

DCYC Sailing Instructions for Calendar Year 2019

Version 1.4

Rule 1: Waiver of Liability, Insurance and Safety

1.1 Waiver of Liability

At no time will DCYC, or any of its officers or other representatives, assume any responsibilities for accidents or misadventure. All skippers will sign a DCYC Liability Waiver form prior to racing in any DCYC-sponsored event. The waiver applies to all DCYC races in which the yacht participates for the year.

1.2 Insurance

All yachts must have valid insurance and must provide the Fleet Captain with a copy on request.

1.3 Yacht Safety

- o All yachts shall:
- o a) Conform to ISAF special reg. category 4.
- o b) Complete and pass the DCYC safety inspection, other club safety inspection, or equivalent transport Canada certification

1.4 Working Engines

All yachts must leave the DCYC dock under its own power be it fuel or electrical.

Rule 2: Fees.

***Fees for all Divisions will be \$50.00 for the year,...these fees do not include the Outstation Race. All fees must be received by the Fleet Captain on or before March 15, 2019. Those who miss the payment deadline will be scored DNC.

Rule 3: Divisions

There are 3 racing divisions. Divisions 1 and A are divided according to the vessel's rating in PHRF BC. Division B is for yachts in the mentoring program.

Div. 1: Rating \leq 180

Div. A: Rating \geq 181

Div. B: Mentoring Program

Rule 4: Ratings and Handicaps

4.1 PHRF certificates

All yachts are expected to provide current 2019 PHRF BC certificates. Yachts that do not provide up to date certificates will be assigned a club rating by the rating committee.

4.2 Club Ratings

- a) In the interest of promoting closer racing, club ratings will be used for all DCYC-only events.
- b) All ratings will be kept constant within each racing series.
- c) Any skipper may unilaterally declare by writing a club rating lower than their current club or PHRF BC rating.
- d) Skippers wanting a higher rating may appeal to a meeting of the rating committee. A unanimous vote of members at that meeting will be required to approve such a new rating. Such modified ratings will be subject to annual review by the rating committee.
- e) The rating committee will consist of:
 - The fleet Captain
 - The club PHRF BC rep.
 - One club skipper who does not compete in the fleet of the yacht being assessed.

Rule 5: Race Committee

The fleet captain or their delegate shall designate the race committee for each race. A race committee may be a full race committee with a dedicated committee boat, or may be delegated to members of the racing fleet if no such dedicated race committee is available.

5.1 With Full Race Committee

If a dedicated race committee is available for a race, the race will be run in accordance with current ISAF racing rules

5.2 Without dedicated race committee

If no dedicated race committee is available, then one of the competing skippers will be designated race officer. The race

officer will be responsible to set the course, start time, execute the start sequence and participate in protest hearing. He will also announce race results if the fleet captain is not available.

Skippers must take their own GPS finish times. Whenever possible, the first yacht to finish will act as a committee boat for the finish line, providing sound signals for the finish and recording actual finish times. The fleet is asked to provide tokens of appreciation when such services are provided. If the times are not able to be collected by the first yacht each competing vessels must submit their finishing time(s) promptly to the race officer, no later than 15 minutes after the Race Officer vessel returns to the dock. They may submit it in person or send it by text or email if available, a note pad will be available on the DCYC deck for written submissions.

Rule 6: Yacht Racing Rules

All DCYC events will be sailed under and governed by the Current ISAF Racing Rules, the prescriptions of the Canadian Yachting Association as found in the current Racing Rules of Sailing, and the rules of PHRF-BC.

Rule 7: Motoring to safety

○ In accordance with ISAF rule 42.3(i) Vessels will be allowed to use their engine if they find themselves in immediate danger. As long as they did not gain significant advantage they will perform a one turn penalty and then continue racing.

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Rule 8: Clearing Fouls and Penalties

○ Because of the prevailing light winds in Deep Cove and in accordance with ISAF rule 44.1, vessels will only be required to complete one turn penalty to clear a foul.

