



Saltspring Island Sailing Club

48° 50.7' N
123° 29.3' W

Please note that the official race instructions (and anything else related to the Racing Program) reside on the Club website:
www.saltspringsailing.ca/club-racing-2020/.

Changes and updates will be regularly posted. Racers are advised to check the website frequently.

The complete Racing Rules of Sailing 2017-2020 can be downloaded from the World Sailing website: www.sailing.org/documents/racingrules

RACE SCHEDULE

The racing events for 2020 have been divided up into four series of races – Series A (Spring); Series B (Summer); Series C (Fall) and a K Series that provides additional points races throughout the season. In addition, there are several non-point races and race/cruise events.

Weather conditions may not be conducive to completing some of the longer courses on their scheduled dates. In these cases, a shorter race that has a better chance of being completed may be substituted, with the longer race being rescheduled as appropriate.

RACE STARTS

Start Times

The Skippers' Meeting will be, unless posted otherwise in the calendar, at 09:45 hours on the breakwater for Sunday races and 16:30 for Wednesday evening races. Start times will typically be 45 minutes later for the Sunday races and 30 minutes later for Wednesday races (10:30 and 17:00), but may be modified at the Skippers Meeting.

Rule 26 is modified as follows: A GPS synchronized start is used, supported by audible signals (horns) at 5 minutes (preparatory), 4 minutes (warning) and 1 minute prior, and at the start. If no suitable party is available to sound horns, the Fleet Captain Racing (or his designate) may waive their use for a given race. In all cases, GPS time governs the start time.

The Starting Line

The Starting Line is formed between two buoys to the northeast of the Club breakwater unless otherwise described in the race description posted in the schedule online or as amended in the calendar or at the Skipper's meeting.

If wind conditions in the harbour make a reasonable start at the Club start line unlikely, the FCR may decide to start a race in an alternative location. Course distances and time limits will be adjusted accordingly..

If a start line is declared at Ganges shoal, the start line will be between the Ganges Shoal buoy and the light on Second Sister Island.

For all races the "I" flag rule 30.1 is in effect. Boats over the line within 1 minute of the start must sail around either end of the start line and re-cross the start line.

COURSES

In all races, the Chain Islands – including Deadman Island and all of the Sisters – shall be left to port on leaving the harbour, and to starboard on returning to the harbour

(P) means the previously stated mark(s) shall be left to port.

(S) means the previously stated mark(s) shall be left to starboard.

(P or S) means the previously stated mark(s) may be left to port or starboard.

(RH) means a Reverse Handicap race. Races scheduled to be reverse handicapped will include a posted list of individual starting times.

Alternative Courses

At the discretion of the FCR, the schedule of race courses may be adjusted by substituting Alternative Courses, or the setting of short courses, to facilitate the completion of all races. Local racing conditions often suggest that a shorter course (e.g. Round Prevost or a K race) could be substituted – and more likely be completed – for a longer course (e.g. Walker Rock and Moresby-Portland) at the discretion of the FCR at the Skippers' meeting immediately prior to the race. If such is the case, the scheduled dates will simply be switched, where practicable.

The FCR may, in unique circumstances - such as to ensure all races are completed in a season, or when conditions are not amenable to all

participating boats – schedule two races on one day to be run concurrently subject to there being sufficient boats (3 or more) for each race. If there are insufficient boats, the scheduled race takes precedence.

Short Courses

A Short Course may be set by the FCR at the Skipper's meeting if conditions warrant. If a short course is declared at Ganges shoal, the finish line will be along the transit between these same two features, southwest of Second Sister extending to the Ganges shore. The bearings between these features are 46 deg and 226 deg true, which are at present equivalent to 30 deg and 210 deg magnetic.

The formula for converting magnetic bearings to true in our location at present is

| True - 16 = magnetic, or magnetic + 16 = true.—>

RACE FINISHES

A race's Time Limit will be DISTANCE (NM) x 0.5 HOURS (rounded up to the nearest half hour). A boat crossing within the time limit will extend the limit for a further two hours, after which all boats still racing will be scored DNF. The first boat to cross the finish line is requested to advise the FCR, or Acting FCR, on VHF 72 that they have crossed the line if some of the fleet participating in the race is out of sight astern.

The Finish Line

| The Finish Line will be the transit of the red and black diamond marker on the breakwater and the flag pole at the end of the pier unless otherwise amended prior to, or during, the race. If using the finish line adjacent the club, boats must pass between the two flagged buoys which form the starting line.

For most Club races, there will be no official present and it will be the responsibility of skippers to take their own finish times. For the 2020 racing season, a Record Book will be made available at the Visitors' Kiosk on the breakwater for this purpose. If weather or other conditions preclude convenient use of the Record Book for a given race, skippers may email their finish time to the Fleet Captain Racing (racing@saltspringsailing.ca) within

one hour of the limit time of the race. Unrecorded or unreported times not recorded in the Record Book or reported directly to the FCR by email immediately after the conclusion of the race will be scored DNF.

If an official is present, the time will be recorded as the boats pass the transit. A target range for the official (finisher) will be provided to facilitate this.

