



**In-flow Adventure Co's
2025 Students on the Sound Regatta
West Vancouver Yacht Club
February 8 and 9, 2025**



**Event Rules
(Issued January 14, 2025)**

The regatta is organized by the West Vancouver Yacht Club (the Organizing Authority, OA).

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).

The notation '[DP]' denotes a rule for which a penalty is at the discretion of the protest committee.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing (RRS).
- 1.2. The Sail Canada Prescriptions 2021-2024 apply.
- 1.3. RRS 40.1, Personal Flotation Devices, Basic Rule, applies.
- 1.4. RRS 40.1 is changed to apply at all times while on the docks or afloat.
- 1.5. Option 2 of RRS Appendix U "Direct Judging" applies.
- 1.6. RRS Appendix T Arbitration applies.

2. CHANGES TO EVENT RULES

- 2.1. Any changes to the Event Rules will be posted before 8:00 am on the day it will take effect, except that any change to the schedule of races will be posted by 8:00 pm on the day before it will take effect.

3. COMMUNICATIONS

- 3.1. Notices to competitors will be posted on the online official notice board located at <https://theclubspot.com/regatta/sFf0siMVww/#notice-board>.
- 3.2. The race office is located in the Yachting Centre building, west of the West Vancouver Yacht Club clubhouse. Telephone: (604) 921-7575.
- 3.3. [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.



- 3.4. On the water, race committee intends to monitor and communicate with race committee and support boats on VHF radio channel 73.
- 3.5. [NP] Sailors and spectators are invited to join the event's What's App group for all social and unofficial communications.

<https://chat.whatsapp.com/IIDV71JswvpDeup0oF6xa7>

4. FORMAT & BOATS

- 4.1. The regatta will be a two flight (Blue and Yellow) regatta.
- 4.2. The regatta will be sailed in the OA's FJ's.
- 4.3. Teams will rotate boats between each set of races.

5. ELIGIBILITY, CREW LIMITATIONS AND ENTRY

- 5.1. The regatta is open to teams who meet the following criteria:
 - The team designates which high school they represent. Eligible high schools must be recognized by the BC Ministry of Education; this includes both public and private schools,
 - One member of the team must be from the designated high school. The other member maybe from another high school, and
 - The following crew limitations apply: All skippers and crew must be enrolled in grade 8 to 12.
- 5.2. Eligible teams may enter by completing the registration process on clubspot, together with paying the required fee by the close of registration at 11:59 pm on January 31, 2025.
- 5.3. Teams registration is available online at
<https://theclubspot.com/register/regatta/sFf0siMVww/class>
- 5.4. To be considered an entry in the event, the team shall complete all registration requirements, pay all required fees.
- 5.5. No late entries will be accepted.
- 5.6. The number of teams for this event is restricted to 20. The OA will maintain a waitlist as required.

6. FEES (all in Canadian dollars including applicable taxes)

- 6.1. All entry fees shall be paid at the time of registration.
- 6.2. The entry fee is \$100 per team.
- 6.3. Fees include a barbeque dinner on Saturday after racing.

7. QUALIFYING SERIES AND FINAL SERIES

- 7.1. The event may consist of a qualifying series and a final series. Addendum A contains the qualifying and final series rules.

8. ADVERTISING

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





9. SCHEDULE

- 9.1. Registration is open until 11:59 pm on January 31, 2025.
- 9.2. For practice sailing, boats will be available on a first-come first-served basis, on Friday, February 7, 2025 from 3 pm and must be returned by 5:30 pm on the same day.
- 9.3. The racing will occur on February 8, 2025 and February 9, 2025.
- 9.4. The scheduled time of the warning signal for the first race each day is 9:55 am.
- 9.5. The standard Blue / Yellow division format shall apply, with boat rotations between each set.
- 9.6. Race Committee will run as many races as possible on both days with an attempt for a double round-robin on the first day of racing. As a result, here is no scheduled number of races.
- 9.7. Competitors are reminded to bring their own lunch and snacks.
- 9.8. No warning signal will be made after 15h00 on Sunday, February 9, 2025.
- 9.9. On Sunday, February 9, 2025, prizes will be awarded at the Yachting Centre as soon as possible following the expiration of the protest time limit.
- 9.10. The Schedule for each day is:

Friday February 7, 2025

Time	Item	Location
3:00 pm	10 Boats available on first come first serve basis for practice	Junior Dock
5:00 pm	Practice racing ends and all boats returned to the basin	Junior Dock
5:00 pm to 8:00 pm	Dinner available from the galley (a la carte). Open to all competitors	Yacht Club

