



PRESENTED BY



***CIRCUMNAVIGATION OF VANCOUVER
ISLAND***

Saturday June 3 – Saturday June 17, 2023

SAILING INSTRUCTIONS

THANK YOU

- Nanaimo • Comox • Campbell River • Sayward • Telegraph Cove
- Port Hardy • Winter Harbour • Ucluelet • Royal Victoria Yacht Club

14 day Race around VANCOUVER ISLAND

VAN ISLE 360°

INTERNATIONAL YACHT RACE

SINCE 1999

June 3-17 2023



Supported by the Province of British Columbia

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*The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by a boat.
This changes RRS 60.1(a)*

1 Rules

- 1.1 This series of races will be governed by the rules as defined in the Racing Rules of Sailing (RRS), the [prescriptions of Sail Canada](#) (posted on the event website), the Offshore Racing Congress (ORC), and the Special Offshore Sailing Regulations Category 2 with amendments as outlined in the Notice of Race.
- 1.2 RRS Appendix RV, Reduced Visibility, will apply between sunset and sunrise. See NoR amendment 1.7 and Addendum B.
- 1.3 RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply. See NoR amendment 1.8 and Addendum C. [DP]
- 1.4 RRS Appendix WP, Rules for Racing Around Waypoints applies. See NoR amendment 1.9 and Addendum D.
- 1.5 Commencing at the time 30 minutes prior to the warning signal for the First Start and at all times while racing, a boat shall not operate or receive images or media from a drone (UAV).

2 Notices to Competitors

Notices to competitors will be posted on the official notice board on the event website at <https://www.vanisle360.com/notice-board/>

3 Changes to Sailing Instructions

- 3.1 Any change to the Sailing Instructions shall be in writing and posted on the Official Notice Board no later than 2100hrs on the day preceding the start of the next leg.
- 3.2 Oral changes may be given on the water, and will be communicated to each boat before her warning signal. Oral changes may be given *only* on the water and will be broadcast on VHF Channel 69. Each boat, in turn, will then be polled for their acknowledgement of the change.

4 Signals Made Ashore


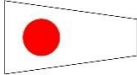

- 4.1 Signals made ashore will be displayed at the Mobile Race Committee Headquarters.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

5 Schedule of Races

The Schedule of Races is listed in **Appendix A** which is attached to these Sailing Instructions.

6 Class Flags

The Class Flag shall be the *Blast Performance Sailing* flag with the exception of Leg 1, Nanaimo to Comox, on Saturday June 3, 2023 where warning signals (refer to 9.3) will be as follows:

DIVISIONS	CLASS FLAG
Div 0	Blast Performance Sailing 
Div 1	
Div 2 & 3	

7 Racing Area

The racing area shall be the waters surrounding Vancouver Island. **Appendix B**, attached to these Sailing Instructions, describes restrictions and course marks (if any) for each Leg.

8 The Courses

The race consists of a series of nine separate legs which are described in **Appendix A** which is attached to these Sailing Instructions.

9 The Start

- 9.1 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 9.2 The starting lines and course marks are described in **Appendix B** which is attached to these Sailing Instructions.
- 9.3 All boats registered in the Van Isle 360 shall start together in one start with the exception of Leg 1, Nanaimo to Comox, on Saturday June 3, 2023 where there will be three starts as follows:

DIVISIONS	TIME	FLAG
Div 0	1015	Warning
	1020	Start
Div 1	1025	Warning
	1030	Start
Div 2 & 3	1035	Warning
	1040	Start

- 9.4 If conditions are expected to be light, the start will be moved to the alternate start location outside of Protection Island, as shown in Appendix B, and boats shall exit the harbour following the Nanaimo Harbour Exit Route as shown in Appendix B.
- 9.5 If the alternate start location is used, all boats will start together and the;
- **Warning Signal will be at 0925**
 - If the alternate start location is to be used, an announcement will be made on the Official Notice Board by **0600 June 3** indicating the change.
- 9.6 If any part of a boat's hull is on the course side of the starting line at any time during the last minute before her starting signal and she is identified, the Race Committee will attempt to broadcast her sail number on VHF Channel 69. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 9.7 On Course Side (OCS) boats will have a time penalty of 30 minutes added to their overall elapsed time for that leg if they fail to return to the start line to start correctly within four minutes of their start. This changes A5.
- 9.8 All boats are encouraged to monitor the Race Committee working channel (VHF 69) during the start sequence.

