



SOUTHERN STRAITS RACE

APRIL 3-5, 2026

56th Annual Southern Straits Classic Yacht Race
West Vancouver Yacht Club
West Vancouver, British Columbia, Canada

April 3-5, 2026

Sisters Islets, Entrance Island and Halibut Bank Courses

EVENT RULES (ER)

(Incorporating the Notice of Race and Sailing Instructions)

Version 1.0 Published December 31, 2025

Version 1.01 Published February 4, 2026 changes in purple.

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

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Prescriptions of Sail Canada will apply. The full text of the 2025-2029 Sail Canada Prescriptions are posted on the Official Notice Board (ONB).
- 1.3 The Rules of PHRF BC, dated January 29, 2024 apply to boats entered with a PHRF certificate. The PHRF BC Rules are posted on the ONB.
- 1.4 [DP] The 2026 IMS Rule and ORC Rating Systems Rule, will be included under the ORC class rules. These rules apply to boats entered with an ORC rating in the Sisters Islets course. These documents ~~will appear on the Rules section of the ORC.org website early in 2026 and will be~~ are posted on the ONB ~~once available~~. The Organizing Authority is waiving the requirements of ORC Rating Systems Rule 201.2.
- 1.5 [DP] All monohull boats on the Sisters Islets and Entrance Island Courses shall comply with Category 3 of the 2026-2027 World Sailing Offshore Special Regulations for Monohulls with Sail Canada Prescriptions ("OSR") as amended by BC Sailing (See ER 1.5.1). The World Sailing Offshore Special Regulations, Extract for Category 3 Monohulls with Sail Canada Prescriptions ~~will be~~ are posted to the ONB ~~once available~~.
- 1.5.1 [DP] The BC Sailing Amendments to the Category 3 Monohull OSR document ("BCCat3") apply. BCCat3 ~~will be~~ are posted on the ONB ~~once available~~.
- 1.5.2 Despite ER 1.5 and ER 1.5.1, boats with SSS indices between 10 and 14 inclusive are eligible to race the Entrance Island course subject to the following conditions being met:
 - The Environment Canada Marine Forecast and Extended Marine Forecast issued at 4:00 AM PST April 3, 2026 for Strait of Georgia – north of Nanaimo and Strait of Georgia – south of Nanaimo indicate sustained wind speeds less than 25 knots, and
 - The approval of the Organizing Authority Race Chair. The Chair may decline approval based on the prevailing high resolution wind models and/or advice from the consulting meteorologist. The decision of the Race Chair is not subject to redress. This changes RRS 61.1(a).

This changes 3.04.4 of the Cat 3 OSR with Sail Canada Prescriptions as amended by BC Sailing.

In the case that boats are consequentially not eligible to race the Entrance Island course, they are eligible to move to the Halibut Bank Course upon request by the *person-in-charge* and subject to approval by the Organizing Authority Race Chair. RRS 3 continues to apply.

- 1.6 [DP] All monohull boats on the Halibut Bank Course shall comply with Category 4 of the 2026-2027 World Sailing Offshore Special Regulations for Monohulls with Sail Canada Prescriptions ("OSR") as amended by the Organizing Authority (See ER 1.6.1). This document ~~will be~~ is posted on the ONB.
- 1.6.1 The Organizing Authority amends the Category 4 of the 2026-2027 World Sailing Offshore Special Regulations for Monohulls with Sail Canada prescriptions as ~~will be~~ posted on the ONB. The OA further amends so that for Section 5.01 with respect to Lifejacket, "items a) through e) below" include "c) an emergency position indicating light, d) a sprayhood, It shall also [include]: e) a deck safety harness (attachment), Sail Canada prescribes: that is integrated with the life jacket and complies with OSR 5.02."
- 1.7 Appendix RV, Reduced Visibility: The navigation rules of Appendix RV, Reduced Visibility shall replace RRS Part 2 between sunset and sunrise. On Friday April 3, 2026 sunset will be 19h47. On Saturday April 4, 2026 sunrise will be 06h43 and sunset will be 19h49.
- Appendix RV is provided as a file on the ONB.
- 1.8 Appendix TS, Traffic Separation Schemes, Version 2 Section A applies to the following TSS: Vancouver and Approaches TSS. This changes RRS 56.2.
- Appendix TS is provided as a file on the ONB.
- 1.9 Boats shall carry the equipment required by law of their flag state. Particular attention is drawn toward the Small Vessel Regulations under the Canadian Shipping Act.
- 1.10 A boat issued a valid rating certificate that assumes her use of a built-in system for moving, taking on or discharging water ballast, shall be permitted to use that system. This changes RRS 51 and RRS 52.
- 1.11 Boats entered as a Double-Handed crew are allowed to use self-steering and/or autopilot mechanisms for sail changes and other temporary situations, where having one crew member assigned to steering the yacht may compromise the safety of crew and craft. This changes RRS 52.
- 1.12 Per RRS 42.3(i), a boat is allowed to use her engine to get clear of a danger of collision with commercial traffic, to rescue any person overboard, or aid another boat in distress. After using her engine for propulsion, a boat shall return to a position that is no further advanced along the race course than the position where she started using her engine. A boat shall then report the engine use and duration to the Race Office as soon as practicable.
- 1.13 [DP] All boats registered on the Sisters Islets and Entrance Island Courses shall broadcast their position via AIS transponder while they are racing.
- Boats registered on the Halibut Bank Course are recommended to broadcast their position via AIS transponder while they are racing.
- 1.14 The definition Finish is changed with the addition of the following: As approved by World Sailing under DR25-01 version 2025-11, the location of a boat's hull will be determined by the position provided by the transponder supplied by the Organizing Authority (see ER 1.15). However, the Race Committee may determine if a boat finished by using other evidence. If requested, a boat shall provide the Race Committee evidence as to their location. This evidence can be, but is not limited to, a boat's navigation software log file, testimony or evidence from other boats, personal race tracker or AIS logs.
- 1.15 [DP] [NP] All boats are required to be equipped with a YB Tracker which is a tracking device supplied by the Organizing Authority. RRS 56.3 applies.

1.15.1 [DP][NP] The YB Tracker shall be installed on deck, within 5' of the stern of the boat. It shall be mounted to a stable, secure fixture on the boat, with antennae pointing skyward. It shall not be placed under any cover, instrument, or platform of any material type.

1.15.2 [DP][NP] The person in charge of the boat (see RRS 46) shall ensure that the provided YB position transponder remains properly installed, and must make every effort to ensure it is functional and in operation while racing.

1.15.3 Boats shall return the tracker in working order.

1.16 RRS Appendix T, Arbitration, will apply.

1.17 [DP][NP] The BC Universal Code of Conduct in sport applies. The Code of Conduct can be found at: <https://viasport.ca/resources/bc-universal-code-of-conduct>.

1.18 RRS 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or".

2 CHANGES TO EVENT RULES

2.1 Any change to the Event Rules prior to the close of registration will be a complete replacement of the revised document, available after end of day on March 29, 2026 on the ONB.

2.2 Any change to the Event Rules after the close of registration will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the ONB located at <https://theclubspot.com/regatta/s0LES7S2b0/#notice-board>.

3.2 The race office is located in the Yachting Centre building, west of the West Vancouver Yacht Club clubhouse.

- Voice phone number: (604) 921-7575
- Text message number: (XXX) XXX-XXXX.
- Email address: SSRaceoffice@wvyc.ca

3.3 [DP] All boats shall carry at least one VHF radio capable of communicating on channels:

- VHF Channel 11 - VICTORIA Traffic,
- VHF Channel 12 - Vancouver Traffic,
- VHF Channel 16 - Distress/Safety/Coast Guard,
- VHF Channel 71 - COMOX Traffic, and
- VHF Channel 73 - Race Committee.

