



## WEST VANCOUVER YACHT CLUB

### 2022 Fall and 2023 Winter Snowflake Series SAILING INSTRUCTIONS

#### 1. RULES

- 1.2. The Racing Rules of Sailing 2021 - 2024 will govern the Regatta.
- 1.3. The equipment standards of World Sailing Offshore Special Regulations Category 4
- 1.4. The prescriptions of the Canadian Yachting Association (CYA) will apply.
- 1.5. The rules of the PHRF BC will apply.
- 1.6. Any and all subsequent amendments to these Sailing Instructions will apply.

#### 2. ELIGIBILITY AND ENTRY

- 2.1. Finish times will not be posted for boats without a valid certificate on the BC Sailing website. If it is a last minute certificate it must be supplied to the Sailing Director before 1600hrs the day before race day.
- 2.2. Boats registered in Division 5 (Whitesails) that do not have a valid PHRF certificate will be assigned a PHRF rating.
- 2.3. Divisions will not be changed during a series.
- 2.4. Division 5 is a "NO FLYING SAILS (NFS)" Division. In order to be eligible for a NFS rating, boats must use working sails only; attached by their luff to permanent stays or spars. If a sail change is necessary, the sail carried must be detached at the luff before the next sail is raised. Whisker poles will be allowed.

#### 3. Fees

- 3.1 Snowflake Racing is free to WVYC members and \$15 per race for non-members

#### 4. DIVISIONS

Division	PHRF Rating	Class Flag
1	1 < 100	Numeral Pennant 1

2	100 - 160	Numeral Pennant 2
3	160 +	Numeral Pennant 3
5	Cruising - NFS	Numeral Pennant 5

## 5. SCHEDULE OF RACES

5.1 Scheduled races not sailed or completed during the series are canceled.

## 6. THE COURSES

6.1. Specific course designations are determined on each race day. This information will be communicated to boats using a course board located on the signal boat prior to the warning signal for the Divisions to which it applies.

6.2. A red panel on the course board indicates that marks are to be rounded to port.  
A green panel on the course board indicates that marks are to be rounded to starboard.  
When the letter "T" is displayed on the course board, all boats must sail the course indicated twice around and must pass through the "start/finish" line on the completion of the first round

6.3. Examples of Course Board

1 2	A Z Q B Z	Red Square
3 4	B Z T	Red Square

Divisions 1 & 2 sail to the Cates Bay mark, to a mark to leeward of the Signal Boat, through the gate (start/finish line), around Bird Islets including the beacon, to a mark to leeward of the Signal Boat and through the finish line, leaving all marks to port.

Divisions 3 & 4 sail around Bird Islets including the beacon, to a mark to leeward of the Signal Boat, through the gate (start/finish line), twice around, leaving all marks to port.

## 7. MARKS

7.1 Refer to Addendum A for a chart of mark designations.

## 8. THE START

8.1. Races will be started using rule 26 where the warning signal shall be 5 minutes before the starting signal.

8.2. The starting line will be between a staff displaying an ORANGE flag on the

race committee boat at the starboard end and Start Pin (a yellow inflatable shape).

8.3. Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. The starting area is defined as a 75 meter radius in all directions from the start line.

8.4. Boats are required to check in, each race, prior to the first warning signal by VHF Channel 73. Boats failing to RADIO check in will be scored DNC.

## **9. TIME LIMITS**

9.1. The time limit for each class will be 4 hours from its actual start time or 1530 hours, whichever comes first. No finish times will be recorded after this time.

9.2. Boats failing to finish within 60 minutes after the first boat in her Division sails the course and finishes will be scored DNF (Did Not Finish). This changes rule RRS 35.

## **10. SCORING**

10.1. The Low Point Scoring System of Appendix A will apply. A boat that "Did Not Start (DNS)", "Did Not Finish (DNF)" or "Retired After Finishing (RAF)", shall be scored points for the finishing place one more than the number of boats that came to the start area. This alters Rule "A 4.2".