Saturday February 8, 2025

Time	Item	Location
7:55 am	Boat assignment posted to ONB	Official Notice Board
7:55 am	Team check-in opens	Yachting Centre
8:45 am	Skippers Welcome & Meeting	Yacht Club
8:55 am	Team check-in closes	Yachting Centre
9:00 am	Boats may launch once D flag signaled	Inner dock
9:55 am	First Warning Signal	On water
After racing	Barbeque dinner and presentation on 2025-2028 Rule Changes	Yachting Centre



Sunday February 9, 2025

Time	Item	Location
7:55 am	Boat assignment posted to ONB	Official Notice Board
8:45 am	Skippers Meeting	Yacht Club
9:00 am	Boats may launch once D flag signaled	Inner dock
9:55 am	First Warning Signal	On water
After racing	Hot chocolate and chili	Yachting Centre
After racing	Awards	Yacht Club

10. CODE OF CONDUCT

10.1. [DP] [NP] Competitors and support persons shall comply with reasonable requests from race officials.

11. VENUE AND RACING AREA

11.1. Addendum B shows the plan of the event venue.

11.2. Addendum C shows the racing area. Racing will be conducted in the vicinity of the West Vancouver Yacht Club, Passage Island, Point Atkinson and Whyte Cliff Park.

11.3. The distance from the club to the race course can take over 30 minutes to sail in some cases. Sailors are advised to ensure adequate time between their launch and start.

12. SIGNALS MADE ASHORE

12.1. Signals made ashore will be displayed from the WVYC flagpole on the west side of the Clubhouse.

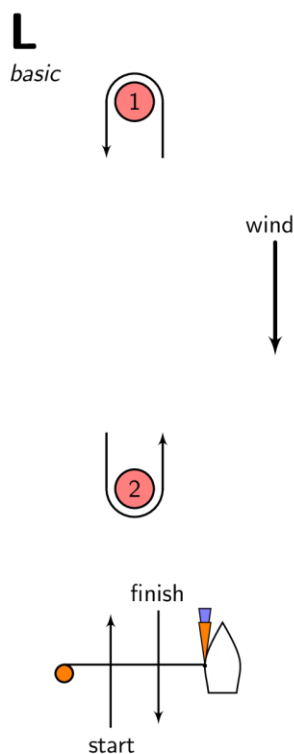
12.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

12.3. [DP][NP] Flag D with one sound means "Boats may now leave the harbour." Boats shall not leave the harbour until this signal is made. The warning signal will be made not less than 30 minutes after the D flag is displayed.



13. COURSES

13.1. The course to be sailed (L basic) will be as follows:



Signal Mark rounding order

- L1** Start-1-Finish
- L2** Start-1-2-1-Finish
- L3** Start-1-2-1-2-1-Finish

13.2. No later than the warning signal, the course to be sailed for each race will be signaled from the signal boat by displaying numeral pennants #1, #2 or #3.

Course	Signal Flag
L1	Pennant #1
L2	Pennant #2
L3	Pennant #3

14. MARKS

14.1. The marks that will be used are as follows:

Mark	Description
Marks 1 and 2	Yellow (Robotic) Mark
Start/Finish Mark	Orange (Robotic) Mark





14.2. When a robotic mark-bot is used as a mark, reasonable movement of a mark-bot on the course will not be grounds for redress. This changes RRS 62.1; however, RRS 31 remains in effect. Such movement includes movements caused by windage, wind, a mark-bot returning to station after contact with a boat, and contact with a mark-bot that does not result in damage to either the boat or the mark-bot.

15. START

15.1. The starting line will be between a staff displaying an Inflow flag on the signals vessel and the course side of the other starting mark.

15.2. [NP] A boat starting later than four minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

16. CHANGE OF THE NEXT LEG OF THE COURSE

16.1. To change the next leg of the course, the race committee will move an existing mark (or move the finishing line). The change will be signaled before the leading boat has begun the leg, although the moved mark (or finishing mark) may not yet be in the position. Any mark to be rounded after rounding, the moved mark maybe relocated without further signaling to maintain the course configuration. This changes RRS 33.

17. THE FINISH

17.1. The finishing line for all courses will be between a staff displaying a blue flag on the signals vessel and an orange mark.

18. PENALTY SYSTEM

18.1. RRS Appendix P will apply as changed herein. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

18.2. JUDGE ACTIONS ON THE WATER. Protests by a boat:

18.2.1. A boat may protest another boat by acting in accordance with RRS 61.1.

However the boat is required to display a Yanke flag and this changes RRS 61.1. A judge may respond by one of the following:

(1) No signal and remains silent. The judge did not see the incident. The protesting boat may deliver a protest in accordance with RRS 61.

