

SCYC SAILING INSTRUCTIONS

Version 9, Revised Feb 25, 2020

A. Safety and sportsmanship

Skippers are required to have everyone aboard wear flotation devices at all times when racing.

Participation in SCYC races and activities is entirely the decision of, and at the risk of, each skipper.

All skippers must sign an SCYC waiver of liability in order to participate in a race or series of races. Should an SCYC member allow someone else to skipper their boat, that skipper must also sign a waiver.

At SCYC we want racing to be fun and encourage you to treat your fellow competitors in a spirit of friendly rivalry and good sportsmanship.

B. Racing Rules:

Races will be conducted under the Racing Rules of Sailing (see www.sailing.ca/rules) as amended by the following instructions. All SCYC skippers should make sure they understand the basic principles behind the rules.

Here is a summary of the key rules that may help newcomers to sailing in races, but remember, they do not substitute for a more detailed study and knowledge of the rules:

1. If you are on opposite tacks (booms on different sides), **the boat on starboard tack has right of way**. (Rule 10)
2. If you are on the same tack (booms on the same sides), the **leeward boat has the right of way**. Note - the leeward boat cannot sail above its Proper Course and a boat coming up from behind cannot hit the boat ahead. (Rules 11 and 12)
3. When **tacking you must keep clear of other boats**. (Rule 13)
4. You must **avoid collision** if possible. (Rule 14)
5. Anytime you have right of way and you want to turn towards another boat you must make sure **the other boat has room to give it**. (Rule 16)
6. When you are within **three boat lengths from a leeward mark, or obstruction, on the same side as another boat, you have to give any boat between you and the mark or obstruction enough room to round it/pass it**. The same rule applies when approaching a windward mark between boats on the same tack. (Rules 18 & 19).

Penalties: If you make a mistake and cause a right of way boat to change course to avoid hitting you, you must take a penalty - normally, just get away from the other boat and perform two 360s. If you touch any mark perform one 360 as soon as you can afterwards.

PHRF Ratings:

Boats will be handicapped by the PHRF rating system. All boats should have a valid PHRF of BC Rating certificate. These are obtainable from BC Sailing at www.bcsailing.bc.ca/Competition/PHRF. Normally such certificates are valid for one calendar year and currently cost \$45, - however our practice is to accept a certificate for a period of three years from date of issue, provided no substantive changes have been made to the boat, or sails.

If a boat uses a spinnaker in any race in a series of races, the series will be scored using the with-spinnaker rating for all races in the series.

We want to encourage newcomers to racing, so if you are the skipper of a boat without a PHRF rating please contact us and we will try to assign a temporary rating for your first few races.

Club Ratings:

In the interest of promoting closer racing, club ratings, may be used in SCYC local race series. See paragraph C8 below for details.

C. Conduct of SCYC local races:

1. The course, start time, and start procedures will be advised verbally at the pre-race Skipper's Meeting held at 10:30am in front of the Gibsons Marina office.

Normally races start at 11:30am, however, the Race Committee may advise an earlier or later start on the Vhf if., for example, all registered boats are ready before 11:30am or if wind conditions suggest a start delay is needed.

2. All boats must use, and monitor, Vhf Channel 73 (NOTE- changed from Ch68 effective Aug25/19) LOW POWER for race communications. Boats are encouraged to check-in by Vhf with the Race Committee when arriving at the start area and before the start sequence begins. It is also a good idea to keep your radio on while racing in case there is a change of course or a shortening of the race such as in the case of light wind.

3. Starting sequence:

3 (a) Starting Sequence ***WITHOUT an anchored Committee Boat:***

Because SCYC races are frequently conducted without the benefit of an anchored Committee Boat, simplified procedures are used avoiding the use of signal flags.

