RVYC Pacific Challenge Match Racing Event

Royal Vancouver Yacht Club
October 16th - 18, 2026

SAILING INSTRUCTIONS

OA Organizing Authority
RC Race Committee
PC Protest Committee

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1 RULES

1.1 The event is governed by the rules as noted in NoR 1.1.

1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum D.

1.3 The RRS are changed as follows:

(a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
(b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
(c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the SI will be posted before 08:00 on the day it will take effect, except that any change to the schedule of races will be posted by 21:00 on the day before it will take effect.

2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag L, with one sound signal from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either orally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

3.1 The Official Notice Board is located on the event website at http://www.royalvan.com/ods . This amends NoR 3.1

3.2 Further to NoR 3, when on the water, the RC intends to monitor and communicate with competitors on radio channel 67.

4 BOATS AND SAILS

4.1 Boats will be identified by Sail Number.

4.2 If flag R is displayed with or before the warning signal, boats may not use spinnakers for that match.

5 FLIGHTS AND MATCHES

Further to NoR 7:

5.1 The match pairing lists are detailed in SI Addendum A.

5.2 The next flight number will be displayed on the RCV.

5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change orally.

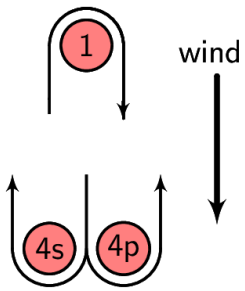
5.4 Should SI 5.3 not be applied and a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A black flag will be displayed from the time of the warning signal to the starting signal for the blank start.

6 Not used

7 COURSES

7.1 Start – 1 – 4s/4p – 1 –Finish

7.2 Mark 1 shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.



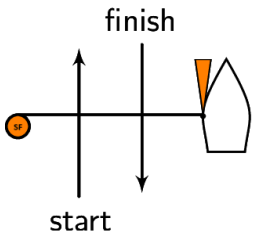
8 MARKS / STARTING AND FINISHING LINE

8.1 Marks will be inflatables. Mark 1 will be orange. - see 9.1 below, 4s and 4p will be yellow. Mark SF is an orange/white checkerboard.

8.2 Races will be started using RRS C 3.1.

8.3 The starting and finishing line is between a staff displaying an orange flag on the RCV signal vessel and the course side of mark S/F.

8.4 To alert boats that an attention signal will soon be made, the orange starting line flag will be displayed with multiple sound signals at least one minute before an attention signal is made.



9 CHANGE OF THE NEXT LEG OF THE COURSE

9.1 RRS 33 and Race Signals is changed as follows:

(a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'

(b) During a starting sequence when a change of course only affects some matches, these will be designated from the RSV by the appropriate match number on the whiteboard.

9.2 (a) When a change of course is made for the first leg, the signal will be displayed from the Race Committee Vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.

(b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of the leeward gate (mark 4s/4p).

9.3 A leeward gate or finish line mark may be adjusted without signalling a course change and while boats have not completed the first half of the leg. This changes RRS 33.

10 RACING AREA

10.1 The racing area is the waters of English Bay, Vancouver BC

11 TIME LIMITS

11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

12 OBSTRUCTIONS

12.1 (NP) A line, beginning at the northwest corner of the Royal Vancouver YC Jericho breakwater, through a series of orange and white can buoys ending with the north end of the most westerly pier at Jericho Sailing Centre, delimits an obstruction. Boats may not pass south of this line.

12.2 (NP) Boats may not enter City of Vancouver swim areas marked by "stay clear" buoys off Jericho Beach, Kitsilano and Spanish Banks. These are designated as an obstruction.

12.3 A breach of SIs 12.1 and 12.2 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

13 BREAKDOWN and TIME FOR REPAIRS

13.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag Y to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the Race Committee Vessel and remain there, unless otherwise directed.

13.2 The time allowed for repairs will be at the discretion of the RC.

13.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 13.1.

13.4 Except when RRS 61.4(b)(2) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

14 BERTHING

14.1 [NP] [DP] Boats shall be kept in their assigned places while in the harbour.

15 SAFETY REGULATIONS

15.1 [NP] [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.

15.2 [DP] Competitors and support persons shall comply with reasonable requests from race officials. Boats shall not obstruct commercial traffic and must obey all warning signals and directions from commercial vessels and RC vessels.

16 [DP] SUPPORT PERSONS AND SUPPORT VESSELS

16.1 Support vessels and Support Persons shall not be on the water at any time during the event. Spectator vessels may be provided by the OA.

17 RISK STATEMENT

17.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted.

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required

2 [NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

2.1 Any additions, omissions or alterations to the equipment supplied.

2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

2.3 The replacement of any equipment without the permission of the RC.

2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

2.5 Boarding a boat without prior permission.

2.6 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' or 'D' is displayed ashore.

2.7 Hauling out a boat or cleaning surfaces below the waterline.

2.8 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.

2.9 Adjusting or altering the tension of standing rigging.

2.10 Altering the number of mainsheet purchases

2.11 Attaching lines to the fabric of spinnakers.

2.12 Perforating sails, even to attach tell tales.

2.13 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.

2.14 The use of electronic equipment, unless permitted by SI B3.1.

2.15 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.

2.16 Attaching the spinnaker pole to the standing rigging.

2.17 Hiking off halyards, control lines or sheets that are not currently in use as working sheets.

2.18 A breach of SI B 2.15, 2.16, 2.17 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

3.1 Taking on board the following equipment:

a. Basic hand tools
b. Adhesive tape
c. Line (elastic or otherwise, of 4mm diameter or less)
d. Non-permanent marking pens or pencil
e. Tell-tale material
f. Watches or timers, cell phones and small personal video devices such as GoPro however, the use of any GPS functions on such items is prohibited.
g. Personal gear
h. VHF Radio

3.2 Using permitted equipment to:

a. Prevent the fouling of lines, sails or sheets
b. Attach tell tales
c. Prevent sails being damaged or falling overboard
d. Mark control settings
e. Make minor repairs and permitted adjustments
f. Make signals as per RRS, Appendix C6
g. Help ensure personal safety

4 MANDATORY ITEMS and ACTIONS

4.1 Before leaving the boat; completion of any inspection report as may be required by the Bosun for any damage and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:
(a) Rolling, bagging and stowage of sails at the front of the cockpit sole, coiling the lines and stowing the spinnaker sheets in the spinnaker bin.

(b) The spinnaker maybe taken ashore for washing and drying.

(c) Leaving the boat in the same state of cleanliness as when first boarded that day.

4.3 At the end of the final day for a particular boat, cleaning the boat (decks and cockpit) removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be charged to the boat judged responsible by the Umpires as per SI Addendum C - Damage Costs.

SI ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, to the extent provided by the OA, shall be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail with battens
Mainsail bag
Jib and battens
Jib bag
Spinnaker
Spinnaker bin
Spinnaker bag

One spinnaker pole
Spinnaker sheets
Jib Sheets

1 Paddle
1 bucket
2 fenders
1 Floating dockline / heaving line

FLAGS

Yellow
Blue
Red
Y Flag

SI ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.7 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.7);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits. Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

DAMAGE COSTS:

By entering the event, competitors agree to pay for any damage they cause as judged by the Umpires irrespective of when the damage is sustained. Competitors will be limited to damage costs up to $500.00 CAD per incident (insurance deductible).