

TCYC English Bay Scramble

Saturday August 13th 2022
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 2021-2024](#), 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 2022, portions of which are referenced in these Sailing Instructions for clarity.
- 1.3 All boats must comply with the Safety Requirements as set out in the [2022 SER Nearshore Category](#) as well as the [Transport Canada Small Vessel Requirements](#) applicable to them.
- 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 or more Martin 242s register and constitute a one design class, they will use, the Rules of PHRF-BC, and 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 12, 2022. 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 official notice board(s) located at www.tiddlycove.bc.ca.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted no later than 2000 on the day prior to the event.

4 SIGNALS MADE ASHORE

- 4.1 No signals will be made ashore.

5 SCHEDULE OF RACES

- 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**.

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 RVYC 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 2022.

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)

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:

13 SAFETY REGULATIONS

- 13.1** All boats must comply with the Safety Requirements as set out in the 2022 SER Nearshore Category as well as the Transport Canada Small Vessel Requirements applicable to them.
- 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.
- 13.6** Skippers are encouraged to monitor VHF channels 12 and 16 in order to keep aware of commercial vessel movements throughout the racing area.

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. Protest forms are available at Sail Canada.
- 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: Vancouver Maritime Museum.

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 OFFICIAL BOATS

Official boats will be marked by flying a large TCYC burgee.

16 RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones (voice, text and other data).

The Race Committee will use VHF channel 68 to communicate to the fleet and all boats are required to monitor this channel before and during the race.

17 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 CAD per incident or the equivalent.

18 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.

19 Awards and Party

Join us at the Maritime Museum patio immediately after the race for a barbecue, results and awards. No tickets required.

For further information contact:

Rob Sutherland

TCYC Fleet Captain Email: fleetcaptaintcyc@gmail.com

ADDENDUM A – Sample Course



Our Sponsors



604-760-4962

info@karenweiner.ca

