

The Sunshine Coast Yacht Club

Presents

The Gary White Memorial Regatta

and the

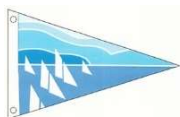
2026 Martin 242 Canadian Championships

The Organizing Authority (OA) is the Sunshine Coast Yacht Club (SCYC).

July 18 and 19, 2026

Gibsons, B.C.

Canada



Sailing Instructions

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

Amendment

- A1 Grammatical errors and formatting corrected.
- A2 8.4 Added details regarding the leeward Mark on Long course.

1 RULES

- 1.1 As described in NoR 1.

2 NOTICES TO COMPETITORS

- 2.1 Notice to Competitors will be posted on the Sunshine Coast Yacht Club website **Regatta Official Notice Board** at <https://www.scycsailing.ca/regattaofficialnoticeboard>
- 2.2 The SCYC Safety and emergency plan is located on the Regatta Official Notice Board.
- 2.3 Personal Flotation Devices: RRS 40.2(c) applies: personal flotation devices are required to be worn while racing.

3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it takes effect.
- 3.2 A change to the Sailing Instructions may be made on the water by displaying the code flag L (Come within Hail) and verbal instructions in proximity of the flag and/or by VHF channel 73.

4 SIGNALS MADE ASHORE

- 4.1 Signals ashore may be made relating to postponement due to inclement conditions or for the safety of vessels and crew. Signals will be posted on the Regatta Official Notice Board.

5 SCHEDULE OF RACES

- 5.1 [NP] Competitors are not required to check in; however; competitors must advise the Race Committee (RC) if retiring and/or leaving the race area.
When a vessel has completed the last race of the day she shall advise the RC of her destination.
- 5.2. Starting Order for the first race of each day:
- Martin 242 fleet; then
 - PHRF Divisions 1 and 2.
- 5.3 **Saturday, July 18:**
First Warning signal is 1025 hours.
Long Course race. (See Appendix A)
Short Course race(s). (See Appendix B)
- Once a fleet has completed the Long Race or the time limit has expired, the first Short Course race(s), will be started as soon as practicable.
 - Subsequent races will be started when the last boat of that fleet has finished, or the race time limit has expired.
 - Races may be started in any order, and PHRF fleets may not be started together, as signaled by the signal vessel, excepting SI 5.2.
- No Warning signal will be made after 1530.
- 5.4 **Sunday, July 19:**
First Warning signal is 0955 hours.
Multiple races are planned, and subsequent races will be started as practicable.
No Warning signal will be made after 1500.

6 CLASS FLAGS

- 6.1 The Martin 242 fleet Class flag will bear the Martin 242 Class Insignia.
- 6.2 The Gary White Memorial Regatta fleet will be divided into divisions based on PHRF.
- 6.2.1 Boats with a PHRF rating up to 146 will be in Division One and their Class flag will be Numeral Pennant One.
- 6.2.2 Boats with a PHRF rating 147 and above will be in Division Two and their Class flag will be Numeral Pennant Two.

7 COURSES

- 7.1 Courses as described in NoR Section 13 are depicted in Appendices A, B and C to these Sailing Instructions.
- 7.2 Code flag D shall be displayed for the long course (Appendix A);
- 7.3 Code flag W for the short courses (Appendix B and C).
- 7.4 Code flags W over T are displayed (Short Course only), the course shall be twice around.

8 MARKS

- 8.1 Appendices A, B, and C provide a description of the marks to be used.
- 8.2 Fixed marks (islands), set marks or a vessel(s) may be used, and one type may be substituted for the other type at the sole discretion of the race committee.
- 8.3 Changes before the start will be in accordance with SI 3.2.

8.4 The Long Course *mark* southeast of Langdale will be a yellow inflatable.

9 THE START

- 9.1 Races will be started using RRS 26.
- 9.2 The starting line will be between a staff displaying an orange flag on the signal vessel and the course side of the starting mark.
- 9.3 The starting mark may be a pin or an orange flag on a vessel.
- 9.4 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 and/or boat name on VHF channel 73. Failure to hail her number or name, failure to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 61.4 (b).

10 CHANGES TO THE NEXT LEG OF THE COURSE

- 10.1 To change the next leg of the course, the race committee will lay a new mark or move the finishing line and remove the original mark(s) as soon as practicable.
- 10.2 The signal vessel will display code flag C; signal and attempt to hail competitors on VHF channel 73. Failure to hear a hail shall not be grounds for redress.
- 10.3 When the position of the windward marks is changed (Mark 1 and Mark 1a; see Appendix B), a single new Mark will replace both original Marks.