This radio shall be programmed with a MMSI number registered with their National Authority, provided to the Organizing Authority at registration. MMSI numbers registered with BoatUS are not allowed as they are not valid outside of US borders.

3.4 [DP] All boats shall carry a powered and functioning (e.g. able to send and receive calls and messages) mobile telephone for the duration of the race. The phone number for this device shall be supplied to the Race Committee at registration. All text or voice communications to the Race Committee during the race shall be made from this device unless in an emergency.

3.5 At 20:00 on Thursday April 2, 2025, there will be a skippers meeting and weather briefing held in the WVYC clubhouse. A Zoom link will be published on the ONB.

- 3.7 While racing, boats shall note required communication with the Race Committee detailed in ER 23.4, 23.5, 23.6, 28.1, 28.1.1, 28.2, and 28.3.
- 3.8 On the water, the Race Committee will make courtesy broadcasts to competitors on VHF channel 73 and text message via Connect Rocket. Failure to receive a radio call or text message shall not be grounds for a request for redress. This changes RRS 61.1(a).
- 3.9 [DP] While racing, except in an emergency or communication with the Race Committee, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction does not apply to personal, non-race-related communications (e.g., a crew member contacting family to wish them goodnight), provided such communication does not convey information that could affect the outcome of the race.
- 3.10 [NP] Radio communications with commercial traffic are encouraged for safety purposes and may be required in some circumstances.
- 3.11 **The Race Committee is unable to communicate with the fleet via VHF radio over much of the race area (see Addendum B). Phone and mobile text communication is the preferred method of non-emergency and non-required contact with the Race Committee during the race (see ER 3.2).**

4 ELIGIBILITY AND ENTRY

- 4.1 The event is open to all monohull boats that meet the registration requirements identified in ER 4. Single-handed boats are not permitted.
- Multihull boats may contact the Race Chair at SSChair@wvyc.ca to discuss entry as an exhibition competitor, unless five or more multihull boats register for a course.
- 4.2 Sisters Islets Course entries shall require a valid 2026 ORC certificate.
- 4.3 Entrance Island Course entries shall require a valid 2026 PHRF certificate.
- Entrance Island Course PHRF entries shall have a rating of 0 or higher. ORC courtesy scoring will be provided on this course if five or more boats provide each a valid ORC certificate and request courtesy scoring.
- 4.3.1 For the Entrance Island Course, if four or more boats express interest to race double-handed, a separate Double Handed Division with awards will be provided. Double-handed boats on the Entrance Island Course must provide evidence they have experience in the past three years in a minimum of a 30 mile double-handed passage and have practiced Crew Overboard in a double-handed configuration. The WVYC-RNSA-NYC Doublehanded Regatta is considered a qualifying passage.
- 4.4 Halibut Bank Course entries shall require a valid 2026 PHRF certificate.
- Halibut Bank Course PHRF entries shall have a rating of 50 or higher unless entered as a Double Handed entry where the PHRF rating must be 0 or higher.
- 4.5 Boats with a valid PHRF-NW certificate or valid PHRF certificate issued by an authority other than PHRF BC shall have their rating aligned to a PHRF BC rating by the West Vancouver Yacht Club handicapper at no charge. This normalized rating shall not be sufficient reason for redress. This changes RRS 61.1(a).
- 4.6 If a boat's rating has been changed after an entry has been accepted, the Race Committee shall be advised by email to SSRaceoffice@wvyc.ca. No rating changes will be accepted after Sunday March 29, 2026.

Rating certificates may be verified with the issuing organization.

- 4.8 Eligible boats may enter by fulfilling the following registration requirements, submitting the registration documents required below, and completing the entry form and submitting it, together with the required fee online via the registration link at <https://theclubspot.com/register/regatta/s0LES7S2b0/class>.

Registration:

- (a) Payment through Visa, Mastercard, or WVYC chit is necessary to complete the registration process.
- (b) Review and acceptance of the terms of the waiver in ER 10.2.
- (c) Boats are allowed to change their Course until registration closes. After registration closes, boats may be allowed to change their Course subject to permission from the Principal Race Officer.

Registration Documents:

- (a) A copy of the boat's valid 2026 Rating Certificate
- (b) A copy of the required Safety at Sea Certificates
- (c) A signed Attestation document by the Person in Charge for compliance with the safety requirements in ER 1.5 or 1.6 as applicable.
- (d) "Shore Contact" information for an individual, not racing and available during the event, who shall be responsible for maintaining an accurate and complete crew list. This "Shore Contact" is a Support Person as defined by RRS. If the Race Committee or Search and Rescue Authority require the crew list, this contact person shall provide this list.
- (e) A brief biography and photograph(s) of the boat and/or crew for race commentary and social media/website online.

Early submission is appreciated.

- 4.9 Boats with outstanding documentation shall upload a copy of all required documentation to the Southern Straits Race Committee by email to ssregistration@wvyc.ca no later than end of day Sunday March 29, 2026.

Please ensure the boat's sail #, boat name and order ID# (provided by the online registration tool) are prominently noted on registration documents and emails.

- 4.10 To be considered an entry in the event, a boat shall complete all registration requirements, complete Registration Confirmation on Thursday, April 2, 2026, and pay all fees by the required deadlines.

5 FEES (plus applicable taxes)

- 5.1 Entry fee for boats (including two (2) Thursday night Dinner tickets) on the Sisters Islets and Entrance Island Courses shall be:

- a) Early Bird: Entries received prior to the early bird deadline of before February 1, 2026 will receive a 25% discounted rate and therefore \$6.69 per foot of boat length (as outlined in her rating certificate).
- b) Regular: Entries received after January 31, 2026 early bird deadline will be charged \$8.92 per foot of boat length (as outlined in her rating certificate).

Entry fee for boats (including two (2) Thursday night Dinner tickets) on the Halibut Bank Course shall be:

- c) Early Bird: Entries received prior to the early bird deadline of before February 1, 2025 will receive a 25% discounted rate and therefore \$4.05 per foot of boat length (as outlined in her rating certificate)

- d) Regular: Entries received after January 31, 2025 early bird deadline will be charged \$5.40 per foot of boat length (as outlined in her rating certificate)

5.2 Other fees:

Dinner and Awards – The race entry fee includes two event dinner tickets for Thursday evening.

Additional dinner tickets will be available for sale via Clubspot, and in the WVYC clubhouse on the afternoon/evening of Thursday, April 2, 2026 for \$29.00 (plus GST).

Friday, April 3 breakfast tickets are available for purchase on Clubspot as well as at the WVYC Clubhouse for \$20.00 (plus GST).

5.3 There will be no refunds approved after end of day Sunday March 29, 2026.

5.4 Boats will be required to provide deposit for the YB tracker at the Registration Confirmation on Thursday, April 2, 2026.

6 CREW LIMITATIONS

6.1 [NP] For the Sisters Islets and Entrance Island courses, it is strongly recommended that at least half the crew have overnight racing experience and have extensive experience as a crew in all aspects of seamanship and navigation.

6.2 For the Sisters Islets and Entrance Island courses, not fewer than two members of the boat's crew, must have current Safety at Sea certificates, including double-handed entries. While it is mandatory for two or more members of the crew, it is strongly recommended that at least half the crew, including the skipper, have completed a one-day Coastal Personal Survival Course or two-day Offshore Personal Survival Course within the past five years.

