



and

present

TCYC English Bay Scramble

Saturday August 14, 2021

Tiddly Cove Yacht Club

Vancouver BC, Canada

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in [The Racing Rules of Sailing](#), subject to alteration by [PHRF-BC](#), the sailing instructions and notification from the race committee.
- 1.2 The regatta will be governed by the VARC Notice of Race 2021, portions of which are referenced within these Sailing Instructions for clarity.
- 1.3 All boats must comply with the Safety Requirements as set out in section 1.5 of the 2021 VARC Notice of Race found [here](#) as well as [BCSailing COVID19 Protocols](#)
- 1.4 **Class Rules**
 - 1.4.1 ORC Rating System Rules will apply to all boats racing under an ORC handicap.
 - 1.4.2 PHRF BC Rules will apply to all boats racing under a PHRF handicap. Boats that do not possess a PHRF BC rating certificate, or possess a rating certificate from a ratings jurisdiction other than PHRF BC, will receive a club rating from the Club's handicapper.
 - 1.4.3 If five Martin 242s register and constitute a one design class, they will use, the Rules of PHRF-BC, and PHRF-NW, the Martin 242 Class Rules as amended by Fleet One Martin 242s shall race in PHRF configuration (including engines on).

- 1.4.4** A yacht that impedes or obstructs commercial traffic may be subject to disqualification. A yacht that is the subject of five horns from commercial traffic may be subject to protest and disqualification.
- 1.4.5** Boats that intend to fly sails that display numbers other than her official sail number shall report those numbers to the race committee by email at fleetcaptaintcyc@gmail.com at or before 1300 hours Friday, August 13, 2021. Boats who fail to comply may be subject to protest by the race committee.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Tiddly Cove website at www.tiddlycove.bc.ca.

3 CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted on the Tiddly Cove website (www.tiddlycove.bc.ca) no later than 2000 hours on the day prior to the race.

4 SIGNALS MADE ASHORE

Signals will not be made ashore.

5 COMMUNICATIONS

- 5.1** Prior to the warning signal, all boats must check in with the race committee on VHF 68 or in person, stating the following: Boat Name, Sail Number and Division, after which confirmation from the race committee must be obtained. Boats intending to race double-handed must indicate that intention during this communication.
- 5.2** Skippers are encouraged to monitor VHF 68, from 1045 hours onward. In the case of a wayward mark or any alteration to the finish line, race committee will broadcast information on VHF 68 in a timely fashion.

6 THE START

- 6.1** The race will be started according to Rule 26. There will be one start for all boats, the class flag for all boats being the VARC pennant. The scheduled 5-minute warning signal for all divisions is 1055 hours.
- 6.2** The start/finish line will be in the middle of English Bay (at approximately 49°18.00' N, 123°12.07' W).
- 6.3** The start/finish line will extend from a staff displaying an orange flag on the race committee signal vessel out to two floating pins displaying orange

flags approximately 180 degrees from each other in relation to the staff on the race committee signal vessel.

- 6.4 Either side of the start line may be used, but in every case a boat **must cross the start/finish line with the race committee signal vessel to starboard**. This applies both at the start **and during subsequent crossings including the final finish**. See [Addendum A](#).
- 6.5 A boat that is OCS at the start or otherwise failing to start properly after the start signal will have the option of restarting properly (still leaving a pin to port and the race committee signal vessel to starboard) or accepting a 10 percent time penalty. The race committee may attempt to notify OCS boats by radio (VHF Channel 68). Failure to do so will not be grounds for redress. This modifies RRS 62.1(a).

7 The Race

- 7.1 The four marks of Saturday's English Bay Scramble course are P, G, K, and N (see "SI 8 MARKS" below), as well as the start/finish line and its two pins (see "SI 10 START" and "SI 10 FINISH" below). Each boat must round as many of the listed marks as possible, in any order, taking them to either port or to starboard, but boats **must also cross the start/finish line after rounding any two marks, leaving the race committee signal vessel to starboard, before continuing to subsequent mark roundings**. Marks may only be rounded once. Boats may also cross the start/finish line in between any mark roundings, always leaving the race committee signal vessel to starboard, because a boat's most-recent crossing of the start/finish line will be recorded as a finish in the case of a shortened course (see "SI 7.5 Shortened Course" below) or in the event that the competitor's boat fails to round all four marks.
- 7.2 In the event that a mark has drifted a considerable distance from its original posted position, boats are asked to round the GPS position stated in these instructions and report the wayward mark to the race committee.
- 7.3 Boats must report the marks rounded and the order of roundings to the race committee via VHF channel 68 any time when crossing the Start/Finish lines after the start and immediately upon finishing racing for the day.
- 7.4 **Example Course:** As an example, the boat that finished first overall last year sailed G-P-SF-K-N-SF or Point Grey Bell Buoy, Passage Island, through Start/Finish, Kits Barge Buoy, North Shore and through Start/Finish.
- 7.5 **Shortened Course** A boat may shorten her own course by crossing the finish line after rounding fewer than all of the marks. Having recorded a

crossing this way, a boat may then continue racing in hopes of rounding additional marks. To record her improved finish, a boat must again cross the finish line after rounding the additional marks.