11 THE FINISH

- 11.1 The finishing line will be in Shoal Channel between a staff displaying a blue flag on the signal vessel and the staff displaying a blue flag on the finishing mark or on a vessel. The finishing line will be southeast of and in the vicinity of navigational buoy Q57 (the Soames Point buoy).
- 11.2 In the event the course must be shortened, the finish line will be between two blue flags displayed on either a mark and/or a vessel.

12 TIME LIMITS

12.1

	Race Time Limit	Mark 1 (Windward Mark) Time Limit	Finishing Window	Target Time
Long Course: Delta flag displayed; (See Appendix A)	210 minutes (3.5 hours)	East point of Worlcombe Island 90 minutes (1.5 hours)	45 minutes	150 minutes
Short Course: Whiskey flag displayed (See Appendix B & C)	120 minutes	30 minutes	30 minutes	60 minutes

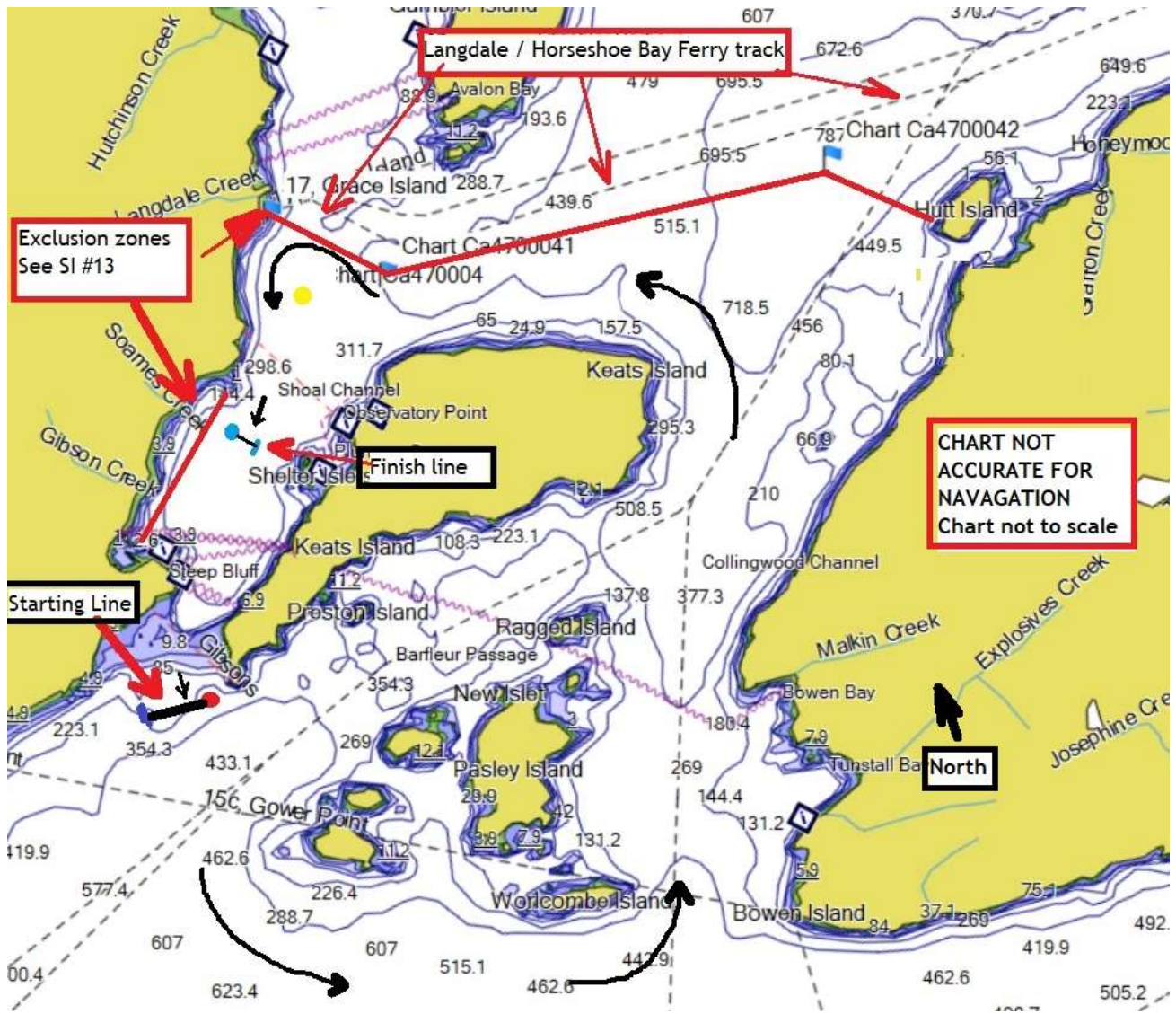
- 12.2 Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored DNF without a hearing.
- 12.3 Failure to finish within the target time limits will not be grounds for redress. This changes RRS 61.4 (b).