PENALTIES AND PROTESTS

The standard penalty for infractions will be a 720-degree turn including two gybes and two tacks. Penalty turns must be completed well clear of all other competitors as soon as possible after the incident. See ISF Racing Rules of Sailing Rules 44.1 / 44.2

Any protest, including details of the infraction, must be reported to the Fleet Captain or his designate within one hour after the last boat finishes in each race.

SAFETY

A boat's equipment shall comply with the current Canadian Coast Guard Safe Boating Guide and the lights shall comply with current Collision Regulations. Saltspring Island Sailing Club strongly encourages racers to:

- wear appropriate flotation devices at all times;
- practice man-overboard drills regularly enough to be proficient; and
- monitor VHF channels 16.

SCORING

A race can only take place when three or more boats are present at the start at the scheduled time. In the event that fewer than three boats are present, the race may be rescheduled. Both trophy and points will be awarded for the re-scheduled race.

If fewer than three boats are present for the rescheduled race, or if the race cannot be completed, then the race will be cancelled, and neither trophy nor points will be awarded for that race for the current racing season.

Race Series & Throw Outs

The races for which Points are awarded are divided into three series: Series A (Spring), Series B (Summer), Series C (Fall), and Series K (spread

through the season). Only the 5 highest scoring races per participant will be counted for series with 7 or less races. For any series with 5 races, only the top 4 races will count. For series with 4 races only the top 3 will count.

The 'K' series will not be included in the calculation for the total points trophy. The 'K' series, because it uniquely represents the fun, social, and inclusive nature of the SISC racing community, will have its own award.

The Kibble Challenge is a 5-race series which includes Round Saltspring, Round Prevost, Moresby-Portland, Walker Rock, and Montague Harbour.

PHRF-BC Certification

All sailboats wishing to participate regularly in local racing are encouraged to obtain a valid current PHRF-BC Certificate. PHRF-BC rating application forms may be obtained from the PHRF-BC website and then submitted directly to PHRF-BC.

Time on Time

The Time on Time method of scoring will be used for all Club Points Races during the current season, except as specified in the Notice of Race, and in the case of reverse handicapping, which is scored Time on Distance.

Handicapping

For the 2020 season the National Handicap for Cruisers (NHC) will be employed. See: <https://www.rya.org.uk/racing/Pages/nhc.aspx> Pt the FAQ on the Club website.

Total Points Trophy

Scoring for the Total Points Trophy will be done using formula: $(100/\text{number of boats starting}) \times (\text{number of boats beaten} + 1)$.

Disqualified boats (DSQ) will get 0 points, but will be considered to be among the boats beaten.

DNF boats will get last place points. In races where boats from other clubs participate, points will be awarded to Club boats in order of their finish as Club boats.

	Actual placing	'Club finish' Points	
SISC Boat A	1	1	100
Visiting Boat B	2	n/a	n/a
Visiting Boat C	3	n/a	n/a
SISC Boat D	4	2	50
SISC Boat E	DNF	3	25
SISC Boat F	DSQ	DSQ	0

Participation in Other Events

Should they miss a Club race due to their participation in an invitational event hosted by other clubs, Club boats participating as legitimate representatives of SISC (legitimacy is established by prior approval from the Fleet Captain Racing) will be awarded a redress of the average of their year-to-date aggregate points.

SKIPPER'S RESPONSIBILITIES

1. Rule 3 of the Racing Rules of Sailing states that – By participating in a race conducted under these racing rules each competitor and boat owner agrees:
 - a) to be governed by the rules;
 - b) to accept penalties imposed and other action taken under the rules, subject to appeal and review provided in them, as the final determination of any matter arising under the rules; and
 - c) with respect to any such determination, not to resort to any court of law or tribunal.

2. Rule 4 of the Racing Rules of Sailing states that – The responsibility for a boat's decision to participate in a race or to continue racing is the Skipper's alone.

3. The Skipper is responsible for the welfare of the boat and crew. All persons participating in Saltspring Island Sailing Club events do so entirely at their own risk. Skippers participating in Club races are required to carry liability insurance of not less than \$2,000,000.

4. Skippers are expected to attend all Skippers' Meetings.

5. Skippers to monitor VHF channel 16 during races and advised to monitor

6. Skippers retiring from any race shall report to the Fleet Captain or his designate for each race.

7. Skippers must report new sails and boat modifications to the Club Handicapper

Associate Members

SISC Associate may participate in races and will be scored the same as SISC members, including being able to earn club points towards trophy's or awards. Associate members may tie up to F dock as guests of the FCR. Associate members participating in races must have equivalent insurance coverage to SISC members.

Non-SISC members

Non-SISC members may participate in races and will be scored the same as SISC members. However, they will not be able to earn club points towards trophy's or awards. Non-club members may tie up to F dock for a maximum of one hour before and two hours after races as guests of the FCR. Non-SISC racers must have equivalent insurance coverage to SISC members.

USE OF ENGINES

Engines shall be turned off before the 5 minute race warning signal. Boats which are late at the start and which use their engines after the 5 minute warning may not cross the start line while still carrying momentum from the engine; they may avoid a penalty for using their engine after the warning signal by completing a 360 degree turn immediately after crossing the start line. Boats which use their engines to avoid collision or grounding, to remove themselves from peril, or in other emergency or safety related instances, may not use their engines for any strategic gain, and upon turning their engines off , must make a 360 degree turn away from the direction of the next mark.