10 The Finish

- 10.1 Finish lines are described in **Appendix B**; shortened leg finish lines are described in **Appendix C** - both appendices are attached to these Sailing Instructions.
- 10.2 Boats shall contact the Race Committee on VHF Channel 69, or by entering MI# 831600899 for Digital Selective Calling (DSC) when approximately five (5)NM from the finishing line for each leg. Boats intending to file a protest, request for redress or take a scoring penalty shall notify the RC at that time.
- 10.3 Finishing in Darkness: When finishing in darkness, boats shall contact the Race Committee on VHF Channel 69, or by entering MI# 831600899 for Digital Selective Calling (DSC) when approximately one (1)NM from the finish line. Please assist the Race Committee in identifying your boat by illuminating the sail numbers with a bright light.
- 10.4 Shortened Course Finishing Report: Shortened Course information will only be used for scoring a division on a leg in the event that no boat in the division completes the full course and at least one boat in the division completes the shortened course. The Latitude/Longitude in Appendix C represents the finish line for the shortened course.

*It is recommended that all competitors set the shortened course finish latitude/longitude as a waypoint, select (go to) it and record the GPS Position and Time when the magnetic bearing to the waypoint is the same as the magnetic bearing provided for each leg in **Appendix C**. To draw attention to the close proximity of the shortened course, programming an audible warning waypoint short of the shortened course finish line is also recommended.*

For each leg, in addition to recording your GPS Position and Time, please record the boat ahead and behind, if possible, on the supplied Shortened Course Report Card. At the conclusion of each leg, deposit the Shortened Course Report Card in the lockbox at the Mobile Race Committee Headquarters. Failure to provide this form may result in not receiving a score for that leg.

11 Penalty System

- 11.1 The Scoring Penalty RRS 44.3(c) will apply.
- 11.2 The 20% penalty, as provided for in RRS 44.3 will apply on the leg in which the penalty occurred.

- 11.3 In addition to advising the Race Committee as per SI 10.2, boats shall complete a Penalty Report at the link available on the official notice board. The Penalty Report must be completed before the end of the applicable protest time limit.

12 Time Limits

- 12.1 The time limit for each race is specified in **Appendix A** and applies to full and shortened courses.

13 Protests and Requests for Redress

- 13.1 Protests and requests for redress shall be filed electronically within the applicable protest time limit. Hearing request forms are available at the link on the official notice board. In case of technological issues, protest forms will be available from the Mobile Race Committee Headquarters.
- 13.2 The protest time limit is the earlier of one hour after the last boat has finished or one hour after the time limit expires, on the leg in which the incident occurred. For finish locations, such as Comox, Winter Harbour, Ucluelet, Port Neville and Victoria where the finish line is up to 5 NM from the dock, or in the event of a shortened course finish or leg abandonment, boats may make a request to the Race Committee on VHF channel 69 to request an extension of the time limit if they wish to file a protest.
- 13.3 Notices will be posted no later than 60 minutes after the protest time limit to inform competitors of the hearing in which they are parties or named as witnesses including the location and time of the hearing. Hearings will be scheduled subject to the availability of resources, which may mean the hearing is scheduled for a later finish port.
- 13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

14 Scoring

- 14.1 The scoring system of record will be the Time-on-Time ORC Custom Scoring Options Canada, Canadian Certificate Version based on the Race Committees assessment of the expected wind conditions for each leg. The Race Committee shall announce the scoring option at least 1 hour before the start of each leg. The Race Committee reserves the right to modify the announced scoring choice if actual conditions are materially different from the wind prediction. All legs scored shall be used to determine overall position. There shall be no throwouts.
- 14.2 If no boat in a respective division finishes the full leg within the time limit, (Appendix A) scores will be based upon the Shortened Course finish line for the affected division.
- 14.3 All boats must take their time as they cross the Shortened Course finish line.
- 14.4 If no boat in a division crosses the Shortened Course finish line within the leg time limit, the leg will be abandoned for the affected division.
- 14.5 The time limit (Appendix A) will also apply to the Shortened Course finish line.
- 14.6 Boats that are still racing after the time limit expires will receive two additional points added to the number of finishers. (to a maximum of number of registered boats).

