on VHF 09.

7.5 Around the Buoys Starting Line

7.5.1 The starting line is defined as a line between a staff displaying an orange flag on a race committee boat and a nearby mark.

7.5.2 A spacer mark may be set off the stern of the race committee boat at the starting line. This mark is an extension of the race committee boat (see RRS definition of "mark"). Boats will not pass between this mark and the race committee boat when approaching the line to start. Boats failing to comply will be scored DNS.

7.5.3 Boats not starting must keep no less than 100 metres from the starting line after the preparatory signal has been sounded to allow starting boats room to maneuver. Infringing boats may be protested.

8 Recalls

8.1 Individual recall RRS 29.1

8.2 General recall RRS 29.2

9 Shorten / Lengthen Course

9.1 Around the Buoys Series

9.1.1 Shorten Course: in accordance with RRS 32.

9.1.2 Lengthen Course: the race committee may lengthen a course during a race at any time before the first boat reaches the last mark before the finish line. A lengthened course will be signaled on a Charlie Board displaying a + sign and the number of additional times around the course. The Charlie Board will be displayed by a race committee boat close to that mark.

9.2 Long Distance Series

9.2.1 Boats should record mark-rounding times at each designated mark so that, in the event of no boats finishing, a shortened course can be declared. Also, the race committee may shorten the course at any point it selects subject to notification of the fleet (monitor VHF 9). Failure to hear a notification of shortened course on VHF 9 will not be grounds for redress.

9.2.2 The final mark on a shortened course will be the mark that at least 1/3 of the boats in the division passed within the time limit, or the race committee directs that race can be finished at that mark.

9.2.3 "Mark rounding" is when a boat is perpendicular to the rhumb line from the last mark, except as described in section 9.2.4.

9.2.4 Mark points for specific marks that may be passed rather than rounded. The bearings are magnetic, per Ship’s Compass:

9.2.5 Brotchie Ledge Light time to be taken when Brotchie Ledge Light is due East of the boat’s position. (090° Magnetic)

9.2.6 Harris Island time to be taken when Lee Rock buoy “VJ” is due North of the boat’s position. (000° Magnetic)

9.2.7 Fulford Reef buoy time to be taken when the Fulford Reef buoy “VK” is due South of the boat’s position. (180° Magnetic)

9.2.7.1 Trial Island time to be taken when the Trial Island light is due North of the boat's position. (000° Magnetic)

9.2.7.2 Seabird Point time to be taken when Seabird Point Light is due West of the boat's position. (270° Magnetic)

10 Finishing line

10.1 Around the Buoys Series

10.1.1 The finishing line is defined as a line between a staff displaying a blue flag on a race committee boat and a nearby mark, unless otherwise indicated by the race committee.

10.1.2 For Around the Buoys races the finish line will be in accordance with that appropriate course as illustrated in Appendix 2.

10.2 Long Distance Series

10.2.1 The finish line will be crossed in the direction from the last mark to the finish.

10.2.2 If an on the water committee boat is present the finishing line is defined as a line between a staff displaying a blue flag on a race committee boat and a nearby mark, unless otherwise indicated by the race committee.

10.2.3 When the race has been started using fixed marks in Cadboro Bay the finishing line shall be the range formed by the red striped pole on the end of the breakwater and the red striped pole on the piling at the north end of C Dock extending northward into Cadboro Bay.

10.2.4 All boats must record their own finishing time using GPS time.

10.2.5 Finishing times are to be entered into the online timesheet at the club website under Racing / Race Results / Submit Long Distance Times / Submit Form (Long Distance Finishing Form) no later than two hours after finishing.

11 Penalties and Protests

11.1 Penalties RRS 44.1 is changed for all classes so that the Two-Turns penalty is replaced by the One-Turn penalty.

11.2 Protests

11.2.1 Protest Time Limit is 22:00 on the day of the race in which the incident occurred.

11.2.2 Protests must be filed electronically within the protest time limit by completing an online protest request: Online Protest Form .

11.2.3 Protests and arbitrations will be scheduled by the protest coordinator for a date as soon as possible following the incident. NB: Arbitration meetings (Per section 2.6 RRS Appendix T) may be heard immediately after racing if a qualified arbitrator is available. Electronic hearings may be held in place of in-person hearings. The date and time of the hearings will be posted online: RVYC Hearing Schedule. Parties to the hearing will be advised by email and/or text.