(2) The display of a green flag with a sound signal means "No penalty."

(3) The display of a red flag with a sound signal and identifying a boat by hailing means the identified boat shall take a penalty in accordance with SI 17.1. If the boat does not take the penalty, she shall be scored DSQ without a protest hearing. This changes RRS 63.1.

18.2.2. When a judge decides that a boat has broken RRS 31 and she is not exonerated, the judge will make one sound signal, display a red flag and identify the boat by hailing. The identified boat shall take a penalty by complying with SI 17.1. If the boat does not take a penalty, she shall be scored DSQ without a protest hearing. This changes RRS 63.1.





18.2.3. Any non-action by a judge under SIs 17.2.1 and Sis 17.2.2 shall not be grounds for a request for redress. Jury boats may be positioned anywhere in the course area and this positioning shall not be grounds for a request for redress. This changes RRS 62.1(a).

18.3. Rule P2.2 and P2.3 will not apply and rule P2.1 is changed so that it will apply to all penalties. This changes RRS P2.

19. TIME LIMITS AND TARGET TIMES

19.1. The target time for each race is 20 minutes.

19.2. Failure to meet target time is not grounds for redress. This changes RRS 62.1 (a).

19.3. The time limit for the first boat to finish is 45 minutes.

19.4. Boats failing to finish within 15 minutes after the first boat sails the course and finishes shall be scored Did Not Finish without hearing. This changes RRS 35, A5.1, A5.2 and A10.

20. HEARING REQUESTS AND REQUESTS FOR REDRESS

20.1. Protests and requests for redress must be filed online using the form provided at https://www.racingrulesofsailing.org/protests/new?event_id=10557 within the protest time limit.

20.2. There is a jury desk in the Yachting Center for this event, but hearing requests must be filed online. The above link can also be accessed from the event website <https://theclubspot.com/regatta/sFf0siMVww>.

20.3. The protest time limit is 30 minutes after the signals vessel docks.

20.4. Notices will be posted online at <https://www.racingrulesofsailing.org/schedules/10557/event> within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses (above link is available on the event website <https://theclubspot.com/regatta/sFf0siMVww>).

20.5. The protest committee will attempt to resolve all boat on boat protests by arbitration if possible as per RRS Appendix T. Hearings, if required, will be held in person or electronically at the discretion of the Chief Judge. The time, location and method of hearing will be detailed on the hearing schedule. While every attempt will be made to resolve incidents quickly, hearings may not be held on the same day of the incident due to technical logistics.

20.6. Any scoring requests must be filed at https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=10557.

20.7. The QR codes to the links associated with Hearing Requests and Requests for Redress are posted on the Official Notice Board.

21. SCORING

21.1. One race is required to be completed to constitute a series.

21.2. Qualifying Series scores will be based on the number of boats in the largest start. This changes RRS A 5.2.





- 21.3. The Qualifying Series races and the Final Series races will count for total points in the championship. If there is no Final Series, the Qualifying Series races will count for total points in the championship.
- 21.4. If only one Final Series race is completed, it will not be excluded. If two or more Final Series races are completed, then a maximum of one Final Series race score may be excluded.
- 21.5. When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- 21.6. When from four to nine races have been completed, a boat's series score will be the total of her race scores excluding her worst score subject to 20.4.
- 21.7. When ten or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores subject to 20.4.

22. BOATS

- 22.1. All boats will be provided by the OA.
- 22.2. The charter fee for the boats is included in the registration fee.
- 22.3. A \$40 refundable damage deposit is required at check-in. The deposit will be refunded upon return of all equipment and no damage to the boat. Any cost to replace equipment or do repairs will be deducted from the damage deposit.
- 22.4. The race committee will assign the boats randomly.
- 22.5. Boat assignments for the beginning of each day will be made available no later than 2 hours prior to the first scheduled warning signal.
- 22.6. [DP] Competitors may adjust and tune the running rigging, but they may not adjust nor tune the standing rigging (e.g. forestays, backstays, and shrouds), foils and spars.

23. BERTHING

- 23.1. Boats shall be kept on the outer junior float.

24. [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 24.1. Substitution of crew is only permitted with the approval of race committee.
- 24.2. Substitution of equipment is only permitted with the approval of race committee.

