

SCYC SAILING INSTRUCTIONS

Version 16, Revised Feb 07, 2022

A. Safety and sportsmanship

Skippers are required to have everyone aboard wear flotation devices at all times when racing.

Participation in SCYC races and activities is entirely the decision of, and at the risk of, each skipper.

All skippers **must sign an SCYC waiver of liability** in order to participate in a race or series of races. Should an SCYC member allow someone else to skipper their boat, that skipper must also sign a waiver.

At SCYC we want racing to be fun and encourage you to treat your fellow competitors in a spirit of friendly rivalry and good sportsmanship.

B. SCYC Covid-19 Policy:

The following are the current COVID-19 protocols and procedures in place for SCYC racing and follow the Provincial Health Officer's guidelines and Return to Sport guidelines (phase 3). Boats participating in any SCYC organized races shall follow these protocols during the pandemic.

- a) There shall be no pre or after race gatherings.
- b) Skippers must maintain an accurate list of crew member's names, phone numbers, and addresses. This list shall be provided to the relevant authorities on request.
- c) All participants, prior to the race, should use the government self-assessment screening tool, found at www.bc.thrive.health.
- d) All participants agree to stay home and not race if they feel sick, or if someone in their household has cold, flu, or Covid symptoms.
- e) Each participant must assess their own individual risk of exposure, acknowledging that engaging in any activity outside the home during the pandemic exposes them to the risk of contracting the virus, even if all precautions and protocols are adhered to.
- f) Each participant must acknowledge that it may not be possible to keep physical distancing of 2 meters while on a sailboat thus increasing the risk of infection.
- g) Onboard precautions:
 - * Hand sanitizer (or soap and water) available on board and used before sailing, eating, and at the end of the race.
 - * Crew should stick to specific roles and minimize the sharing of equipment and touching of surfaces.
 - * Shared equipment should be sanitized at the beginning and end of the race.
- h) In the event of suspected, or confirmed, Covid-19 diagnosis the crew member shall immediately inform the skipper. The skipper shall immediately inform other crew members and shall cooperate with health authorities in contact tracing.

C. Racing Rules:

Races will be conducted under the Racing Rules of Sailing (see www.sailing.ca/rules) as amended by the following instructions. All SCYC skippers should make sure they understand the basic principles behind the rules.

Here is a summary of the key rules that may help newcomers to sailing in races, but remember, they do not substitute for a more detailed study and knowledge of the rules:

1. If you are on opposite tacks (booms on different sides), ***the boat on starboard tack has right of way***. (Rule 10)
2. If you are on the same tack (booms on the same sides), the ***leeward boat has the right of way***. Note - the leeward boat cannot sail above its Proper Course and a boat coming up from behind cannot hit the boat ahead. (Rules 11 and 12)
3. When ***tacking you must keep clear of other boats***. (Rule 13)
4. You must ***avoid collision*** if possible. (Rule 14)
5. Anytime you have right of way and you want to turn towards another boat you must make sure ***the other boat has room to give it***. (Rule 16)
6. When you are within ***three boat lengths from a leeward mark, or obstruction, on the same side as another boat, you have to give any boat between you and the mark or obstruction enough room to round it/pass it***. The same rule applies when approaching a windward mark between boats on the same tack. (Rules 18 & 19).

Penalties: If you make a mistake and cause a right of way boat to change course to avoid hitting you, you must take a penalty - normally, just get away from the other boat and perform two 360s. If you touch any mark perform one 360 as soon as you can afterwards.

PHRF Ratings:

Boats will be handicapped by the PHRF rating system. All boats should have a valid PHRF of BC Rating certificate. These are obtainable from BC Sailing at www.bcsailing.bc.ca/Competition/PHRF. Normally such certificates are valid for one calendar year and currently cost \$45, - however our practice is to accept a certificate for a period of three years from date of issue, provided no substantive changes have been made to the boat, or sails.

Boats with spinnakers will be rated with the with-spinnaker rating whether the spinnaker is used or not UNLESS the skipper elects to race without a spinnaker for an entire race series, or for an entire block of ad-hoc races run between series. Such an election must be made by email to the Fleet Captain before the start of the relevant races. Whether or not you have a spinnaker, or are rated for one, we want to encourage people to experiment - the best time to do that is during the ad-hoc races - just advise the Race Committee and we will figure out afterwards how the race results should be adjusted.

