

Tiddly Cove Yacht Club

Sailing Instructions

TCYC New Years Day Race 2014

Wednesday, January 1st 2014

Start of race: 11:00 a.m.

1. RACE INSTRUCTIONS AND REQUIREMENTS

1.1. Races will be conducted in accordance with ISAF/CSA Rules 2013-2016, subject to alterations by PHRF, TCYC General Race Instructions, and these Sailing Instructions or by notification from race committee.

1.2. **Ratings:** Racers must hold valid **2013** or **2014** PHRF certificates. For those without ratings, a temporary rating may be assigned by the race committee for the series. Such ratings will not be open to challenge. **Valid PHRF and insurance certificates must be submitted to the Fleet Captain prior to race day. Boats failing to do so will be scored DNS.**

1.3. Sail Numbers: PIYA or fleet sail numbers must be displayed.

1.4. Any changes in the Sailing Instructions will be given verbally, or by written hand-out from the committee boat. If this is required, code flag L will be displayed.

1.5. Yachts must have on board a valid insurance certificate, available for inspection by the race committee, or other TCYC authorities.

1.6. **Non-TCYC Boats:** Non-TCYC boats wishing to race must have PHRF ratings between those of the fastest and the slowest TCYC boats. Exceptions may be allowed at the discretion of the race committee. **All non-TCYC boats wishing to compete must complete and return a Race Waiver Form (downloadable from www.tiddlycove.bc.ca/racing) along with proof of adequate insurance, to the Race Committee by 10:45 a.m. on the race day.**

1.6.1. The race committee has the right to refuse boats from any TCYC-organized event without explanation.

1.7. **Communications:** Radio communications with the Race Committee will be conducted on **VHF Channel 68**

2. DIVISIONS

2.1. Yachts will be divided into *Racing Division* (Division 1), and *Cruising division* (Division 2), based on the *Performance Value* "PV" ($PV=(60-LOA)^* 5.4$). If your yacht has a PHRF faster than her PV, she is in Racing Division; otherwise she is in Cruising Division.

2.1.1. A Cal 20 one-design division maybe instituted if four or more vessels register.

2.2. In the interest of including enough races in the TCYC Sailor of the Year competition to make it attractive to as many skippers as possible, this race may be registered as and competed as a double-handed race. The double-handed division will be scored against the boats within the fully crewed divisions as well as recognized as its own division and

recognized in the results. A skipper does not need to be a TCYC member to take part as a double-handed entry, but only TCYC skippers will be scored towards the TCYC Sailor of the Year series.

3. START & COURSE

3.1. The race will be held in English Bay. ***The race course will be determined on the day of the race and announced by VHF channel 68 and/or hailing boat-to-boat.*** Typically the course will be set east-west in English Bay with the Kits Barge Buoy used as the easterly mark and either the Point Grey Bell Buoy or an anchored freighter used as the westerly mark (depending on wind strength and conditions).

3.1.1. The committee will endeavor to have the first leg of the course to windward.

3.2. A **red flag** on the committee boat means “leave all marks to port.” A **green flag** on the committee boat means “leave all marks to starboard.”

3.3. A blue flag on the committee boat means that the committee boat is on station to take finishes.

3.4. **Start & Finish:** The start will be in Area C, West of Kits Barge Can. The start shall be a line between the orange flag on the committee boat and a pin bearing an orange flag.

3.4.1 The finish line will be the same as the start line, unless the race committee announces a shortened course.

3.5. Races will be started according to ISAF rules, i.e.:

5-min warning: Division flag 1, or 2 or both (1 horn)

4-min warning: Code flag P, I, or Black Flag (1 horn)

1-min warning: Removal of P, I, or Black Flag (1 horn)

Start: Removal of Division flag (1 horn, or 2 horns if one or more boats are OCS)

3.6. **“Le Mans” Start: *the start sequence will be “Le Mans” style, as follows:***

3.6.1. All Racers must be anchored to the leeward of the start line by 1055 hrs. *Both the boat itself and its entire ground tackle including anchor must be to leeward of the line.*

3.6.2. All headsails must be down on the deck (or fully furled if roller furling) and main sails must be down, stowed on the boom and tied with at least one sail tie (or fully furled if in-boom or in-mast furling).

3.6.3. Halyards may be attached.

3.6.4. There will be traditional 5, 4, and 1 minute warning signals.

3.6.5. By the 1-minute warning signal ***all crew and skippers must be below decks (or seated in the cockpit if no cabin exists)*** until the start signal (for safety and lookout, one crewmember may be positioned in the companionway, with their body fully inside the cabin and their ***head only*** above the level of the top of the companionway hatch). This configuration, with the boat anchored behind the line, sails down or furled, and crew below decks (or seated in the cockpit if no cabin exists) will be referred to as the “Le Mans pre-start position.”