12 Series Scoring

12.1 Low point scoring system as per RRS A4.

12.2 RRS A5.3 will apply for series scoring and is modified in that a boat not coming to the starting area shall be scored points for the finishing place one more than the number of boats that participated in the series provided that the boat participated in at least one race of the series. A boat that does not participate in a series will not be scored.

12.3 PHRF will be scored using the Time-on-Time system.

12.4 The scorer shall be advised of any errors or omissions in the published results in writing no later than two weeks after the end of the series or race for that error or omission to be acted on.

13 Throw-outs

13.1 If there are 10 or more races in a series, there shall be 3 throw-outs. If there are 7, 8 or 9 races in a series, there shall be 2 throw-outs. If there are 5 or 6 races in a series, there shall be 1 throw-out. If there are 4 or less races in a series, there shall not be any throw-outs.

14 Official Race Timing

The official race time clock will be set to agree with GNSS time, i.e. G.M.T. plus appropriate time zone corrections.

15 Averaging placement for cause

15.1 A skipper who assists in running a race, misses a race because of attendance at a racing related meeting or misses a race because of attending a major race or regatta at the same time as the race may request an average placement for cause.

15.2 To apply, skippers must inform the race committee in advance of the race.

15.3 When average placement for cause is granted, the score awarded for the race will be average of the scores for all the other races in the series after throw-outs.

15.4 Only one race date may be averaged per skipper per race series.

16 Retiring from races

16.1 In the interest of safety and as a matter of courtesy all boats retiring from a race shall inform the race committee as soon as possible in person, by hailing the race committee on marine VHF channel 09.

16.2 For boats that that fail to notify their retirement from a race, the racing fleet captain has the authority to disqualify boats from one or more future races or impose a similar penalty.

17 Navigational restrictions and areas that are obstructions

17.1 While racing, boats shall not sail:

17.1.1 Between Flower Island and Vancouver Island.

17.1.2 Between Brinn Rock and Discovery Island.

17.1.3 In the Oak Bay Marina and within 100 metres of its northern or southern entrances, which lie to the west of Mary Todd Island.

17.1.4 Between the north cardinal buoy “VJ”, North of the Harris Islet Group and Lee Rock buoy “V25”.

17.1.5 Between Enterprise Channel buoy “VE” and Gonzales Point (Victoria Golf Club course)

17.2 A graphical representation of RVYC marks and navigational restrictions is included in Appendix 2 of this document.

18 Time limits

18.1 The time limit for Long Distance races is 6 hours.

18.2 No races will be started after 1600 hrs.

18.3 For the Around the Buoys series individual races will have a time limit of 1 hour and 45 minutes for the first boat. Subsequent boats must finish within 30 minutes of the first boat.

19 Race Committee

19.1 The Race Committee shall consist of the Racing Fleet Committee (RFC) of the Club plus any other persons delegated by the Racing Fleet Captain for duties connected with a race.

19.2 Race Officer Duties:

19.2.1 Skippers must sign up for one (1) race committee date for this series. Indicate your choice of dates on the Club online signup sheet at: RVYC Race Officer Duty Signup Note that only adult RVYC members, i.e. age 19 and over, may act as the Race Officer of the Day.

19.2.2 The Race Officer of the Day is responsible for ensuring that sufficient personnel are available to assist with the running of the races.

19.2.3 The Assistant Race Officer (ARO) position may only be assigned to: (1) Juniors; (2) Non-members registered in the racing program; and (3) Members with limited race committee experience.

20 Yacht Safety

20.1 Safety of the boat and crew is the sole responsibility of the owner/skipper.

20.2 One Design boats shall comply with their respective Class Rules.

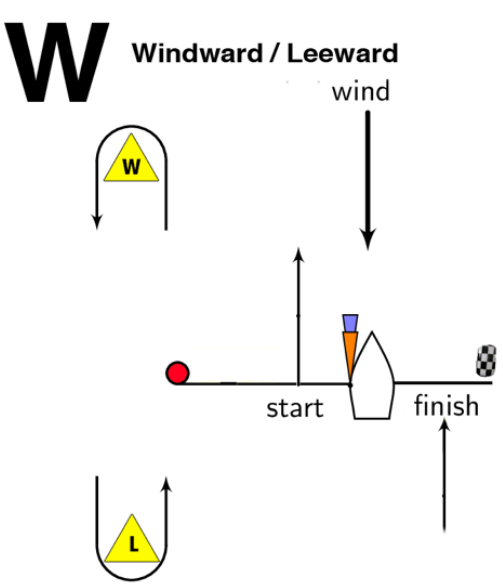
20.3 Boats shall meet all Transport Canada Safety Regulations.