10.2. Each boat's Series scores will be the total of her race scores. Abandoned races are not considered in tallying Series scores.

10.3. A boat must compete in 1 series to be considered for overall winner in her division. Each boat's score from each of her series, as determined by instructions, will be added together to determine the overall winner for each Division.

10.4. Divisions 1, 2, 3 and 5 will be scored using PHRF speed potential ratings and using the Time on Time system.

## **11. VOLUNTEERING**

11.1 Anyone wishing to volunteer should contact the Sailing Director.

## **12. RADIO COMMUNICATION**

12.1 A boat shall neither make radio transmissions while racing nor receive special radio communications not available to all boats. This restriction also applies to mobile telephones.

12.1. Race Communications will take place using VHF Channel 73.

12.2. All boats are advised to monitor VHF 73.

## **13. ACKNOWLEDGEMENT OF RISK/INDEMNITY**

Competitors participate in the regatta entirely at their own risk. See RRS 4, 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 regatta.

The owners and operators of participating vessels are expected to know the capabilities of their vessel and crew under all conditions.

Competitors recognize that sailing and racing involve inherent risks including but not

limited to, drowning, hypothermia, physical injury and death.

Competitors 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 event (Hereafter referred to collectively and individually as WVYC). It is the responsibility of the owner and operator of each vessel to ensure that their vessel is safe, properly equipped, and suitable for the event 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 owner and operator of each vessel and any advice received or the failure to provide any particular advice from WVYC, shall not result in any liability. Any safety procedures put in place, or information provided by WVYC, are not a substitute for the obligations and responsibilities of the owner or operator 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 owner or operator 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 for any particular vessel or class of vessels, shall not constitute a representation or warranty that such vessels are safe to participate in the event, the responsibility for which remains solely with the owner and operator of the vessel.

The owner or operator of each vessel must ensure that the vessel and crew members comply with all applicable legislation and regulations in accordance with Canadian law.

The owner and operators of each vessel agree to indemnify WVYC for any claims by or on behalf of any crew members resulting from participation in the event.

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

15.1 Protest forms shall be submitted to [SailingDirector@WVYC.CA](mailto:SailingDirector@WVYC.CA) by 1700 on the day of the race.

15.2 The Protest Committee will hear protests in approximately the order of receipt at a later time via video conference.

15.3 Arbitration may be used.

## **16. FURTHER INFORMATION**

For further information, please email the Sailing Director at [sailingdirector@wvyc.ca](mailto:sailingdirector@wvyc.ca)

## **17. SPONSORS**

Thanks to our Sponsors for supporting our racing program:

### Addendum A

<b>Designation</b>	<b>Description</b>	<b>Approximate Position</b>
A	Mark-Cates Bay	49° 24.9'N 123° 18.6'W
B	Bird Islets and Beacon	49° 21.8'N 123° 17.5' W
C	Start Mark	
D	QB	49° 19.0'N 123° 12.1' W
E	Passage Island	
F	Q62 - Pt. Grey Bell Buoy	49° 17.3'N 123° 16.0'W
G	QA	49° 16.6'N 123° 19.3'W
H	QC Cardinal Buoy West of 3rd Beach, Stanley Park	49° 18.2'N 123° 10.0' W
J	Inflated Mark	Vicinity of Cowan Point, Bowen Island
K	Kits Barge Buoy	49° 16.9'N 123° 09.9'W
L	Inflated Mark	Located a short distance to windward of start line.
Q	Gate consisting of Start Mark and Signal Boat. Proceed through the gate in the direction from the last mark.	
R	Red Inflated Mark	Located to windward of the Signal Boat
W	English Bay Weather Buoy ODAS	49°18'N 123°21.36'W
Y	Yellow Inflated Mark	Located to windward of the Signal Boat
Z	Inflated Mark	Located to leeward of the Signal Boat