We want to encourage newcomers to racing, so if you are the skipper of a boat without a PHRF rating please contact us and we will try to assign a temporary rating for your first few races. To encourage new members, who apply for and obtain a rating certificate for the first time, we will refund the \$45 paid to BC sailing.

Club Ratings:

In the interest of promoting closer racing, club ratings may be used in SCYC local race series. See paragraph 10 below for details.

D. Conduct of SCYC local races:

1. During the Covid-19 pandemic there are no physical pre-race, or post-race meetings so all communications are either by email (pre and post race), or by Vhf radio (while on the water). Note: It is a good idea to keep your radio on while racing in case there is a change of course or a shortening of the race such as in the case of light wind.
2. Boats must check in with the Committee Boat ("Race Committee", or "RC") on Vhf Ch. 73, Low power, between 10:15am and 11:00am. The RC will then advise the fleet of the course, start time, and start procedures.

Normally races start at 11:30am, however, the RC may advise an earlier or later start on the Vhf if, for example, all registered boats are ready before 11:30am or if wind conditions suggest a start delay is needed.

3. Time Limit:

The normal time limit is 4pm but if any boat has finished by 4pm the time limit is automatically extended to 4:30pm. (Note this was changed from 3pm effective March 14, 2021).

See more on this in paragraph 7 below regarding recording your finish time.

4. There are two types of races

- a **Non-Pursuit** race, where everyone starts at the same time.
- or a **Pursuit race**, where boats start in reverse order of their PHRF rating. i.e. the slower boats start before the faster boats. The start time varies for each boat and is pre-calculated by the RC for each course. A table of pursuit race start times is available on the SCYC website - see <https://www.scycsailing.ca/club-racing>.

The starting count down is the same for both types of start - the only difference is that for a pursuit start each boat starts at a specific number of minutes and seconds after time zero (or, in a few cases, before time zero).

5 (a) Starting Sequence ***WITHOUT an anchored RC Boat:***

Because SCYC races are frequently conducted without the benefit of an anchored RC Boat, simplified procedures are used avoiding the use of signal flags.

MINUTES BEFORE START	VHF ANNOUNCEMENT	SOUND SIGNAL	MEANS
SIX, 6	Six minutes to start	None (Vhf only)	Get Ready/Pay attention
FIVE, 5	Five minute warning	One	Five minute warning signal
NOTE: ENGINES MAY BE RUNNING BUT MUST NOT BE ENGAGED AFTER THE 4 MINUTE WARNING. IN THE CASE OF A PURSUIT RACE THE FOUR MINUTE LIMIT APPLIES TO EACH INDIVIDUAL BOAT'S START TIME.			
FOUR, 4	Four minute warning	One	Four minute Preparatory signal
ONE, 1	One minute warning	One long	One minute
ZERO, 0	Start now	One	STARTING SIGNAL

5 (b).. Starting Sequence which may be used if there ***IS an anchored RC Boat:***

MINUTES BEFORE START	FLAGS	SOUND SIGNAL	MEANS
SIX, 6	NONE	None (Vhf only)	Get Ready/Pay attention

MINUTES BEFORE START	FLAGS	SOUND SIGNAL	MEANS
FIVE, 5	CLASS FLAG RAISED	One	Five minute warning signal
FOUR, 4	CODE P FLAG RAISED	One	Four minute Preparatory signal
ONE, 1	CODE P FLAG DOWN	One long	One minute
ZERO, 0	CLASS FLAG DOWN	One	STARTING SIGNAL

6. Starting Penalties:

If you cross the start line early ("OCS" or "On Course Side")- meaning if any part of the boat or equipment crosses the line early you must turn around (avoiding other boats), and recross the start line. If the RC sees that you are over early it will endeavour to call and advise you on Vhf 73, and if it sees boats over early which it cannot identify it may call a general recall and a new start.

If the RC calls an OCS and the boat does not return and re-start, then the RC will score the boat OCS.

7. Recording finish time:

Each boat is responsible for recording their finish time (**meaning Pacific Time as shown on one's gps or cell phone**). If you do not have such an electronic device it is essential to synchronize your watch with the RC before the start to make sure that times are fairly recorded.

