

TCYC New Years Day Race

Monday January 1st, 2024
Vancouver BC, Canada

SAILING INSTRUCTIONS

1 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board(s) located at www.tiddlycove.bc.ca.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 1000 on the day it will take effect.

3 SIGNALS MADE ASHORE

3.1 No signals will be made ashore.

4 SCHEDULE OF RACES

4.1 Dates of racing:
Monday January 1st, 2024

The scheduled time of the warning signal is 1055.

5 CLASSES and CLASS FLAGS

5.1 Boats will be divided into two divisions based on their Performance Value (PV) calculated as: $PV=(60-LOA)*5.4$. If a boat has a PHRF rating faster (lower) than her PV then she is in Division 1, otherwise she is in Division 2.

5.2 Boats may request assignment to a different division by making a request in writing to the TCYC Fleet Captain prior to racing in the series.

5.3 Class flags will be:

Division	Flag
1	1
2	2

5.4 No Flying Sails. Boats rated for spinnaker but wish to race no flying sails shall make this clear to the race committee at check-in.

5.4.1 Any boat declaring no flying sails will be scored in the division appropriate to its usual PHRF rating.

5.4.2 The no flying sails allowance is 12 seconds unless there is a valid PHRF certificate indicating that a different allowance is appropriate.

6 RACING AREAS

- 6.1** Races will be held in the south east area of English Bay south of the English Bay Routing System (EBRS - see 10.2) and generally west of the Kits Barge Buoy.

7 THE COURSES

- 7.1** The course will be determined by the race committee prior to the race. 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, an orange tetrahedron, or an anchored freighter used as the westerly mark (depending on wind strength and conditions). Alternatively a course may be selected from Addendum A. The diagrams and descriptions in Addendum A show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- 7.2** No later than the warning signal, the race committee signal boat will display the code flag or letter placard corresponding to the course to be sailed. The race committee may announce the course on VHF channel 68, and verbally to boats within hailing distance.
- 7.3** Courses may be shortened as described in Addendum A. This changes rule 33.

8 MARKS

- 8.1** Marks 1, 2, and 3 will be orange inflatable tetrahedrons, however at the discretion of the race committee may be changed to the Kits Barge Buoy, QC, a freighter, or any other such mark the race committee deems appropriate.
- 8.2** In the event the race committee uses a substitute mark they will fly code flag L, come within hail, and describe any change in course and marks verbally, and on VHF channel 68.
- 8.3** 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.
- 8.4** The starting and finishing marks will be an orange flag on the committee boat and an orange flag on a floating staff.

9 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

- 9.1** 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.**
- 9.2** The English Bay Routing System (EBRS) area shall be an obstruction while racing. This is the shipping lane area north of deep sea anchorages 1 through 15, which is defined on page 60 of the Port of Vancouver's Port Information Guide (<https://www.portvancouver.com/wp-content/uploads/2022/03/2022-03-01-PORT-INFORMATION-GUIDE-3.pdf>) and is approximately demarcated at its southern boundary by a line extending from Prospect Point west-southwestward to

Weather Station Buoy 46304 at 49.300 N 123.360 W (49°18'0" N 123°21'36"W). DO NOT ENTER THE SHIPPING LANES

10 THE START

- 10.1 Races will be started by using rule 26 with a warning signal made 5 minutes before the starting signal.
- 10.2 There will one start for all divisions unless the race committee deems it appropriate to start divisions separately.
- 10.3 The starting line will be between a staff displaying an orange flag on the starting mark and a staff displaying an orange flag on the committee boat.
- 10.4 A boat starting later than 30 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4.
- 10.5 Le Mans Start: the start sequence will be Le Mans style, as follows:
 - 10.5.1 All Racers must be anchored with boat, its entire ground tackle and anchor to the leeward of the start line, or extension thereof, by 1055 hrs.
 - 10.5.2 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).
 - 10.5.3 Halyards may be attached.
 - 10.5.4 There will be traditional 5, 4, and 1 minute warning signals.
 - 10.5.5 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."
 - 10.5.6 The race committee will provide a final 10-second count down to the start on VHF channel 68.
 - 10.5.7 Following the start signal crews will be allowed to proceed with the race. **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 pre-start position" before it can start the race. AND it will be required to take a two-turns penalty after it has started.**
 - 10.5.8 All anchors must be retrieved (no buoying the anchor and rode).
 - 10.5.9 Windlass use is permitted.

10.5.10 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.

10.5.11 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 11.5.7). 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.

11 THE FINISH

11.1 The finish line will be between a staff displaying an orange flag on the starting mark and a staff displaying an orange flag on the committee boat.

11.2 Kiss of the Frog: If it becomes obvious that one boat will place last, with no opportunity of improving her position, the race committee may give her a last place finish without requiring her to cross the finish line. The race committee will sound three horns, raise the Kiss of the Frog flag, and attempt to hail the boat on VHF channel 68.

11.3 **In the event that the Race Committee participated in the race, competitors will be required to record their finish times based on PST GPS time and report them when prudent (following the RC finish) to the Race Committee.**

12 TIME LIMITS

12.1 The time limit for all divisions will be 2 ½ hours from the start of the race for that division. If one or more boats in a division finish within the time limit, the time limit for that division will be extended to by 30 minutes.