For the Halibut Bank course, it is recommended that two or more members of the boat's crew have current Safety at Sea certificates. In the case of a double-handed entry on the Halibut Bank course, both crew are recommended to have current Safety and Sea certificates.

BC Sailing and The Sailing Foundation both offer Safety at Sea programs.

Currently, BC Sailing has two 1-day Coastal Personal Survival Courses with course registration opening XXXX:

- (a) February 28, 2026, Sidney North Saanich Yacht Club
- (b) March 1, 2026, Royal Victoria Yacht Club, subject to demand
- (c) March 7, 2026, West Vancouver Yacht Club
- (d) March 8, 2026, West Vancouver Yacht Club, subject to demand.

Information and registration for this course: <https://bcsailing.bc.ca/schedule-and-registration-cpsc/>.

Note from the BCCat3 Amendment and BCCat4 Amendment to OSR 6.01.2: *"For US registered boats, valid certificates from US Sailing 'Safety at Sea – Coastal' course (either in-person or online) are acceptable"*

6.3 The Organizing Authority may accept alternative credentials on a case-by-case basis, provided that the training has occurred in the past five years and the Organizing Authority considers the training to be substantially equivalent or superior to the Safety at Sea certification.

7 ADVERTISING

7.1 Boats may be required to display advertising chosen and supplied by the organizing authority.

8 EVENT SCHEDULE

- 8.1** Registration opens January 1, 2026.
- 8.2** Registration closes at 23:59 on Sunday March 29, 2026. All documents are required by this date. Rating certificates may be accepted after this time, with the permission of the Race Committee.
- 8.3** Division splits and flags/signals will be posted on the ONB by end of day Tuesday, March 31, 2026.
- 8.4** Alignment/normalization of non-PHRF BC ratings will be posted on the ONB by end of day Tuesday, March 31, 2026.
- 8.5** Event Weekend

Thursday April 2	15:00	"Registration Confirmation" desk opens. Skippers or representative <u>shall</u> pick up their YB Tracker, leave a deposit for the tracker and obtain any additional items purchased during registration. (e.g. dinner tickets)
	16:30	2025 Awards Presentation
	17:30	A Skippers' meeting, including a professional weather briefing, will be held in the clubhouse. This meeting will also be on Zoom. Link to be posted to ONB.
	18:00	Event dinner, door prizes and 50/50 draw in the main Clubhouse. Additional tickets available for \$29.00 (plus taxes).
	20:00	"Registration Confirmation" desk closes.
Friday April 3	06:30	Breakfast will be available in the main Clubhouse for \$20.00 (plus taxes) purchased via Clubspot or at the clubhouse.
	09:15	Roll Call for all competitors will take place between 0915 and 0945 hours in the vicinity of the Start Line.
	09:55	The first warning signal for the Halibut Bank Race.
	17:00	Dinner will be available in the main Clubhouse. Tickets available for purchase on Clubspot and at the clubhouse for \$25.00 (plus taxes).
Saturday April 4	06:30	Breakfast will be available in the main Clubhouse for \$20.00 (plus taxes) purchased via Clubspot or at the clubhouse.
	17:00	There will be a casual post-Race event in the main Clubhouse. Reservations are appreciated.

9 BERTHING

- 9.1** The WVYC will provide moorage for the event at no cost in the Fisherman's Cove Basin. It is required that crew delivering Boats prior to the event contact WVYC to provide approximate an arrival time and vessel details. Moorage assignments will be communicated prior to arrival.

Mooring assistance for shallower draft vessels at the West Vancouver Yacht Club is available. Please email: ssmoorage@wvyc.ca .

Moorage options for deeper draft vessels is available courtesy of the Royal Vancouver Yacht Club ([tel: 604-224-1344](tel:604-224-1344)) and Vancouver Rowing Club (tel: 604-687-3400).

9.2 [DP] Boats shall be kept in their assigned places while in the harbour.

10 RISK STATEMENT

10.1 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.**

10.2 ACKNOWLEDGEMENT OF RISK/INDEMNITY, PUBLICITY AND DISCLOSURE

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 regatta. Competitors acknowledge and voluntarily accept these risks, and waive all liability and any right to claim against the West Vancouver Yacht Club, and all those involved in the organization of the regatta (hereafter referred to collectively and individually as WVYC).

It is the responsibility of the Person in Charge of each vessel ensure that their vessel is safe, properly equipped, and suitable for the regatta and further, that all crew members are properly trained and equipped to participate in light of anticipated environmental conditions. The decision to race or not to race resides solely with the Person in Charge of each vessel and any advice received or the failure to provide any particular advice or service from WVYC including safety consultations, shall not result in any liability.

Any safety procedures put in place, or information provided by WVYC including safety consultations, are not a substitute for the obligations and responsibilities of the Person in Charge of the vessel and the failure to implement any such procedures, or the performance of such procedures or any deficiency in information provided shall not be relied upon by the Person in Charge of the vessel or result in any liability for WVYC.

Vessel requirements, including any safety requirements in order to qualify for entry shall not constitute a representation or warranty of fitness or safety. Any modification of requirements including safety consultation advice for any particular vessel or class of vessels, shall not constitute a representation or warranty that such vessels are safe to participate in the regatta, the responsibility for which remains solely with the Person in Charge of the vessel.

The Person in Charge of each vessel must ensure that the vessel and crew members comply with all applicable legislation and regulations in accordance with Canadian law. Competitors (including without limiting the foregoing, the Persons in Charge and/or owner(s) of each vessel) agree to indemnify WVYC for any claims by or on behalf of any competitor, participant, operator or crew members resulting from participation in the regatta.

11 [DP] CODE OF CONDUCT

11.1 Competitors and support persons shall comply with reasonable requests from race officials.

12 DATA USE DISCLOSURE

12.1 By participating in this event, sailors grant the organizing authority (the West Vancouver Yacht Club), event sponsors and affiliates the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of the sailor's arrival at the venue until their final departure, without compensation.

Boat biographies and photos supplied by competitors may be shared via the event website and social media accounts.

All boat registration email addresses will be entered into the event management system by the Race Committee to facilitate communication with boats and protest committee communication regarding hearings.

All boat phone numbers will be entered into Connect Rocket to enable text message communication with the Race Committee while racing.

13 INSURANCE

- 13.1** Boats shall be insured with valid third-party liability insurance with a minimum of \$1.5 million Canadian per incident or the equivalent. This insurance coverage is consistent with the Canada's Marine Liability Act statutory limit for claims for loss of life or personal injury and death of \$1.5 million Canadian. The Persons in Charge must ensure that they carry a hard copy of their insurance policy on board while racing.

14 SIGNALS MADE ASHORE

- 14.1** Signals made ashore will be communicated via a Notice to Competitors posted on the ONB. Race Committee will advise boats via text message to the boat's mobile number of a Notice being posted. Failure by a boat to receive the text message is not grounds for redress. This changes RRS 61.1(a).
- 14.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

15 SCHEDULE OF RACES

- 15.1** The first warning signal is scheduled to be displayed at 9:55 Friday April 3, 202. Four start sequences are scheduled. The start order shall be:
- Halibut Bank Course
 - Entrance Island Course
 - Sisters Islets Course
 - Inshore Course

16 COURSE FLAGS AND DIVISION SPLITS

- 16.1** Boats may be divided and assigned into rating band divisions. Division splits will be posted on the ONB by end of day Tuesday, March 31, 2026. All divisions sailing the same course will start together.
- 16.2** Standard numeral pennants corresponding with assigned Courses will be used by the Race Committee during the starting sequences:
- a) The Halibut Bank Course will be started with numeral pennant 3 as the Class flag / Warning signal.
 - b) The Entrance Island Course will be started with numeral pennant 2 as the Class flag / Warning signal.
 - c) The Sisters Islets Course will be started with numeral pennant 1 as the Class flag / Warning signal.
 - d) The Inshore Course will be started with numeral pennant 4 as the Class flag / Warning signal.