- 13 AREAS THAT ARE OBSTRUCTIONS – Also see Appendix A and C (Chart not to scale)**
- 13.1 The following areas are exclusion zones.
- 13.1.1 The area approximately 0.2 nautical miles south of the **Langdale/Horseshoe Bay, BC Ferry** track as indicated on chart number “**3526 Howe Sound**”. The exclusion zone extends north from a boundary line which runs from the West Shore of Howe Sound (N49.25.8 W123.28.3) to N49.25.2 W 123.27.6 to N49.25.1 W 123.23.9 thence to the West tip of Hutt Island (N49.24.4 W123.23.2). (The intent of this provision is to permit a reasonable navigational “race vessel free zone” to ferry traffic. Safety first.)
- 13.1.2 The **Town of Gibsons Swimming and mooring area** on the west side of Shoal Channel. No boat shall sail between a moored vessel in this area and the west shore of Shoal Channel. (The intent of this provision is to permit a reasonable safety zone around the moored vessels) NOTE: The signal vessel is not considered one of these “Moored Vessels”.
- 13.2 [NP] These exclusion zones are designated as an *obstruction*. Boats entering an exclusion zone may be scored DSQ without hearing. This changes RRS A5.1.
- 13.3 **Caution – Shallow water to the Northwest of the Soames Point buoy, Q57.**
- 14 PROTESTS AND REQUESTS FOR REDRESS**
- 14.1 Hearing request, Scoring Inquiry and Protest schedule are available online at <https://www.scycsailing.ca/regattaofficialnoticeboard>
- 14.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals “No more racing today”, whichever is later.
- 14.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.
- 14.4. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 60.2(d).
- 15 PENALTY SYSTEM**
- 15.1 The Two-Turns Penalty is replaced by the One-Turn Penalty. This changes RRS 44.1.
- 16 SAFETY REGULATIONS**
- 16.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 16.2 [DP] Boats shall not obstruct commercial traffic and must obey all warning signals and directions from commercial and race committee vessels.
- 16.3 [DP] A boat shall be protested for using an engine for propulsion while racing. The protest may be dismissed where she is:
- 16.3.1. In danger of collision with a non-racing vessel or may be impeding commercial traffic;
- 16.3.2. Required to aid another boat or its crew;
- 16.3.3. Engaged in search and rescue activities;
- 16.3.4. Avoiding running aground.
- 16.4 If engine propulsion is used to avoid a potentially dangerous or hazardous situation, but not to improve her competitive position; the skipper, after finishing, shall give a report to the RC immediately. The report shall include: time, duration of power use, speed, direction, wind and current conditions and the complete circumstance as to the reason for using engine power, to the satisfaction of the RC.

17 CODE OF CONDUCT

17.1 [DP] Competitors shall comply with reasonable requests from race officials.

APPENDIX A – Long Course (code flag Delta)



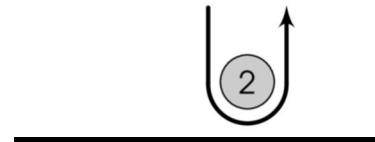
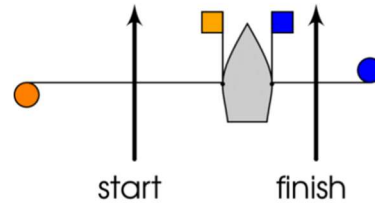
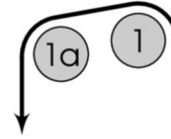
Appendix B – Short Course (code flag Whiskey)

Windward Leeward Course (Short Course);

when Whiskey over Tango displayed, course is twice around.

Due to wind conditions, Mark 1A may be omitted.