As an example, assume 14 boats in the Division, of which 5 finish the full course or shortened course, within the time limit, the other boats finishing outside the time limit would be scored plus two points or 7 points each.

15 Safety Regulations

- 15.1 Skippers are responsible for ensuring that the designated emergency contact person's name and contact info is filed with the Race Committee when they pick up their registration packages on Friday June 2, 2023.
- 15.2 All yachts **shall** monitor **VHF Channel 16** while racing.
- 15.3 All yachts will be contacted on VHF Channel 69 commencing at 30 minutes prior to the warning signal for each leg to confirm the number of persons onboard. Failure to respond may result in a protest by the race committee [DP].
- 15.4 Each yacht shall have onboard at the start of each leg the minimum volume of fuel required to satisfy Category 2 Offshore Special Regulations with Amendments. Skippers shall have a detailed plan for fuel provisioning on the West Coast of Vancouver Island in case of an emergency.).
On Legs 6, 7 & 8 yachts must carry enough fuel to motor to the nearest available fuel supply in the event of the lack of wind or gear failure. Yachts that do not carry enough fuel and request a tow may be responsible for the cost of the tow and may be protested. [DP]
- 15.5 All floatable gear must be identified with the name of the yacht carrying it. On Legs 1, and 6 to 9, loss of floatable gear, such as dinghies, life rings, etc. must be reported to the **Canadian Coast Guard on VHF Channel 16** as soon as it is discovered they have been lost.
- 15.6 Each yacht shall carry a YellowBrick transponder unit. The YellowBrick transponder will be provided to each skipper at the Mobile Race Committee Headquarters after a *Complementary Safety Consultation* has been completed to ensure that there are no deficiencies and that a signed copy of the OSR Inspection Card for Category 2 Monohulls (OSR - Appendix F) has been signed by the Owner / Skipper is on the yacht. **Appendix F**, within these SI's contain information on the operation and use of the YellowBrick Transponder.
- 15.7 **All yachts must have a properly registered MMSI number that is programed with the AIS transceiver. The transceiver must be turned on 30 minutes prior to each start and remain on until the yacht is securely moored at the relevant finish port for the leg.**
- 15.8 A boat that retires from a leg or from the race or does not start a leg shall notify the RC on **VHF Channel 69, MI# 831600899 via DSC or the Canadian Coast Guard on VHF Channel 16** as soon as possible. Those yachts must also provide their current position and their intention with respect to returning to port. Failure to report withdrawal may result in a SAR being initiated and a protest being lodged by the RC. Owners may also be responsible for search costs.
- 15.9 A boat shall be protested for using an engine for propulsion except when she is:
a) in danger of being run down or impeding commercial traffic, in which case she may use engine propulsion to gain a safe position but not to improve her competitive position;
b) required to aid another vessel or its crew;
c) engaged in search and rescue activities;
d) backing down to clear weeds or other debris.
- 15.10 It is permissible to use an engine to charge ship's batteries but the transmission is not to be engaged.

- 15.11 If engine propulsion is used, the skipper, after finishing, shall give a written report to the RC immediately after finishing the leg. The report shall include: time, duration of power use, speed, direction, wind and current conditions, and the reason for using engine power.
- 15.14 Care must be taken when crossing over the Denman Island Cable Ferry route after the finish of Leg 1. Special instructions are listed in Appendix B.

16 Equipment and Measurement Check

- 16.1 *Consultation Inspections* will be completed on May 31st, June 1st and June 2nd, by a group of volunteer Inspectors. Inspections on May 31st and June 1st need to be scheduled in advance of your arrival, while those that occur on June 2nd will be completed sequentially after your initial check-in at reception desk. Once you have completed the Safety Consultation, you will return to the reception desk for final arrangements. The OSR Inspection Card along with the supporting documentation that you submitted by May 21st, will be used to support the identification of deficiencies that shall be addressed prior to your arrival in Nanaimo. Each yacht is required to have signed copies of the required OSR documentation on board at all times. This includes copies of the supporting documents, such as servicing certificates and registration documents.
- 16.2 Boats may be inspected at any time during the event.