17 EVENT VENUE AND RACING AREA

- 17.1** ER Addendum A displays the plan of the event venue.
- 17.2** ER Addendum B displays the racing area.

18 COURSES

- 18.1** 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 approximate and shall not to be used for navigation purposes and should be verified by each participating boat.

- 18.2** The descriptions below also supersede the graphical representations of the Courses as contained on the Southern Straits website, posters, and other collateral. See ER 28.1 and ER 28.1.1 for Check-in requirements.

SISTERS ISLETS COURSE (Distance approximately 100 NM):

Mark Description	Round / Pass	Side	Check In Required when YB Tracker not working*
Start Line at Dundarave Pier, West Vancouver			Yes
Sisters Islets	Round	Port while also passing through the gate described in Addendum D	Yes
Ballenas Islands	Round	Port while also passing through the gate described in Addendum D	Yes
Virtual Finish			Yes

*When YB Tracker not working (see ER 28.2)

- 18.3** ENTRANCE ISLAND COURSE (Distance approximately 55 NM)

Mark Description	Round / Pass	Side	Check In Required when YB Tracker not working*
Start Line at Dundarave Pier, West Vancouver			Yes
Entrance Island, including Pe and Po	Round	Starboard	Yes
White Islets	Round	Starboard while also passing through the gate described in Addendum D	Yes
Virtual Finish			Yes

*When YB Tracker not working (see ER 28.2)

- 18.4** HALIBUT BANK COURSE (Distance approximately 36 NM)

Mark Description	Round to	Check In Required when YB Tracker not working*
Start Line at Dundarave Pier, West Vancouver		Yes
Halibut Bank buoy	Port while also passing through the gate described in Addendum D	Yes
Virtual Finish		Yes

*When YB Tracker not working (see ER 28.2)

- 18.5** While an option, the Race Committee does not intend to shorten courses unless due to a lack of wind. See ER 24.3.

19 MARKS

- 19.1 The Starting marks and Finishing line are described in ER 21 "THE START" and ER 23 "THE FINISH" respectively.
- 19.2 Rounding Marks are described in ER 18 "COURSES."

20 OBSTRUCTIONS

- 20.1 [NP] The Military Activity area known as "WG" on charts may be declared "active" during the race. A Notice to Competitors will be posted to the ONB prior to 20:00 April 2, 2026 specifying whether this region will be an obstruction during the race.

21 THE START

- 21.1 The race will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 21.2 The starting line is between a staff displaying an orange flag on the Signal Vessel at the port end of the start line and the course side of a staff displaying an orange flag on the Pin Vessel anchored at the inshore (starboard) end of the start line.
- 21.3 Under World Sailing Development Rule DR21-01 version 3, change the definition Start as follows:

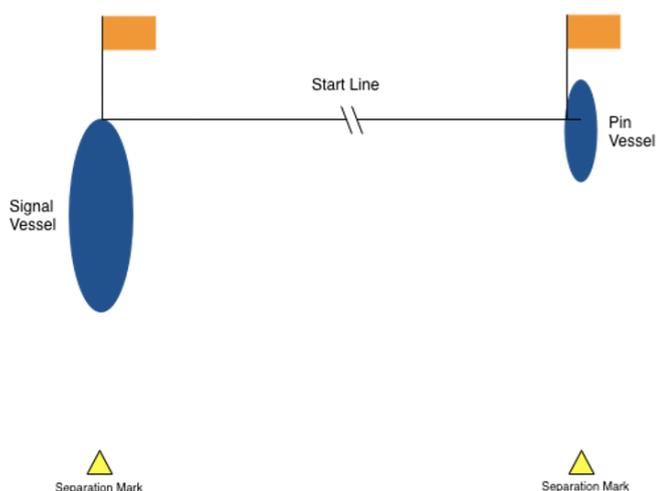
Start A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

When a boat starts in accordance with (b) she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but if she does not, the starting penalty shall be 60 minutes added to her elapsed time.

Race Committee has included this Development Rule due to the fast currents and light morning winds often experienced at the start line.

- 21.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 61.1(a).
- 21.4 [DP] 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).



- 21.5** A boat that does not start within 30 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.
- 22 CHANGE OF THE NEXT LEG OF THE COURSE**
- 22.1** Race Committee does not intend to change legs of the course after the preparatory signal.
- 23 FINISH**
- 23.1** The finish line near the entrances to English Bay and Howe Sound is shown in Addendum C and the coordinates of each virtual waypoint are:
- 23.1.1 North end of Finish Line located at 49° 18.0'N 123° 21.6'W
- 23.1.2 South end of Finish Line located at 49° 17.0'N 123° 21.6'W
- 23.1.3 While the English Bay Buoy 46304 is approximately located at the North of the virtual finish line, it is not considered an end of the finish line, nor is the Buoy considered part of the finish line. The Buoy is not a mark on the course.
- 23.2** To Finish the race after Sailing the Course, boats shall record their own Pacific Daylight Time (PST) finish time and position when they cross 123° 21.6'W in an easterly direction, and whether they are taking a Scoring Penalty (see ER 25.1), and if discernible, the names of boats immediately in front and behind at the finish line. The recommended approach for documenting the finish is as follows:
- i. A photo of the boat's GPS chart plotter or position reporting application is also required when crossing 123° 21.6'W in an easterly direction, showing time in Pacific Daylight Time (PDST) to the second along with latitude and longitude must be submitted. If the reported time does not include seconds, it shall be assumed to be 59. It is recommended to film a video of the chart plotter during the finish and then take a photo of the exact finish from the video.
- In the case of an issue with the tracking and/or finishing technology, Race Committee may request the boat to provide evidence of their finish time.
- 23.4** After a boat has finished, Race Committee may contact the boat via ConnectRocket/Text or VHF to confirm their provisional finish time. The boat shall acknowledge receipt of the provisional time within 60 minutes via ConnectRocket/Text or VHF radio.
- Should Race Committee not contact the boat within 30 minutes of finishing the boat shall contact "Straits Race Committee" via Text at (XXX) XXX-XXXX or on VHF radio 73 to confirm their finish time.
- 23.5** If the Race Committee does not respond after several hails, the vessel shall report her finishing time, and her position in relation to nearby boats and to the Race Committee at the first reasonable opportunity with a phone call, text or email message to the race office (see ER 3.2) not later than 00:35 on Sunday April 5, 2026. A boat failing to do so will be scored DNF without a hearing. This changes RRS 35, A4 and A5.
- 23.6** A boat taking a scoring penalty under ER 25.2 shall advise Race Committee via Text at (XXX) XXX-XXXX or email SSRaceOffice@wvyc.ca. no later than 00:35 on Sunday April 5, 2026.
- 24 TIME LIMIT(S) AND SHORTENED COURSE**
- 24.1** The time limit for all boats on the Sisters Islets and Entrance Island Courses is 00:30 Sunday April 5, 2026. This changes RRS 35.
- 24.2** The time limit for all boats on the Halibut Bank course is ~~20:10~~ 22:10 Pacific Daylight Time, Friday, April 3, 2026. This changes RRS 35.
- 24.3** The finish line is defined in ER 23.1 In the event no boat in a division crosses the finish line within the time limit for a course, the finish line may be taken as the last pre-set "shortened course line" as defined in Addendum D provided at least one boat in that division has crossed that shortened course line. This

changes RRS 35. Race committee will record times at the applicable shortened course line as defined in Addendum D.