3.6.6. The race committee will provide a final 10-second count down on VHF channel 68.

3.6.7. Following the start signal crews will be allowed to go on deck, retrieve anchors, set sail and proceed across the start line. *If a boat is physically OCS or has crewmembers on deck (or standing/outside the cockpit if no cabin exists) at any*

time between the 1-minute warning and the start signal, it will be required to fully return to a "Le Mans prestart position" before it can start the race, and it will be required to take a two-turn penalty (previously called a "720-degree turn") after it has started.

3.6.8. All anchors must be retrieved (no buoying the anchor and rode).

3.6.9. Windlass use is permitted.

3.6.10. If weather conditions render a Le Mans start unsafe or imprudent, the Race Committee may, at its discretion, change the start to a normal running start. Any such change will be announced on VHF channel 68 and/or by hailing.

3.6.11. While boats are anchored, standard "primacy" rules will apply in determining which boat is obliged to deal with situations where boats are drifting towards each other on anchor: If both boat's anchors are secure, the boat that anchored later is responsible for avoiding contact, and must adjust its anchor line or anchor as necessary, even if it means taking a penalty following the start (see 3.6.7). If, however, a boat's anchor has pulled free and is dragging, the dragging boat is responsible for avoiding contact with non-dragging boats, even if the non-dragging boats anchored later.

3.7. **The time limit** for all divisions shall be 14:00.

3.7.1. If one or more yachts in a division finish within the time limit, the time limit for that division will be extended 30 minutes. (Amends ISAF).

3.7.2. See also, "Kiss of the Frog" rule, 3.9 below. It should not be assumed that the race committee will wait for all divisions to finish, before starting another race for a division that has finished.

3.8. In the event of a general recall, boats should return to the start area immediately and watch flags for new indications.

3.9. **Kiss-of-the-frog rule:** If it becomes obvious that one yacht will be last, with no opportunity of improving her position, the race committee may give a yacht a last place finish without requiring her to complete the course. The committee will endeavor to notify the yacht by (a) calling her in on channel 68, (b) raising the kiss-of-the-frog flag (green frog on white flag), and (c) sounding 3 horns. If it is apparent that the boat is trying to motor back to the start area, the committee may, at its discretion, wait for the boat to motor back or start the race in the absence of the boat.

4. SPECIAL SIGNALS

4.1. **Before the start:** Each participating yacht shall hail the committee boat, on VHF Channel 68 or by approaching to within hailing distance, giving sail number, boat name, rating and division at least 10 minutes before the warning signal for the first start of the day. The committee is under no obligation to score yachts that fail to report in time.

4.2. **No Flying Sails:** Boats that are rated for spinnaker or cruising spinnaker, but wish to race "no flying sails" must hail the Race Committee to this effect, when checking in. Any boat declaring "no flying sails" shall be scored in the division appropriate to its usual PHRF rating. The "no flying sails" allowance for Tiddly Cove races shall be 18 sec. unless there is a valid PHRF certificate that a different allowance is appropriate. (See PHRF manual from *BC Sailing* for definition of flying sails and more information on the "NFS" allowance.)

4.3. **Recalls:** Individual recalls will be signaled by the use of Code flag "X" and an "extra

horn.” The committee will try to notify early starter(s), but assumes no responsibility for doing so. *Boats may consider having their radios on channel 68 at the start.*

4.4. All yachts retiring from a race shall inform the Race Committee via Channel 68 or by hail, as soon as possible.

5. SAFETY AND RESPONSIBILITY

5.1. **Safety Equipment:** Yachts must be equipped to conform to PIYA Safety Category III for all races.

5.2. **TCYC Responsibility:** At no time will TCYC, its Directors, Flag Officers, Sailing Committee or Race Committee(s) accept responsibility for accidents or misadventures.

5.3. **Skipper’s Responsibility:** The decision to start or continue a race is the sole and exclusive responsibility of the skipper of a participating yacht. Responsibility for the safety of a yacht and her crew is the inescapable responsibility of the owner and skipper.

5.4. If **Code Flag “Y”** is displayed, skipper and crew are required to wear safety flotation gear.

5.5. **Inspection:** Any yacht participating in a TCYC race may be subject to a safety equipment inspection by the Race Committee.

6. PROTESTS AND PENALTIES.

6.1. Protests must be filed in accordance with ISAF rules.

6.2. Protests must be announced to the race committee before the boat leaves the race area (if possible) and must be delivered to the fleet captain of TCYC by midnight of the race day.

6.3. Boats may be exonerated for hitting a mark by taking a one-turn penalty (previously a 360-degree turn) or other right-of-way violations by taking a two-turns penalty (previously a 720-degree turn).

6.4. Filing a protest: In protesting another yacht, all ISAF procedures must be followed, and the protest in writing and containing all the required information must be in the hands of the Fleet Captain by midnight of the race day.

7. MAIN OBJECTIVE

HAVE FUN!