17 Communications

- 17.1 The Race Committee can be contacted on VHF Channel 69, or by entering MI# 831600899 for Digital Selective Calling. In addition, the Race Committee may use Group MMSI# 083100360 to communicate with the fleet. Failure to make or receive a broadcast will not be grounds for a request for redress. This changes Rule 62.1(a).
- 17.2 In the event that the Race Committee is out of VHF and cell phone range, boats are required to communicate with the Canadian Coast Guard on VHF Channel 16 for relay of messages to the Race Committee.
- 17.3 In case of emergency, boats are required to communicate using DSC or with the Canadian Coast Guard on VHF Channel 16.
- 17.4 Competitors are required to monitor the RC working channel during the start sequence. [DP]
- 17.5 For each leg, the RC will broadcast on VHF Channel 69 when the first boat in a division has crossed the full course finish line. This will signify that the full course will be used for scoring the announced division(s). This report will be repeated several times. On VHF Channel 16, the RC may inform that there is a message on VHF Channel 69. Failure to make or receive a broadcast will not be grounds for a request for redress. This changes Rule 62.1(a).
- 17.6 Subscription weather services that are not freely available to all competitors are not allowed as per Rule 41(c)
- 17.7 See **Appendix D** for Communication protocol.

18 Prizes

- 18.1 The final awards will be held as soon as possible after the last boat finishes. If all boats are finished prior to 1000hrs, awards will be at 1100hrs. If boats are not finished, the final awards time will be announced on VHF Channel 69 and posted on the Notice Board at the Mobile Race Committee Headquarters.
- 18.2 Awards on every leg, including the final awards, will be preceded approximately 15 minutes before the start of the awards by 3 sounds from an air horn. On legs where competitors are still on the course after 1900 hours, awards will be delayed until the next available port.
- 18.3 Pennants shall be awarded for first, second and third place in each division for each leg. Additionally, a pennant will be awarded for the first boat to finish on elapsed time on each leg. No pennants will be awarded for legs not scored. No participation pennants will be awarded.
- 18.4 Trophies will be awarded for first, second and third place overall in each division. A trophy shall be awarded for the overall fastest elapsed time (line honours all legs combined). A second trophy shall be awarded for the overall ORC winner as determined by the lowest positional score for the entire fleet. Any ties will be broken as per RRS Appendix A 8.1.
- 18.5 The first sentence in RRS Appendix A 8.2 is changed to: If a tie remains between two or more boats in the same division, they shall be ranked in order of their scores in the last race, however, in the case of boats in different divisions, the boat in the larger division will be ranked ahead.

19 Disclaimer

Competitors participate in the regatta entirely at their own risk. See Rule 3, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

APPENDIX A



SCHEDULE OF LEGS (RACES)

June 2023	Start	Start Time	Finish	Time Limit time of day	Full Course Distance	Shortened Course Distance
Saturday 3 rd	Leg 1 - Nanaimo	1 st start – 1020, up to 3 starts planned	Deep Bay Continue to Comox	2400hrs	37.6 NM	28.3 NM
	Leg 1 – Nanaimo (alternate start)	0930 – outside Newcastle Island			35.8 NM	26.5 NM
Sunday 4 th	Leg 2 - Comox	0900hrs	Campbell River	1900hrs	27.8 NM	18.8 NM
Monday 5th	Campbell River	Seymour Narrows Estimated Slack 0605hrs	Motor to Deepwater Bay		10.00 NM	
Monday 5 th	Leg 3 - Deepwater Bay	0800hrs	Kelsey Bay	1900hrs	30.2 NM	22.0 NM
Monday 5th	Kelsey Bay		Motor to Port Neville anchorage		7.00 NM	
Tuesday 6 th	Leg 4 – Port Neville	0900hrs	Telegraph Cove	1900hrs	29.4 NM	23.4 NM
Wednesday 7 th	Leg 5 Telegraph Cove	0730hrs	Port Hardy	1730hrs	28.7 NM	22.9 NM
Thursday 8 th	Port Hardy		Lay Day			
Friday 9 th	Leg 6 - Port Hardy	0900hrs	Winter Harbour		69.8 NM	42.3 NM
Saturday 10 th			Finish/Lay Day	1500hrs		
Sunday 11 th	Leg 7 - Winter Harbour	0900hrs	Ucluelet		138.5 NM	90.0 NM
Monday 12 th			Finish/Lay Day			
Tuesday 13 th			Finish/Lay Day	1200hrs		
Wednesday 14 th	Leg 8 - Ucluelet	1000hrs	Victoria		98.9 NM	73.4 NM
Thursday 15 th			Finish/Lay Day	1600hrs		
Friday 16 th	Leg 9 - Victoria	1100hrs	Nanaimo		59.6 NM	47.4 NM
Saturday 17 th			Nanaimo Finish	1400hrs		
Saturday 17 th	tba	Refer to 18.3 for details	Awards Ceremony			