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Rule 9: Protests hearing and decisions

a) In accordance with ISAF rule 61.3, any skipper wishing to have a protest hearing must notify the race committee or race officer in writing, within 15 minutes of their return to the dock, whoever returns the latest.

○ b) In the interest of announcing race results in a reasonable time frame, protests hearings that do not include any major material damages or injuries will be held 45 minutes after all parties have returned to the dock, namely the race committee or race officer, protestee and protestor. The hearing will have the following format: 10 minute a piece, for both the protestor and protestee to present their case, including witnesses respectively. There will be a 5 minute Q&A from the protest committee, and then 10 minutes for the committee to deliberate. In the case of a larger incident happening, the protest committee will designate a time and place for a full protest hearing where more time will be allotted.

9.1 Penalties taken after a race

○ After a race, a boat that has broken an ISAF rule of Part 2 or rule 31 while racing, but has not exonerated themselves under rule 8, may take a post-race penalty for that incident. The penalty shall be a scoring penalty of 3 minutes. A vessel wishing to take a post-race penalty shall inform the race committee or officer in writing, before the start of the protest hearing. The race committee or officer reserve the right to refuse this penalty, and refer the incident to a protest hearing.

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Rule 10: Skippers Meetings

Skippers' meetings will take place on the seaward float at DCYC at 11:30 on each race day, unless explicitly scheduled otherwise. The skippers' meeting will determine where sailing will take place, the time the race is supposed to start and may determine a provisional course. It is ultimately the responsibility of the race committee or race officer to determine the course to be raced.

Rule 11: Race Courses

Courses will be chosen based upon the prevailing conditions of the day. A diagram showing the location of standard rounding marks in the area is attached.

The race committee or race officer will announce the final course to be sailed on VHF radio 73 as well as displaying it on the course board.

Rule 12: Racing Schedule

The schedule of races shall be as listed on the DCYC website: <http://www.deepcoveyc.com/racing.php>

Rule 13: Radio Communication

All yachts racing in DCYC events are expected to have VHF radios. Channel 73 will be used for notifications from the race committee, for checking in and for the purpose of general safety and other communications.

Rule 14: Starts

As described in Rule 5, races may be coordinated by a dedicated race committee or by designated yachts within the fleet. The race committee shall raise the RC flag as soon as it is on station and shall fly it until the race is over.

In order to start a race, there must be at least 3 knots of wind blowing for the entire 5 minute start sequence.

Skippers are asked to check in on channel 73.

14.1: Start sequence signals

○ If different from the time agreed at the skippers meeting, the race committee will announce the time of the race start a minimum of 10 minutes beforehand, by VHF on channel 73. The start sequence will be as outlined in ISAF rule 26.

14.2: Course Board

When possible or if required a course board will be displayed either on the race committee boat or the vessel on which the race officer is sailing. The board will be displayed 10 minutes before the start of the race.

○ Each line on the course board is a separate racecourse. The line of symbols will start on the left with the division(s) the course is intended for. Each letter or symbol will represent a mark on the course to be rounded in the order presented. The colour of the letters will indicate whether that mark is to be taken to port or to starboard: red meaning to port and green meaning to starboard.

14.3 Mark List:

○ A	○ Orange can at Dan George or Western most barge if not marks are present
○ B	DELETED
○ C	○ Orange mark West of Admiralty point
○ D	○ Orange mark South of Boulder Island or if no marks are present around the island
○ E	○ Northern most 5 knot can
○ F	○ Orange mark off Lone rock
○ G	○ Orange mark off Cosy Cove
○ H	○ 5 knot can inside Bedwell Bay
○ I	○ Raccoon Island
○ J	○ Twin Island
○ K	○ Cates Park Roche Point Light
○ L	○ Best Point
○ T	○ Twice around the racecourse. Vessels will go through the start finish line between laps. If at island, round island to port.
○ /	○ Start Finish line to be used as a gate mark

○ (See diagram attached)

14.3: Without dedicated race committee

If there is no race committee available to do the start sequence then the race officer will give the signals from his or her vessel using sound signals only. The boat acting as race committee may, at the discretion of its skipper, choose to fly signal flags as described in ISAF rule 26. In this event, the flags are considered to be providing supplemental information only: the sound signals are still the definitive source for timing.