See SI 10.3



Short Course within Shoal Channel Start – 1 – 1a – 2 – Finish		
Mark	Location	Description
Mark 1	Windward Mark	Yellow tetrahedron, large yellow cylinder
Mark 1A (May be omitted)	Windward Spacer (Offset) Mark	Yellow tetrahedron, large yellow cylinder
Mark 2	Leeward Mark	Yellow tetrahedron, large yellow cylinder
Mark C	Change Mark	Vessel displaying a “C” Flag or a large yellow cylinder.

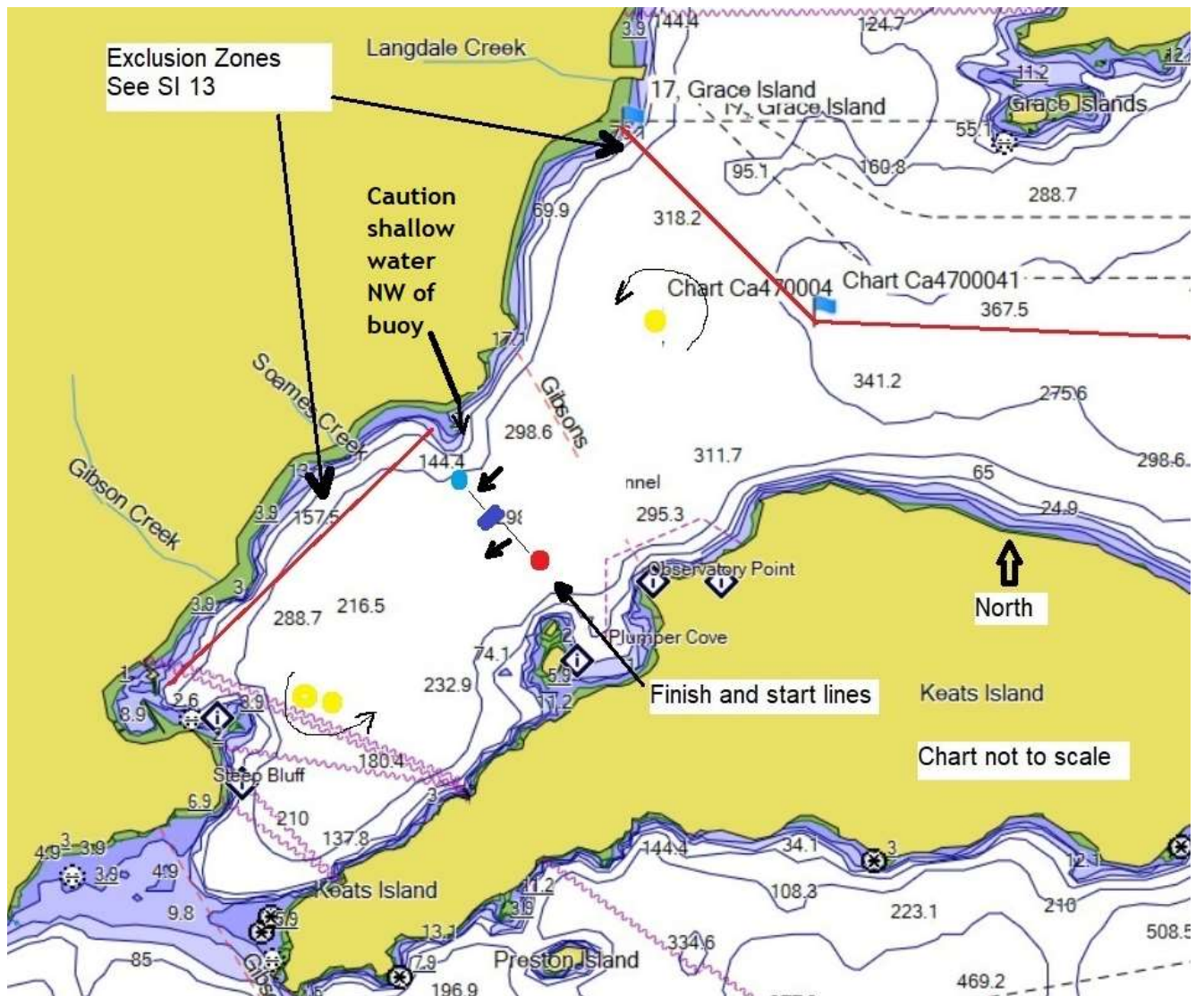
Appendix C – Short Course Code Flag Whiskey

NOTE

Geographical depiction of the short course: example only – mark location and course alignment will vary depending upon wind direction.

(Normally this area experiences an inflow. This is a depiction as to normal conditions).

Appendix B to govern



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