The course may be shortened at any of Sisters Islets, Ballenas Island, Entrance Island, White Islets or Halibut bank marks as applicable.

The Race Committee will not display flag S nor make any sound signals. This changes Rule 32.

The course distance from the start line to the shortened course line will be used for purposes of calculating scores.

If the course is shortened, to be scored a finish in the race, boats do NOT have to still be racing until the time limit expires, but need to have crossed the shortened-course line within the Time Limit.

In the case of an issue with the tracking and/or finishing technology, Race Committee may request the boat to provide evidence of their time crossing the shorten course line. Please see ER 23.2 for guidance on how to document the time when the boat crossed a shortened course line.

25 PENALTY SYSTEM

25.1 The following Scoring Penalties apply:

- From the start of racing until boat is to the west of the longitudinal line of 123.253° W, RRS 44.1 applies. The line is approximately at the end of English Bay in line with Point Atkinson Lighthouse.
- Once boats are west of the longitudinal line of 123.253° W, RRS 44.3, applies.

25.2 RRS 44.3 is changed so that code flag "I" ("India") may also 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 200 mm.

25.3 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."

25.4 Boats that fail to comply with the requirements of RRS 44.3(b) are subject to protest by the Race Committee.

25.5 A Post-Race Penalty is a 30% Scoring Penalty of the difference between the corrected time of the first boat to *Finish* and the corrected time of the last boat to *Finish* in the Division added to the corrected finish time of the boat accepting the penalty. However, RRS 44.1(b) applies. This replaces RRS Appendix T1(b).

26 HEARING REQUESTS

26.1 Hearing forms shall be completed online at https://www.racingrulesofsailing.org/protests/new?event_id=13359. Completed forms will be automatically distributed by the system to the protest committee.

26.2 Protest and redress request time limit: Hearing request forms shall be received by the protest committee by no later than 09:00 Sunday April 5, 2026.

26.3 The hearing schedule will be posted online by 12:00 Sunday April 5, 2026 at <https://www.racingrulesofsailing.org/schedules/13359/event> to inform competitors of hearings in which they are parties.

26.4 The protest committee will endeavour to provide Arbitration for boats involved in a hearing Sunday April 5, 2026 from 12:00 to 17:00 or at some other arranged time. With agreement of all parties, arbitration may be done by videoconference.

26.5 Unless otherwise arranged, hearings will be held Tuesday April 7, 2026 and/or Wednesday April 8, 2026 at 18:00 in the jury room, located at the WVYC Clubhouse.

27 SCORING

27.1 One race is required to be completed to constitute a series. No race will be discarded.

27.2 Boats entered with ORC certificates will be scored using the ORC Time-on-Time scoring model selected from the available methods published to ORC USA and ORC CAN certificates.

In which case, ORC Wind Speed will be calculated using models constructed using the hourly wind speeds reported by Weather Canada wind stations located adjacent to the Sisters courses in the vicinity of the first ORC rated boat to finish each course. Completed models will be published on the ONB prior to the publishing of ORC results.

The decision on the scoring method and scoring parameters used will be at the sole discretion of the race committee and together with length of course, directions of leg and the wind direction and speed will not be grounds for request for redress by a boat. This changes RRS 61.1(a).

27.3 Scoring for boats entered with PHRF rating certificates will be calculated by using the Time on Distance formula.

27.4 Line Honours scoring will be recorded in the order of finish.

28 SAFETY

28.1 [DP] Check-in is mandatory:

- a) At the Start Line (via VHF radio 73) as per ER 28.1.1 below.
- b) At the Finish Line (by Text at (XXX) XXX-XXXX or VHF radio 73) as per ER 23.4 and ER 23.5.

28.1.1 [DP] All boats SHALL check in with the Race Committee by answering the Roll Call that will take place between 0915 and 0945 hours before the Start of racing, unless delayed due to AP ashore (see ER 14.2).

Race Committee will conduct the Roll Call by Division, starting with Division X and ending with ORC X. Within the Division, Race Committee will hail boats in sail number order.

When a boat's sail number is called, the boat shall immediately reply with the Boat Name and total number of crew aboard.

At the end of the Roll Call, Race Committee will re-call boats that missed responding. Boats shall NOT reply other than immediately after being called. Boats will have at least three chances (i.e. one initial and two recalls) to answer their call.

28.2 [DP] Should their YB tracker stop working Race Committee may contact them to require them to check-in at mark roundings consisting of notifying the Race Committee **by text message of the boat's name, sail number and mark name using the device phone number supplied in your registration. The rounding time will be the time at which the boat crosses the Shorten Course line defined in Addendum D when applicable. Due to technical limitations of the logging system, text messages must be initiated from the registered device phone number only.**

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.

28.3 [DP] A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity and retain the Communications Confirmation Number provided by Race Committee.

28.4 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 while racing.

28.5 [DP] Boats are responsible for navigating in a safe and courteous manner to the start line and from the finish line. They are responsible for following the Canada Shipping Act (<https://laws-lois.justice.gc.ca/eng/acts/c-10.15/FullText.html>) and International Rules for the Prevention of Collisions at Sea (https://laws-lois.justice.gc.ca/eng/regulations/c.r.c.,_c._1416/FullText.html). Interactions with shipping, wildlife, and military vessels not participating in the race that create a safety risk and/or bring disrepute to the race may be grounds for protest even if they occur when the boat is not racing.

28.6 In the event of a medical emergency on the water near West Vancouver Yacht Club, the primary evacuation point will be the Junior Float at the end of A Dock Section (see Addendum A).

29 EQUIPMENT AND MEASUREMENT CHECKS

29.1 Persons in Charge are reminded of the following clauses in the World Sailing Offshore Special Regulations (see ER 1.5):

- 1.02.1 – *Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of the boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The Person in Charge shall also assign a person to take over his responsibilities in the event of his incapacitation.*
- 1.02.2 – *Neither the establishment of the OSR, nor their use by Organizing Authorities, nor the inspection of a boat under the OSR in any way limits or reduces the complete and unlimited responsibility of the Person in Charge.*
- 2.03 – *A boat may be inspected at any time. If she fails to comply with the OSR her entry may be rejected or she will be subject to protest.*

29.2 The Person in Charge is responsible for ensuring their boat complies with Category 3 of the World Sailing Offshore Safety Regulations for the Sisters Islets and Entrance Island Courses and Category 4 for the Halibut Bank Course, as amended (see ER 1.5 and ER 1.5.1 and ER 1.6 and ER 1.6.1).

29.3 The Organizing Authority is offering optional Safety Consultations for those boats who may be doing the race for the first time or any boat who would otherwise benefit from an independent review of their safety equipment. To schedule a Safety Consultation, contact SSSafety@wvyc.ca no later than Friday, March 20, 2026 and the Race Committee will endeavour to organize a date, time, location and volunteer safety representative to conduct the Safety Consultation during the period of March 29 to April 1, 2026.

29.4 Boats may be selected randomly for inspection after finish. Boats selected shall be available for equipment inspection by the Race Committee following the race if selected. It is strongly recommended that a boat complete and sign the Southern Straits Safety Equipment Checklist and keep it onboard during the race, in case she is selected for a post-race safety inspection. This form will be available on the ONB.

29.5 [DP] A boat selected for post-race safety inspection will be hailed on VHF 73 by "Straits Finish Line" within five minutes of her finish or five minutes after she radios Race Committee, whichever is later, with instructions to meet the inspection team. Race Committee may also phone the boat on the mobile phone number provided.