APPENDIX B



START and FINISH LINES / COURSE MARKS

same Start/Finish 	Start 	Finish 
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LEG 1

Nanaimo ~ Start June 3, 1st start 1020 hrs

There will be three separate starts as detailed in SI 9.3. The start line for all Divisions will be between an orange inflatable buoy on the Race Committee Vehicle on the W E Mills Landing in Nanaimo Harbour and the Satellite Reef Cardinal Buoy. Red Lateral Buoy P4 is a mark of the course and must be left to port when exiting Nanaimo Harbour. **NOTE** – prior to the start sequence all yachts are to remain in the designated pre-start area as shown in the diagram below. After the harbour authority gives clearance, the race committee will announce this to the fleet at which time boats may approach the starting area.

Nanaimo Alternate Start – June 3, 0930 hrs. If conditions are such that it may not be possible to clear the harbour before commercial operations resume, all Divisions shall exit the harbour per the route shown in the diagram below and proceed to the area immediately east of Power Squadron Reef at the gap between Newcastle and Protection Islands. The start line will be between an orange *Van Isle 360* flag on the Race Committee boat and the virtual mark in transit with the white mark as shown in the Alternate Start Line diagram below. All divisions will start at the same time if the provisional start line is used. An announcement will be made on the Official Notice board at 0600 hrs June 3 to indicate if this change is to be used.

Deep Bay ~ Finish

The finish will be a line between an orange inflatable buoy on the Race Committee Vehicle in the vicinity of Deep Bay to the Chrome Island light. The bearing to the orange mark will be 216° Magnetic.

As soon as boats cross the finish line, they are to power directly to Comox. **NOTE:** Boats are prohibited from transiting over the Denman Island Ferry crossing when the ferry is in operation. Lights have been installed on the terminals on each side of the channel at Buckley Bay and Denman Island. Red lights indicate the ferry is in operation and vessels must wait until the lights change to green. As this is a cable ferry, it is recommended that boats transit as near to center channel as possible.

LEG 2

Comox ~ Start June 4, 0900hrs

The start will be outside the Comox Bar between the Red Bell Buoy P54 and an orange *Van Isle 360* flag on the Race Committee Boat keeping the Race Committee Boat to starboard. The two East Cardinal Buoys (PJ and PB) off Cape Lazo are marks of the course and must be left to port.

Campbell River ~ Finish

The finish will be a line from an orange inflatable buoy located on the Discovery Fishing Pier across Discovery Passage to the cell tower on Quadra Island.

LEG 3

Deepwater Bay ~ Start June 5, 0800hrs

The start will be in Deepwater Bay 12 NM north of Campbell River between an orange *Van Isle 360* flag on the Race Committee Boat and the white triangle marking the fishing restriction limit on shore at the north east corner of Separation Head.

Kelsey Bay ~ Finish

The finish will be between an orange mark on the commercial pier at Kelsey Bay and a virtual mark on the opposite shore. The bearing to the orange mark will be 209° Magnetic.

LEG 4

Port Neville ~ Start June 6, 0900hrs

The start will be between an orange *Van Isle 360* flag on the Race Committee Boat located at the east side of the entrance to Port Neville, and a virtual mark located 0.6 nm into the center of the channel. The bearing to the Race Committee boat will be 005° Magnetic.

Telegraph Cove ~ Finish

The finish will be between an orange inflatable buoy on shore approximately 100 meters NNE of the entrance to Telegraph Cove and the FI G Beacon on Lewis Point.