Additional VHF announcements may be made by the start boat at each horn, at the start boat skipper's discretion.

Note that the horns are the definitive signal for race times in this case. VHF signals are considered a courtesy to racers.

If the start must be postponed due to lack of wind or other concerns, the sound signal will be three blasts of the horn. A VHF notification of postponement shall follow.

Rule 15: OCS - On Course Side

15.1 With dedicated race committee

In addition to procedures outlined in ISAF rule 29, the committee boat will attempt to notify offending boats via VHF, but it is the skipper's responsibility to ensure that they determine whether they were over early. Lack of VHF notification is **NOT** grounds for protest.

15.2 Without dedicated race committee

When there is no dedicated race committee, skippers are expected to work on the honour system. Any vessel that is over early, is expected to go back around, and restart in accordance with ISAF rule 29.

Rule 16: Course Alteration/Shorten Course

The DCYC race committee reserves the right to shorten courses as it sees fit at any time before or during the race as outlined in ISAF rule 31.

Race committees have a duty to finish as many boats as possible within each division.

16.1 Without dedicated race committee

If there is no dedicated race committee, courses can only be shortened to finish at a designated start or finish line. A shortened course will be announced by the race committee on VHF channel 73. The course must be shortened before the first yacht reaches the new finish line.

Rule 17: Time Limits

17.1 Start Time

Each race shall have a designated start time that will be designated at the skipper's meeting. The actual race start time will vary with conditions, fleet readiness, etc. but is expected to be the designated time.

Race Time Limit is the time to complete the race distance shown in the Distance Table at 20 minutes per nautical mile. The race is extended 30 minutes when one boat of the division finishes within the Race Time Limit. Racing is abandoned if not started by 1400.

17.2 First Mark

Unless otherwise specified at the skippers meeting the first yacht in each division will have 20 minutes per nautical mile to pass the first mark. If they take longer the race will be abandoned for that division.

17.3 Leg time limit

In a multiple lap race and unless specified during the skippers meeting the first yacht in each division will complete the first lap in 20 minutes per nautical mile of the leg length. If they take longer the race will be abandoned for that division. The race committee or race officer are encouraged to shorten course if the first yacht only just make this time limit. However the decision to shorten course remains their decision.

17.4 Distance Table

DISTANCE TABLE

START	1ST MARK	2ND MARK	3RD MARK	FINISH	DISTANCE
D	A port			D	4
D	A port	D port	A port	D	8.2
C	A port			C	3.8
C	A port	C port	A port	C	7.6
K	A port			K	1.6
K	A port	C port		K	3.8
E	A port			E	6.2
E	A port	E stbd	I port	E	9.5
E	I port			E	3.3
E	I port	E port	I port	E	6.6
E	J			E	4.5
E	J	E port	I port	E	8.8
E	L			E	7.4

Rule 18: Series and Scoring

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 Finish:	Number of boats in race plus 1 point
Disqualified:	Number of boats in race plus 2 points
Did Not Compete:	Number of boats in race plus 3 points

The series winner will be the boat with the fewest points. Note that each series will allow a number of throw-outs based on the number of races completed within the series. The number of throw-outs will be less than half the total number of races; in an n-number of race series, the throw-outs will be $\frac{(n-1)}{2}$. For example, a 3 or 4 race series would only have 1 throw-out allowed; for a 5 or 6 race series, there would be two throw-outs allowed.

Rule 19: Boat of the Year

19.1 Qualification

The boat of the year must be a DCYC member.

19.2 Calculation

The boat of the year will be based on the best ten races in series 1, 2 and 4. There must be a minimum of 2 races from each series. The winner will be the yacht with the least points.

In case of tied scores, the number of firsts in Division will be the tiebreaker. If still matching, the number of seconds in Division, and if still matching, the number of thirds in Division. If still tied, the yacht with the higher finish in the last race, both yachts competed.