- i) Boats that are able to enter the WVYC Fisherman's Cove basin shall meet the inspection team at the Junior Float at the end of A Dock Section. A map of the WVYC basin with the Junior Float highlighted is included as SI Addendum B.

- ii) Boats 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.

29.6 Boats selected for a post race inspection will receive breakfast tickets for Saturday morning for all crew.

30 REPLACEMENT OF CREW OR EQUIPMENT

30.1 [DP] Any changes to the Emergency Contact must be sent to the Race Committee by email (SSRaceOffice@wvyc.ca) prior to the commencement of the race.

30.2 Substitution of competitors is not allowed while a boat is racing.

30.3 Substitution of damaged or lost equipment is not allowed while a boat is racing unless the replacement equipment is present onboard prior to the start of the race.

31 OFFICIAL VESSELS

31.1 The Signal Vessel will be at the port end of the Start Line and will display an orange flag on a staff. Race Committee intends to use "Echo Sentinel" as Signal Vessel.

31.2 The Pin Vessel is intended to be the WVYC tender "Chaperone," anchored at the starboard end of the start line and will display an orange flag on a staff.

31.3 There will be at least one starting area patrol vessel to ensure compliance with ER 21.4. This vessel will be marked with "WVYC" prominently on each side.

31.4 Other unmarked vessels may be in or near the start area including jury vessels, photography vessels, spectator vessels and/or media vessels.

32 TRASH DISPOSAL

32.1 Please review RRS 47, which applies.

33 PRIZES

33.1 Line honours perpetual trophies will be awarded to the first boat to finish the Sisters Islets, Entrance Island and Halibut Bank courses.

Perpetual trophies will also be awarded to the boats in the first-place overall handicap corrected finish for each of the Sisters Islets, Entrance Island and Halibut Bank courses.

33.2 Awards will be presented to the first, second and third place handicap corrected finish in each division.

33.3 Awards will be presented to the double-handed handicap corrected finish(es) on the Halibut Bank and Entrance Island Courses (if 4 or more double-handed boats register for the Entrance Island Course), as follows:

- If four or more double-handed boats start, then awards for 1st, 2nd, and 3rd
- If three double-handed boats start, then awards for 1st and 2nd, and
- If two double-handed boats start, then an award for first place.

33.4 An award will be presented to the first place J/109 on the Sisters Course if 4 or more J/109s register for the course.

34 FURTHER INFORMATION

34.1 American Entrants: No customs personnel will be present at the WVYC Clubhouse. However, Customs can be cleared via the Royal Vancouver Yacht Club's "dinner dock" at their Jericho facility. An additional Customs dock is located at the False Creek Government Dock (Fisherman's Pier). Customs can be

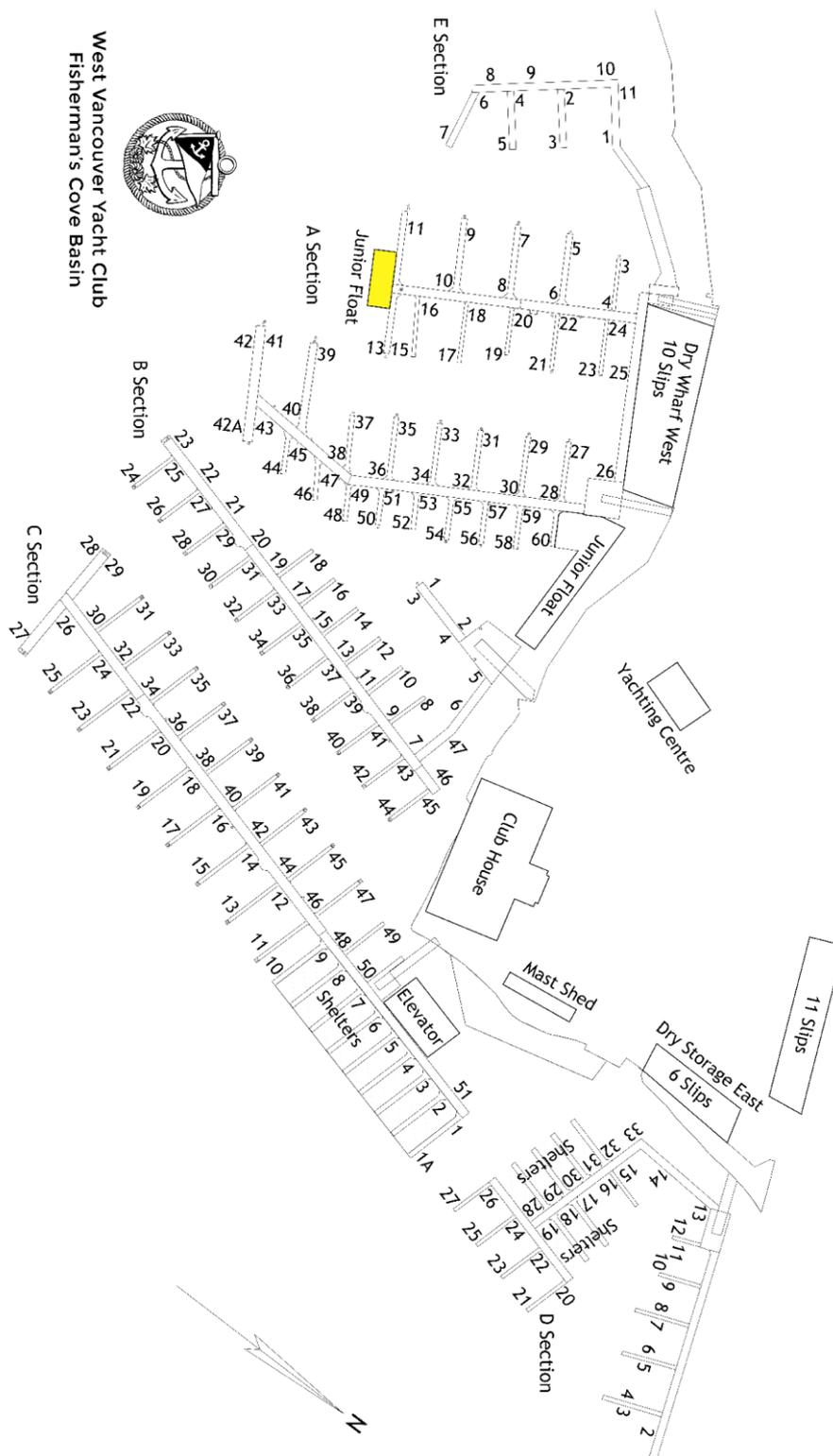
reached at Tel: 1 (800) 461-9999 or (604) 666-0545. Please note immigration requirements may change and boats should confirm requirements before arriving.

American participants are encouraged to convert their cash to Canadian funds prior to their arrival. WVYC does not accept debit cards. We do accept VISA and Mastercard.