20.4 Skippers of all boats sailing in RVYC organised races are advised to review and be familiar with the Sail Canada/World Sailing Special Regulations 2022-2023 Category 4:
(a) Monohulls - Monohull-Category-4
(b) Multihulls - Multihull-Category-4

21 Risk Statement

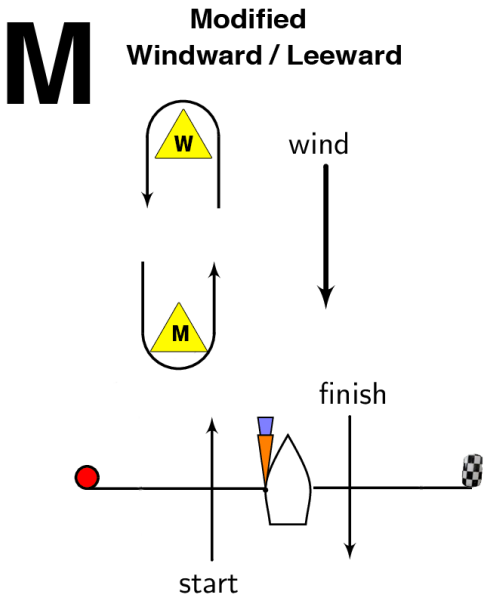
RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough 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.

Appendix 1: ATB Course Descriptions



Signal	Mark rounding to port
W	Start–W - L–Finish
W2	Start–W - L - W - L–Finish
W3	Start–W - L - W - L - W - L–Finish

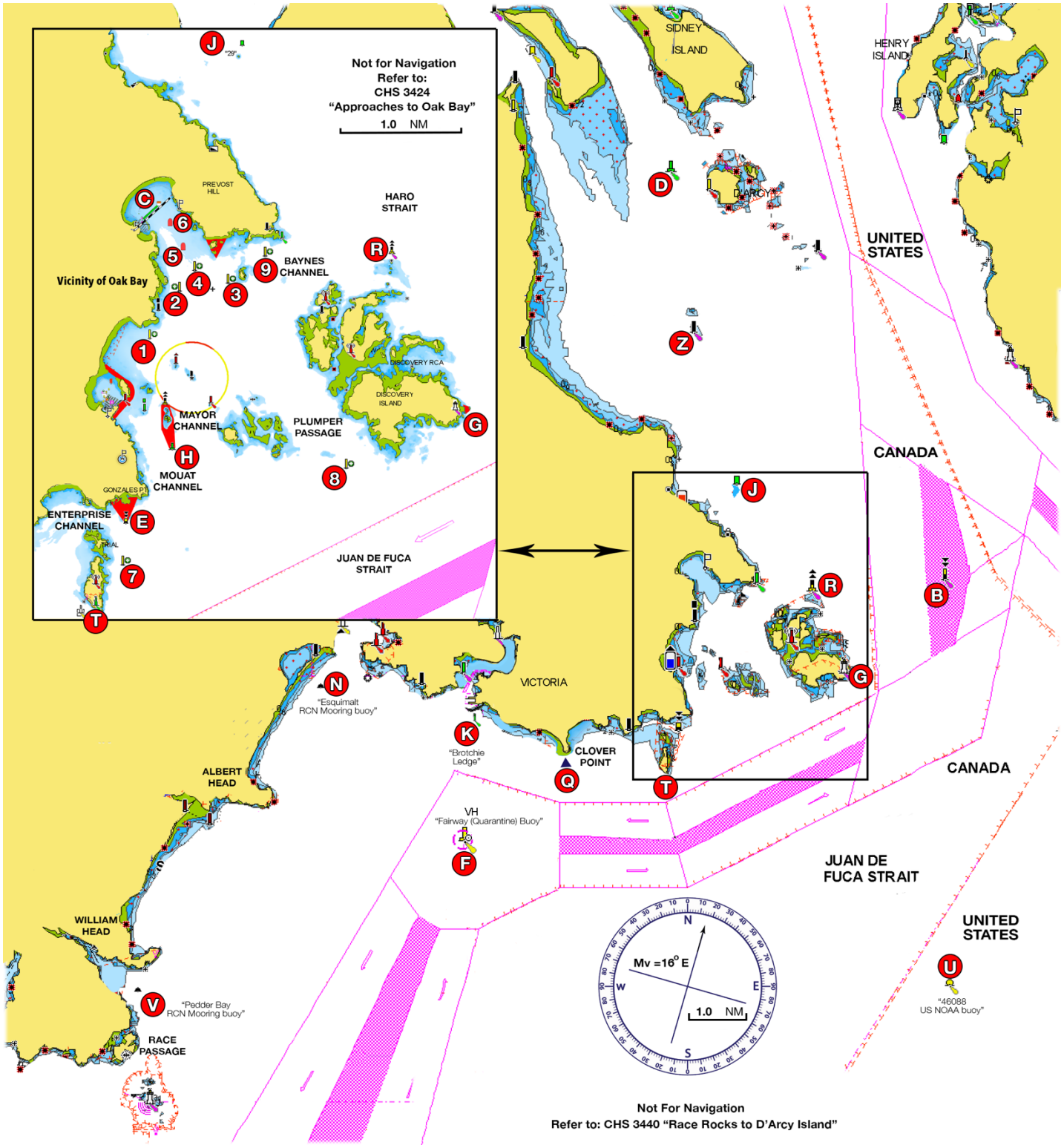
Course W, W2, W3
Windward-Leeward
Diagrams for reference only