MINUTES BEFORE START	VHF ANNOUNCEMENT	SOUND SIGNAL	MEANS
SIX, 6	Six minutes to start	None (Vhf only)	Get Ready/Pay attention
FIVE, 5	Five minute warning	One	Five minute warning signal
NOTE: ENGINES MAY BE RUNNING BUT MUST NOT BE ENGAGED AFTER 4 MINUTES FROM START			
FOUR, 4	Four minute warning	One	Four minute Preparatory signal
ONE, 1	One minute warning	One long	One minute
ZERO, 0	Start now	One	STARTING SIGNAL

3 (b).. Starting Sequence which may be used if there ***IS an anchored Committee Boat:***

MINUTES BEFORE START	FLAGS	SOUND SIGNAL	MEANS
SIX, 6	NONE	None (Vhf only)	Get Ready/Pay attention

MINUTES BEFORE START	FLAGS	SOUND SIGNAL	MEANS
FIVE, 5	CLASS FLAG RAISED	One	Five minute warning signal
FOUR, 4	CODE P FLAG RAISED	One	Four minute Preparatory signal
ONE, 1	CODE P FLAG DOWN	One long	One minute
ZERO, 0	CLASS FLAG DOWN	One	STARTING SIGNAL

4. Starting Penalties:

If you cross the start line early you must turn around (avoiding other boats), and recross the start line.

5. Recording elapsed time:

Each boat is responsible for recording their **elapsed time** from the starting signal to finishing.

Time can be reported by Vhf Ch 73 to the Committee Boat or can be reported verbally if the skipper/crew is attending a pub meeting after the race.

If reporting on Vhf please identify your boat name and clearly state that you're reporting elapsed time.

The Committee Boat will acknowledge that they have recorded the time.

6. Protests:

Hopefully most concerns about protests can be resolved by prompt discussions by the affected parties and the Fleet Captain or member of the Executive Committee, but if not, protests must be written on the Sail Canada form https://www.sailing.ca/files/Sail_Canada_redress_form_2019.pdf and delivered to a member of the SCYC Executive within 24 hours.

7. Race series scoring:

Races are scored using a time on time system using a Time Correction Factor of $650/(520+\text{rating})$.

A yacht's elapsed time is multiplied by the TCF to determine corrected time.

Points are scored for each race in a series as follows:

First place	1 point
Second place	2 points
Third place	3 points
Etc.	

Did Not Compete (DNC)	Number of boats registered in the SERIES plus 1
Did Not Start (DNS)	Number of boats in the RACE plus 2
Did Not Finish (DNF)	Number of boats in the RACE plus 1
Disqualified (DSQ)	Number of boats in the SERIES plus 2
(Note that DSQ is excluded as a throw-out).	

The series winner will be the boat with the fewest points.

Throw-outs:

If at least seven races are sailed in a series there will be ONE throw-out (i.e. a boat's worst score in that series will be excluded). If there are ten, or more, races in a series there will be TWO throw-outs. Note that cancelled races do not count as a race when determining how many throw-outs are allowed..

8. Use of Club Ratings:

Club ratings may be used in order to encourage competitive racing. The method used will be as follows:

- Races will be scored using two systems - one using "Official" PHRF ratings and one using "Club" ratings.
- A boat's Club rating in a series is initially the same as its Official rating.
- If a boat scores first in a race its Club rating will DECREASE by 3.
- If a boat scores last in a race its Club rating will INCREASE by 3.
- This new Club rating will apply to subsequent races in the series, unless it places first, or last, again in that series, in which case a further adjustment of -3, or +3 will be made.
- At the end of a series the effect of Club ratings will be reviewed and may either revert to the Official rating for the start of the next race series, or may be continued.

9. Insurance:

All boats must carry a minimum liability insurance of \$2 million.

10. Marks

Marks are to be rounded in the sequence briefed in the pre-race Skipper's Meeting.

Commonly used marks are located at approximately:

- A. Cable Bay N49 23.3.1 W123.29.9 (Orange ball)
- B. Keats Wharf N49.23.7 W123.29.0 (White mooring buoy)
- C. Soames Point Q57 can buoy N49.24.7 W123.29.0 (Green can buoy)