12.2 Boats failing to finish within time limit will be scored Did Not Finish without a hearing.

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest forms are available at [Sail Canada](#). Protests and requests for redress or reopening shall be delivered to the [Fleet Captain](#) within the time limit.

13.2 For each class, the protest time limit is 3 hours after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

13.3 Notices of protests will be emailed to the involved parties and all parties will be informed of the time and place of the hearing when available.

14 SCORING

14.1 One race is required to be completed to constitute a regatta.

15 SAFETY REGULATIONS

15.1 Check-In: All boats must check in on VHF channel 68 or coming within hail of the race committee boat and giving boat name, sail number and division.

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

16 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

17 OFFICIAL BOATS

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

18 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).

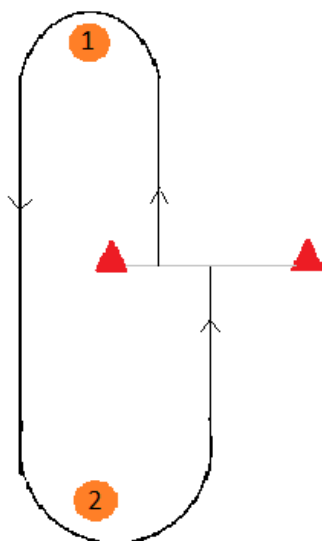
The Race Committee will use VHF channel 68 to communicate to the fleet and all boats are required to monitor this channel before and during the race.

19 AGGRESSIVE SAILING

The primary purpose of the TCYC NYD Race is to have FUN, and to welcome and encourage new skippers and racers to participate in our wonderful sport. Overly aggressive sailing will not be tolerated and will result in your removal from our events at the sole discretion of the Fleet Captain.

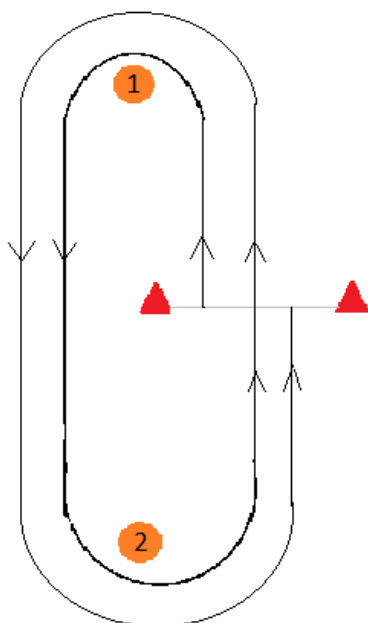
ADDENDUM A - COURSES

Course Delta



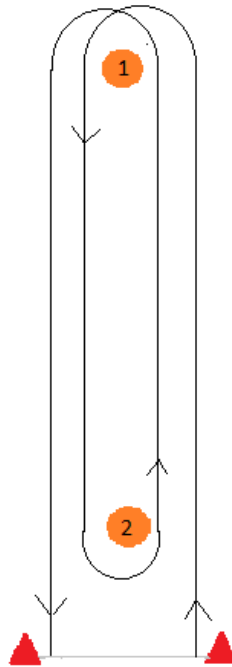
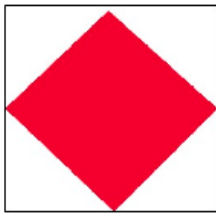
Start - 1 - 2 - Finish
Marks to port unless indicated by green flag on committee boat.
Do not cross start finish line on downwind leg.

Course Echo



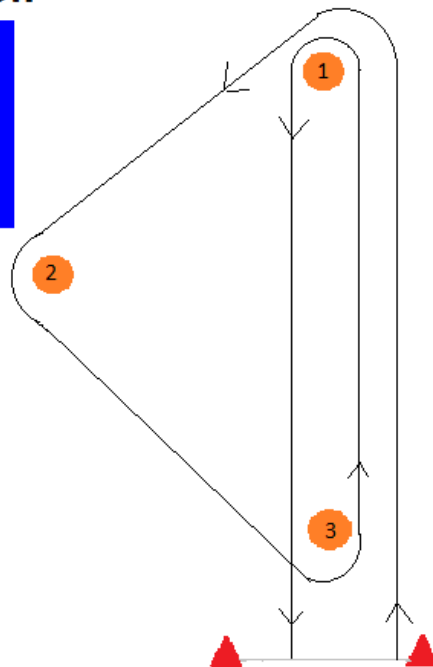
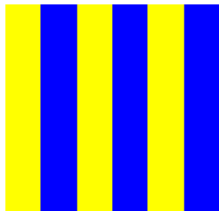
Start - 1 - 2 - 1 - 2 - Finish
Marks to port unless indicated by green flag on committee boat.
You must cross start finish line on upwind legs only. Do not cross on downwind legs.
Course may be shortened at start finish line.

Course Foxtrot



Start - 1 - 2 - 1 - Finish
Marks to **port** unless indicated by **green**
flag on committee boat
Course may be shortened between
mark 2 and committee boat.

Course Golf



Start - 1 - 2 - 3 - 1 - Finish.
Marks to port unless indicated by green
flag on committee boat.
Course may be shortened between
mark 3 and committee boat.