25. [DP] [NP] SAFETY

- 25.1. **The waters near the West Vancouver Yacht Club are cold especially in February (e.g. 9-12 degrees Celsius). Appropriate clothing and safety gear mitigates the risk of exposure to cold water such as hypothermia. The sailor understanding their own capabilities and endurance as well as effective discussions with coaches and parents can assist the sailor in making their own decision to race. Sailors, coaches and parents are reminded of Racing Rule of Sailing Rule 3 Decision to Race "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." In assessing their endurance, sailors may consider the distance from the Club to the race course and the time required to return within the context of potential adverse weather.**





- 25.2. [DP][NP] A whistle shall be attached by a lanyard to the PDF of all competitors. The lanyard shall be long enough to permit the sailor to use the whistle while wearing the PFD.
- 25.3. The On-water Emergency Muster point is located at the West Dry Dock crane. See map in the event program for more information.
- 25.4. [NP] While sailing in and out of the basin, boats are required to keep clear of any marine traffic. Failure to do so will result in a 20% scoring penalty for the race closest to the incident.
- 25.5. [NP][DP] The Race Committee has the right to require sailors to retire for the day if they are deemed a safety hazard to themselves or the fleet.

26. ACKNOWLEDGEMENT OF RISK/INDEMNITY

- 26.1. 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.**
- 26.2. Competitors participate in the regatta entirely at their own risk and based on the assessment of their skills and prevailing conditions by their respective coaches, parents and/or guardians. See RRS 3, 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.
- 26.3. Competitors and their respective coaches, parents and/or guardians 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 competitor and their respective coaches, parents and/or guardians to ensure that all crew members are properly trained and equipped to participate in light of anticipated environmental conditions.
- 26.4. The decision to race or not to race resides solely with the competitor and their respective coaches, parents and/or guardians and any advice received or the failure to provide any particular advice or service 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 competitor and their respective coaches, parents and/or guardians 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 competitor or result in any liability for WVYC.
- 26.5. The competitor and their respective coaches, parents and/or guardians must ensure that the crew members comply with all applicable legislation and regulations in accordance with Canadian law.





- 26.6. Competitors (including without limiting the foregoing, the operators of each vessel and their respective coaches, parents and/or guardians) 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.

27. RIGHTS TO USE NAME AND LIKENESS

- 27.1. By participating in this event the sailor grants 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.

28. INSURANCE

- 28.1. Each participating competitor shall be insured with minimum third-party liability coverage of \$1,000,000 CAD.

29. PRIZES

- 29.1. Prizes will be awarded to the top three boats.
29.2. A prize will be awarded to the top high school based on the points of the top two boats from each school.
29.3. A prize will be awarded to the top all female boat.

30. TRASH DISPOSAL GREEN REGATTA

- 30.1. [DP] Please review RRS 47 which applies. Trash may be placed aboard support and race committee boats.
30.2. WVYC is a Clean Marine yacht club. As a result, competitors and coaches are encouraged to bring their own filled water bottle. In addition, this regatta is paperless and no printed event rules will be provided.

31. FURTHER INFORMATION

For further information please contact the Regatta Chair at:

Regatta Chair: Andre Deseau
Email: deseauandre@gmail.com

West Vancouver Yacht Club
5854 Marine Drive,
West Vancouver, BC, V7W 2S2

Phone: 604-921-7575 ext 231
Email: SailingDirector@wvyc.ca





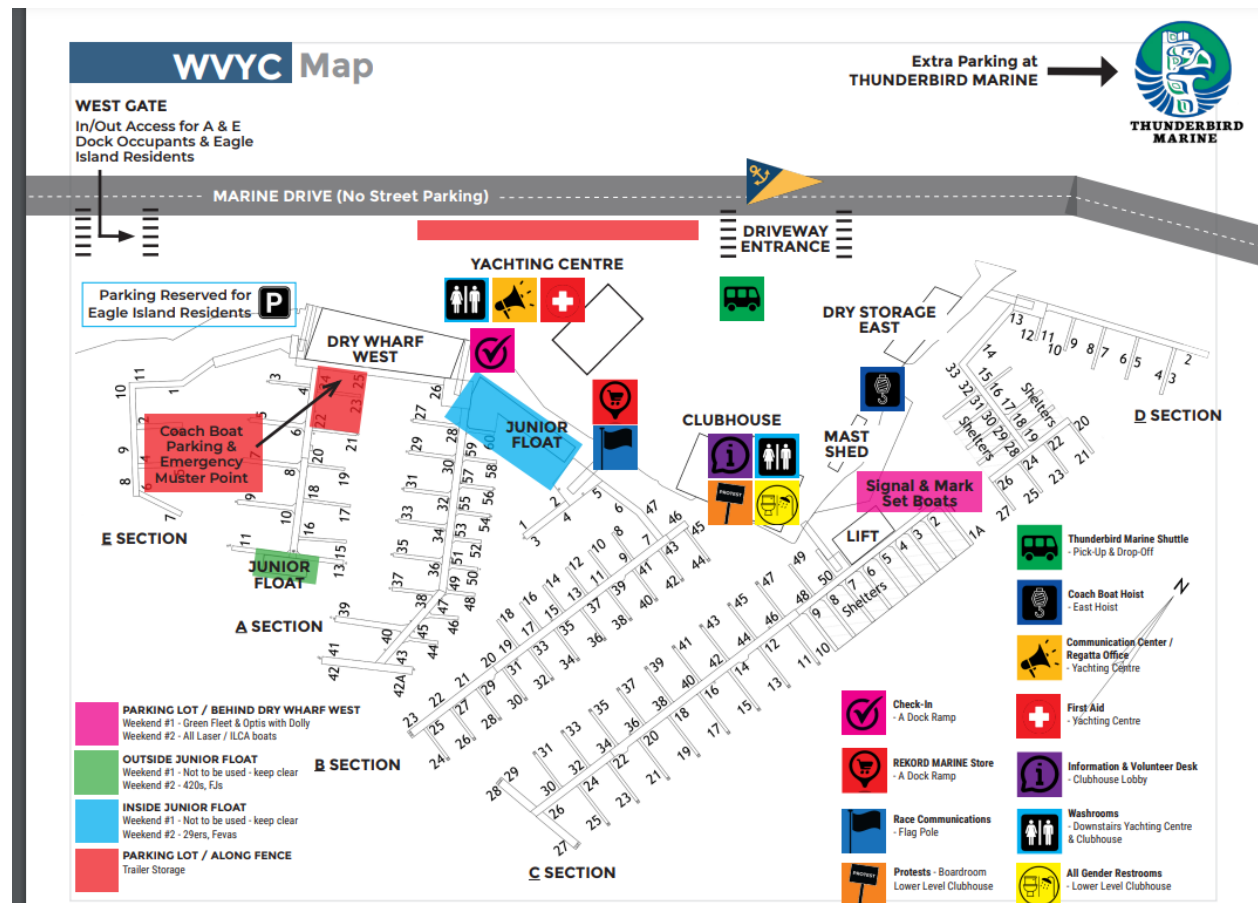
Addendum A – Fleet Racing Competition: Qualifying and Final Series

The Fleet Racing Competition will comprise a Qualifying Series and a Final Series.

- A. FLIGHT AND START ASSIGNMENTS QUALIFYING SERIES (Saturday February 8, 2025)
- A.1. For the Qualifying Series, boats will be assigned to flights of, as near as possible, equal size.
 - A.2. The two flight colours will be Blue and Yellow.
 - A.3. One coloured flag (called the *flight signal*) will be displayed on the race committee vessel at least one minute prior to each warning signal. The coloured flags specify the flights for the next start. For example, Blue means the Blue flight shall race in the next start.
 - A.4. The warning signal will be an FJ flag.
 - A.5. Initial flight assignments will be made randomly and posted no later than 7:55 am on Saturday, February 8, 2025.
 - A.6. There are boats for one flight. Therefore, after each flight's race, the crews will switch boats with the other flight. Crews will only race the boat they have been assigned by the race committee.
 - A.7. If three races have not been completed on February 8, 2025, the qualifying series will continue on Sunday, February 9, 2025.
 - A.8. If, at the end of the qualifying series, a flight has more race scores than another, races will be counted in the order sailed, so that all boats in the Qualifying Series have the same number of race scores.
- B. Fleet Assignments Final Series
- B.1. If four or more races have been completed on February 8, 2025, there will be two Final Series fleets: Gold Fleet and Silver Fleet.
 - B.2. The warning signals will be: Gold Fleet—Yellow flag; Silver Fleet—Blue flag.
 - B.3. The Final Series fleets will be, as nearly as possible, of equal size. The Gold fleet will be no larger than ten boats.
 - B.4. Boats with the best Qualifying Series ranks shall race the Final Series in the Gold fleet; all others shall race in the Silver fleet.
 - B.5. Any recalculation of Qualifying Series ranking after boats have been assigned to Final Series fleets may affect the assignments in that a redress decision may promote a boat to a higher fleet and result in another boat in demoting to the lower fleet.
 - B.6. The boats in the Gold fleet will be ranked higher than those in Silver Fleet, except for RRS 69.2.h.3 and RRS 69.2.h.4.



Addendum B – Event Venue Plan





Addendum C – Race Area