LEG 5

Telegraph Cove ~ Start June 7, 0730hrs

The start will be between the Race Committee's orange inflatable buoy on shore approximately 100 meters NNE of the entrance to Telegraph Cove and an orange *Van Isle 360* flag on a Race Committee boat off Ella Point. Note that due to low tide it **is highly recommended that all yachts be clear of the harbour no later than 0630.**

Port Hardy ~ Finish

The finish will be between a yellow inflatable buoy on the Race Committee Vehicle on the Government Dock and an orange inflatable buoy approximately due east at the gazebo on shore in front of the large fish processing plant at approx. 50° 43.28' N and 127° 28.37' W.

LEG 6

Port Hardy ~ Start June 9, 0900hrs

The start line will be the same as the finish line described above for Leg 5.

Vessels may be asked to demonstrate the rigging of appropriate heavy weather sails by sailing past the Mobile Race Committee Headquarters if the forecast weather conditions warrant.

Winter Harbour ~ Finish

The finish will be a line between the Kains Island Lighthouse and a virtual mark 0.6 nm SSE of the light house. The bearing to the Kains Island Lighthouse will be 340° Magnetic.

LEG 7

Winter Harbour ~ Start June 11, 0900hrs

The start line will be between the Kains Island Lighthouse and a virtual mark 0.7 nm ESE of the light house. The bearing to the lighthouse will be 340° Magnetic. **Please Note** – the cautionary areas of Robson and South Danger Rocks are marks of the course and must be left to port.

Ucluelet ~ Finish

The finish will be between the Amphitrite Point Lighthouse and FI R WHIS Y42 keeping Y42 to Starboard. The bearing to the Amphitrite Point Lighthouse will be 010° Magnetic.

LEG 8

Ucluelet ~ Start June 14, 1000hrs

The start will be between the Amphitrite Point Lighthouse and an orange *Van Isle 360* flag on either the RCMSAR vessel or Navy Vessel located approximately 0.7 nm WSW of the lighthouse.

Victoria ~ Finish

The finish will be at Clover Point on the Victoria waterfront. The finish will be between the orange inflatable buoy situated on the end of Clover Point and the virtual mark located 0.6 nm south of the orange mark. The finish will be when the orange mark on Clover Point bears 355° Magnetic.

[A suggested route from the finish line to your moorage location at Royal Victoria Yacht Club is found in Appendix E.](#)

LEG 9

Victoria ~ Start June 16, 1100hrs

The start will be between an orange mark on the on the Race Committee vehicle and the virtual mark in the same position as for the leg 8 finish. The start mark on Clover Point will bear 355° Magnetic. False Narrows is exempted from this leg and is a restricted passage. Van Isle 360 boats are not permitted to sail through this body of water.

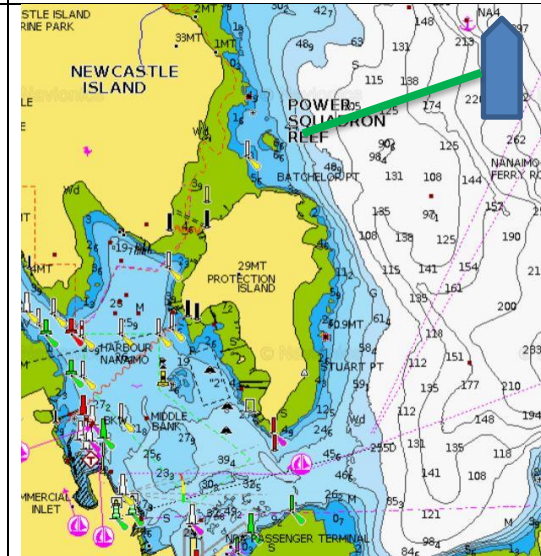
Nanaimo ~ Finish

The finish will be inside Nanaimo Harbour between the Satellite Reef Cardinal Buoy and an orange inflatable buoy on W E Mills Landing, keeping Satellite Reef Buoy to starboard which is a mark of the course.