34.2 For further information please contact us through one of the following:

<p>West Vancouver Yacht Club contact information: 5854 Marine Drive, West Vancouver, BC, V7W 2S2 Tel: 604-921-7575 Email: admin@wvyc.ca</p>
<p>Southern Straits Chair: Email: SSChair@wvyc.ca</p>
<p>Southern Straits Race Office: Email: SSRaceoffice@wvyc.ca</p>
<p>Southern Straits Safety Team: Email: SSSafety@wvyc.ca</p>
<p>Southern Straits Registration: https://theclubspot.com/register/regatta/s0LES7S2b0/class Email: SSRegistration@wvyc.ca</p>
<p>Official Notice Board: https://theclubspot.com/regatta/s0LES7S2b0/#notice-board</p>
<p>Event Website: https://www.wvyc.ca/on-the-water/racing/southern-strait</p>
<p>Social Media: Instagram: https://www.instagram.com/southernstraits Facebook: https://www.facebook.com/southernstraits/</p>

ER Addendum A Map of West Vancouver Yacht Club Basin



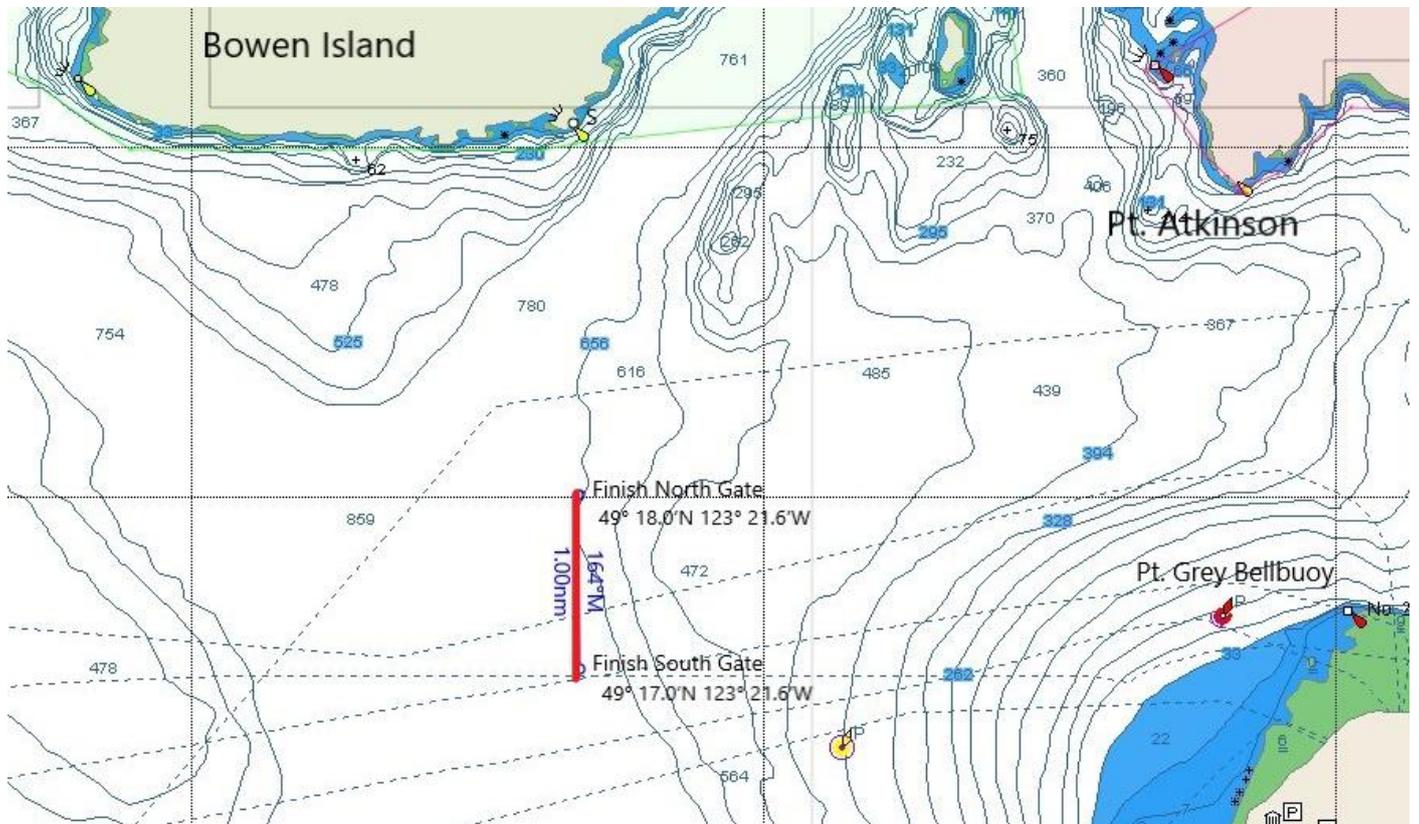
ER Addendum B Location of Racing Area

Map may not be to scale and is for information purposes only.



ER Addendum C Location of Distance Courses Finish Line

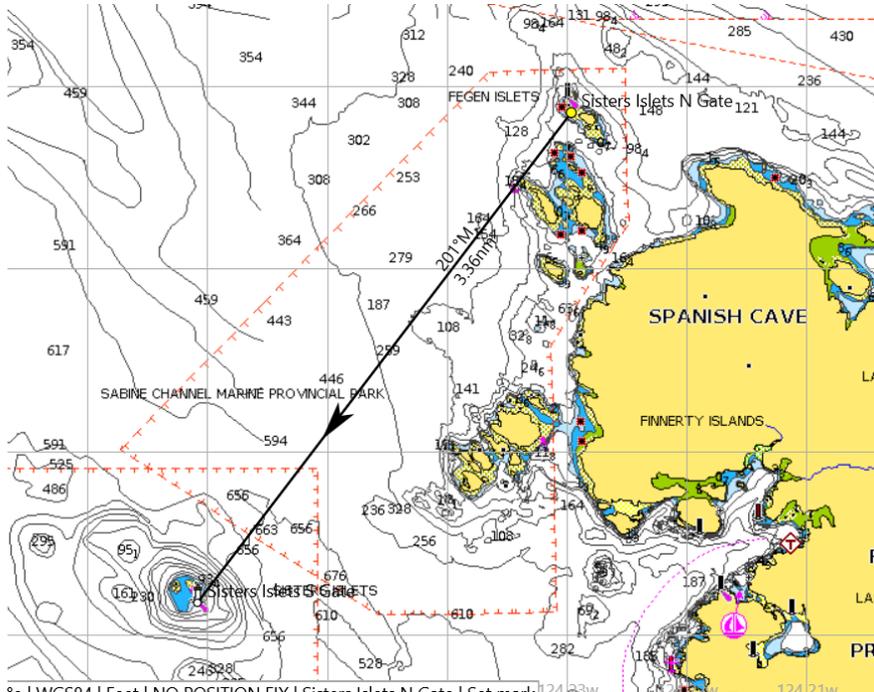
Map may not be to scale and is for information purposes only.



ER Addendum D
Location of the Shorten Course Lines
(not for navigational purposes)