8 MARKS

8.1 Mark N: North Shore, TCYC Orange Buoy Marker North of QB (49° 19.90' N, 123° 12.07' W)

Mark P: Passage Island (49° 20.78' N, 123° 18.40' W)

Mark G: Point Grey Bell Buoy. (49° 17.34' N , 123° 15.98' W)

Mark K: Kitsilano Barge Buoy (49° 16.97' N, 123° 09.86' W)

8.2 Mark rounding direction in the English Bay Scramble distance race is at the competitor's discretion.

9 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions: A line extending from the northwest corner of the RCYC breakwater to the line beginning with the northwest corner of the RVCY Jericho breakwater, joining adjacent permanent red can buoys, and ending with the north end of the most westerly pier at Jericho Sailing Centre, shall be an obstruction. The Red marker buoys and the line both rank as obstructions. Boats sailing into the obstruction area shall be subject to protest and disqualification. **DO NOT INDENT THE LINE.**

10 THE FINISH

10.1 The start/finish line is described in **SI 6**

10.2 To finish a boat must cross the start/finish line leaving the race committee signal vessel to starboard. Every finish will be confirmed by a sound. Once again, **upon finishing racing for the day, all boats must report to the race committee the marks rounded and the order in which this was done.** A finish will be recorded based on a boats last recorded crossing.

11 TIME LIMITS

No finishing times will be recorded after 1700 unless at least one boat in any division has finished before 1700, in which case the time limit is extended to 1730 for all divisions.

12 SCORING

12.1 Within each division, boats that round more marks within the time limit will be placed ahead of those rounding fewer marks. Boats rounding the same

number of marks as one another will be placed according to time-on-time corrected time consistent with the ratings and classifications specified in the VARC Notice of Race 2021.

12.2 Boats that wish to compete Double-Handed may do so as long as they report their intention during either registration or check-in. This race is included as a double-handed component of the TCYC Sailor of the Year Award

12.3 Boats racing under an ORC Certificate will be calculated by Time on Time using the Triple Number scoring coefficient for one of the following three wind speed ranges:

Low Range (9 knots or less)

Medium Range (between 8 and 14 knots)

High Range (equal to or greater than 14 knots)

(a) The race committee will announce the Declared Wind Range that it plans to use for each race on VHF 68 prior to displaying the warning signal:

L = Low Range

M = Medium Range

H = High Range

13 SAFETY REGULATIONS

13.1 All boats must comply with the Safety Requirements as set out in section 1.5 of the VARC Notice of Race 2021

13.2 A boat that impedes or obstructs commercial traffic may be subject to disqualification. A boat that is the subject of five horns from commercial traffic will be protested by the race committee and be subject to disqualification.

13.3 Any boat that sails between a tug and its tow will be disqualified from the race.

13.4 Racers are reminded to use their good seamanship when deciding when and where they are crossing existing shipping lanes.

13.5 A boat that retires from the race shall notify the race committee as soon as possible.

14 PROTESTS AND REQUESTS FOR REDRESS

- 14.1** A Boat wishing to protest or request redress, in addition to any other requirement set out in the Racing Rules of Sailing, shall, after finishing and prior to the warning signal for the next race, or if the incident giving rise to the protest occurred during the last race of the day, prior to the race committee signal vessel leaving the start area, notify the race committee, by radio on VHF 68 or by hailing the race committee, of its intent to request redress or protest and the names of the boat(s) it intends to protest, and receiving confirmation from the race committee that the race committee has received the boat's intent to protest. This notification will allow the race committee the opportunity to engage the protest committee in a timely manner following racing for the day. Failure to notify the race committee on the water is not grounds for invalidating an otherwise valid protest. This modifies RRS 61.
- 14.2** Protests must be delivered in person to the Fleet Captain of TCYC or his designate within two hours of the last finish of each day.
- 14.3** Parties involved in a protest will be notified by email and/or phone by the Fleet Captain of TCYC at or before the expiry of the protest time limit documented in SI 14.2.
- 14.4** Protests will be heard in the approximate order in which they were received, not earlier than 1830 hours or the expiry of the protest time limit documented in SI 14.2 whichever is later. This will allow parties and judges travel time to the hearing location: Saturday, Kitsilano Yacht Club; Sunday: False Creek Yacht Club.
- Notices identifying protest hearing parties will be posted by hours the Tuesday following the regatta.
- 14.5** Protests will be heard as soon as possible. The Fleet Captain of TCYC will notify parties of the date and time when the protest committee will be assembled and the location where hearings will be held.

15 DISCLAIMER OF LIABILITY

Competitors participate in the race 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 race.

For further information contact:

Tim Coughlin

TCYC Fleet Captain Email: fleetcaptaintcyc@gmail.com



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