Report your finish time for both Non-Pursuit and Pursuit races.

Report your finishing time by Vhf Ch 73 to the RC. If you are finishing after the time limit, or have not reported your time for some other reason, you can report your time to the RC by email as soon as possible after the race.

8. Protests:

Hopefully most concerns about protests can be resolved by prompt discussions by the affected parties and the Fleet Captain or member of the Executive Committee, but if not, protests must be written on the Sail Canada form, available on their website, and delivered to a member of the SCYC Executive within 24 hours.

9. Race series scoring:

Non-Pursuit races are scored using a time on time system using a Time Correction Factor of 650/(520+rating). A yacht's elapsed time is multiplied by the TCF to determine corrected time.

Pursuit races use Time-On-Distance scoring and the order in which the boats finish is the result.

Points are scored for each race in a series as follows:

First place	1 point
Second place	2 points
Third place	3 points
Etc.	

Did Not Compete (DNC)	Max number of boats in any race in the SERIES plus 1
Did Not Start (DNS)	Number of boats in the RACE plus 2
Did Not Finish (DNF)	Number of boats in the RACE plus 1
On Course Side (OCS)	Number of boats in the RACE plus 1

Disqualified (DSQ) Number of boats in the SERIES plus 2
(Note that DSQ is excluded as a throw-out).

The series winner will be the boat with the fewest points.

Throw-outs:

For a series of four to eight races there will be ONE throw-out (i.e. a boat's worst score in that series will be excluded whether it sailed or not) If there are more than eight races in a series there will be TWO throw-outs. Note that cancelled races do not count as a race when determining how many throw-outs are allowed..

10. Use of Club Ratings:

A "Club Rating" means a rating which is different than a boat's official BC Sailing rating and which is used to encourage more competitive racing. Obviously club ratings cannot be used in non-SCYC events, or in SCYC events such as the Regatta, where non-club boats may participate.

One form of club rating we use is where a skipper voluntarily offers, and with the agreement of the RC, to use a tougher rating for all races in a series, or on an ongoing basis.

We have considered other club rating systems but have, for now, abandoned them, in favour of having more pursuit races, which allow the slower boats to mix it up with the faster boats.

11. Insurance:

All boats must carry a minimum liability insurance of \$2 million with coverage when racing and skip-pers must acknowledge that they have such insurance when signing the SCYC waiver of liability.

12. Marks and Start/Finish line coordinates.

Marks are to be rounded in the sequence briefed in the pre-race Skipper's Meeting or Vhf instructions.

Commonly used marks and ranges :

Cable Bay virtual mark 49°23.45'N 123°29.65'W(defined by the intersection of the NS range between the Power Line signs on Keats and on Gower Point, and an EW range made by two points on the Keats Isl shore - Inner 49°23.286'N 123°29.73'W, and Far point 49°23.108'N 123°29.798'W
Keats Wharf N49.23.7 W123.29.0 (White mooring buoy)
Soames Point Q57 can buoy N49.24.7 W123.29.0 (Green can buoy)

Commonly used start/finish lines:

To ensure accuracy and fairness when reporting finish times we ask you to plot these lines in your chart plotter so that you know precisely when you have crossed.

Home Islet/Sewage outfall START line:

Home Islet S 49° 22.904' N 123° 29.738' W
Sewage Outfall 49° 23.269' N 123° 30.830' W

Home Islet FINISH range:

Inner point (S end of Home Islet) 49°22.90'N 123°29.74W
Far point (west wall of house on Preston Island) 49°23.01'N 123°28.67'W
Note: Finish not more than 200 yards seaward from Home Isl.

Home Islet/Popham Island beacon:

Home Islet S 49° 22.904' N 123° 29.738' W
Popham Island beacon 49° 21.765' N 123° 29.505' W

Green Lady beacon

Green Lady 49° 23.932' N 123° 29.910' W

13. Use of engines:

Engines may not be used after the four minute warning signal except in emergency to avoid a collision or grounding. If so used the boat must perform a 360° turn and must not obtain a strategic gain.

14. Self Steering Systems (Autopilots):

Boats racing single or double handed are permitted to use automatic helming devices when safe to do so.