SISTER'S ISLETS COURSE

Shorten Course Line at Sisters Islets

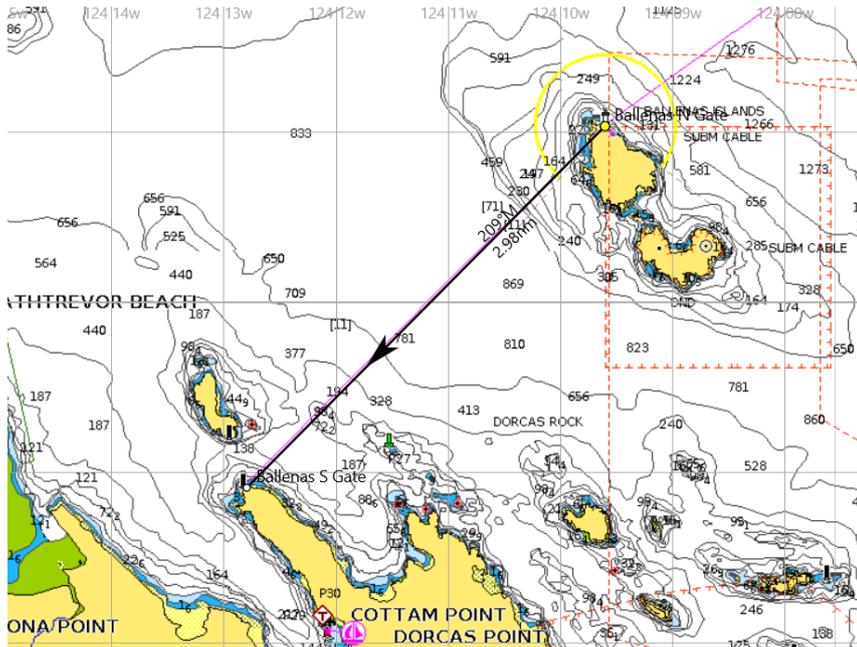


Sisters Islets Shorten Course Line

Sisters Islets North Gate 49° 31.938 N 124° 23.008 W

Sisters Islets South Gate 49° 29.196 N 124° 26.091 W

Shorten Course Line at Ballenas Island



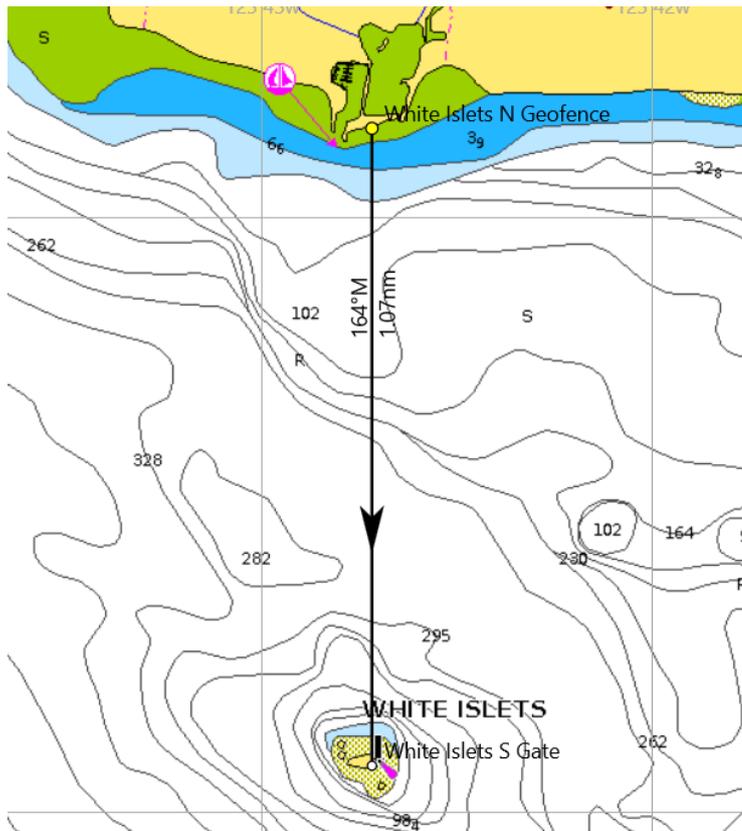
Ballenas Islands Shorten Course Line

Ballenas North Gate 49° 21.033 N 124° 9.602 W

Ballenas South Gate 49° 18.913 N 124° 12.800 W

ENTRANCE ISLANDS COURSE

Shorten Course Line at White Islets



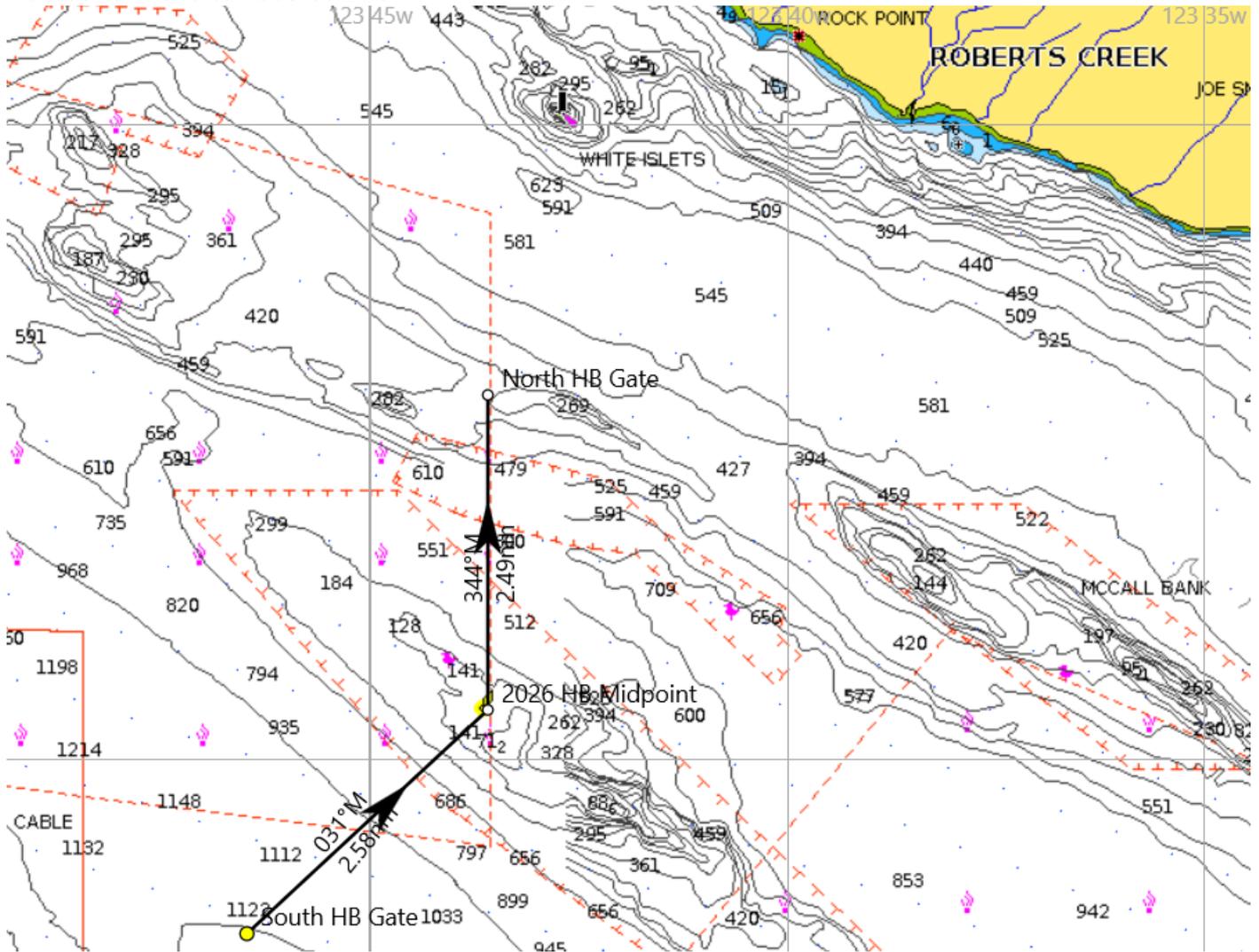
White Islets Geofence

White Islets North Gate $49^{\circ} 26.1519' N 123^{\circ} 42.7184' W$

White Islets South Gate $49^{\circ} 25.0801' N 123^{\circ} 42.7184' W$

HALIBUT BANK COURSE

Halibut Bank Shorten Course Line



Halibut Bank Shorten Course Line

- North Halibut Bank Gate 49° 22.877' N 123° 43.600- W
- Halibut Bank Mid-Point Gate 49° 20.386' N 123° 43.600 W
- South Halibut Bank Gate 49° 18.621 N 123° 46.478 W