Signal	Mark rounding to port
M	Start–W–Finish
M2	Start–W - M - W–Finish
M3	Start–W - M - W - M - W–Finish

Course M, M2, M3
Modified Windward-Leeward
Diagrams for reference only

Appendix 2: Long Distance Marks and navigational restrictions



Appendix 3: Fixed Marks for Long Distance Courses

	Code	Race Mark Name	Lat North D	M	Long West D	M
	A	inflatable mark short of the windward mark				
	B	Beaumont Shoal "VD"	48	27.10	123	10.85
	C[1]	mini-12 mooring buoy	48	27.23	123	17.48
	D	D'Arcy Shoals buoy "U1"	48	34.19	123	18.11
	E	Enterprise Channel buoy "VE"	48	24.45	123	17.91
	F	Fairway (Quarantine) buoy "VH"	48	22.51	123	23.57
	G	Discovery Island (Seabird Point)	48	25.35	123	13.52
	H	Lee Rock buoy "V25" (Harris Island)	48	25.11	123	17.29
	J	Johnson Reef buoy "V29"	48	28.75	123	16.38
	K	Brotchie Ledge	48	24.40	123	23.29
	L	leeward mark of the ATB course				
	M	inflatable mark to windward of start line				
	N	Esquimalt RCN mooring buoy	48	25.36	123	27.18
	P	*buoys to port*				
	Q	inflatable mark in the vicinity of Clover Point	48	24.18	123	20.93
	R	Fulford Reef buoy "VK"	48	26.88	123	14.37
	S	*buoys to starboard*				
	T	Trial Island	48	23.61	123	18.23
	U	US NOAA buoy "46088"	48	19.91	123	10.67
	V	Pedder Bay RCN mooring buoy	48	19.87	123	32.21
	W	windward mark of the ATB course				
	X	*finish line of the ATB course*				
	Y	*finish head to wind while rounding mark 4*				
	Z	Zero Rock	48	31.42	123	17.50
	1	RVYC private mark northwest of Todd Rock	48	26.11	123	17.62
	2	RVYC private mark east of Funnel Cove	48	26.54	123	17.20
	3	RVYC private mark west of Jemmy Jones Island	48	26.63	123	16.56
	4	RVYC private mark in the throat of Cadboro Bay	48	26.74	123	17.09
	5	RVYC private mark in the middle of Cadboro Bay	48	26.90	123	17.16
	6	RVYC private mark in upper Cadboro Bay	48	27.16	123	17.37

[1] In memory of David Cook.



7	RVYC private mark east of Trial Island	48	24.08	123	17.94
8	RVYC private mark southeast of Virtue Rock	48	24.94	123	14.99
9	RVYC private mark southwest of Ten Mile Point	48	26.78	123	16.10