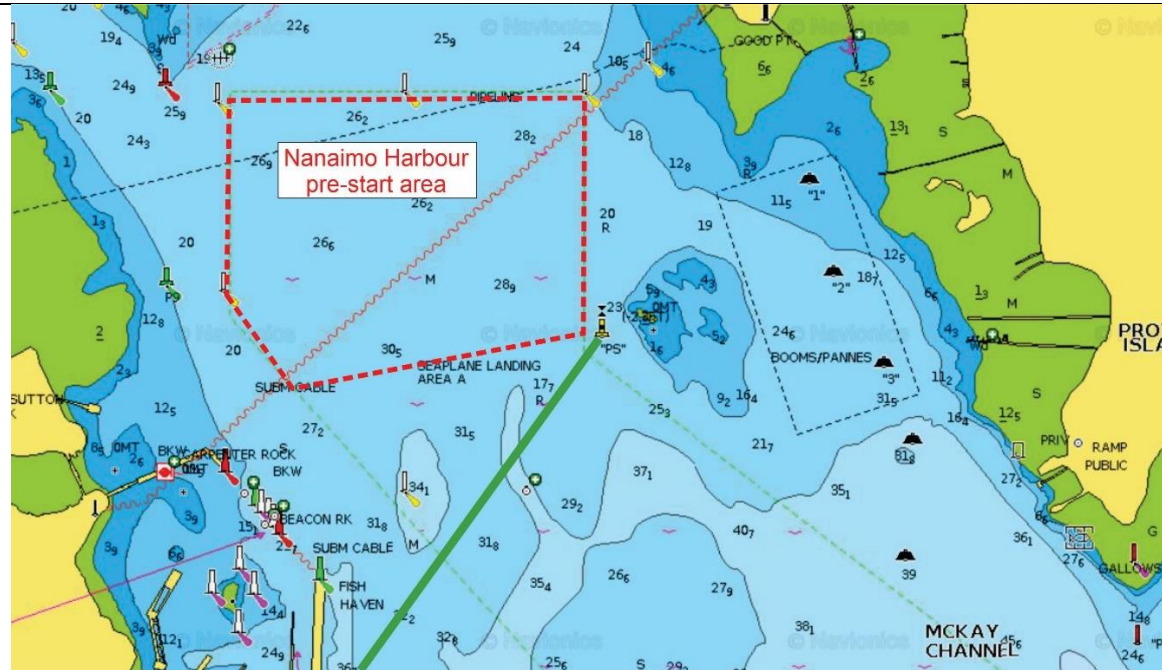
Nanaimo Harbour exit route for Alternate Start (not to be used for navigation)



Nanaimo Alternate START LINE



Nanaimo Harbour pre-start area



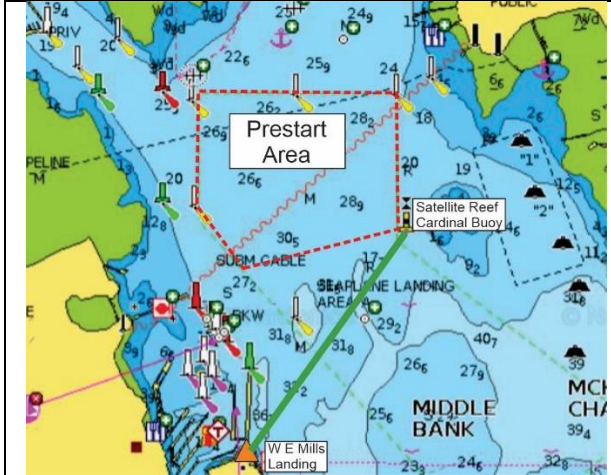
Nanaimo Prestart area defined by the dotted red line border. Yachts are not to sail west of the westernmost dotted lines and south of the southernmost dotted lines. Yachts may not sail between the southernmost dotted line and the green start line until 1010 hours, or as directed by the race committee on channel 69 in the event of a sea plane late departure.

START & FINISH AREAS (not to be used for navigation)

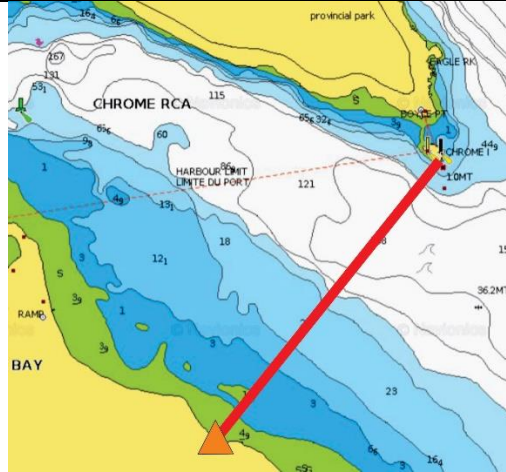
same START/FINISH LINE

START LINE

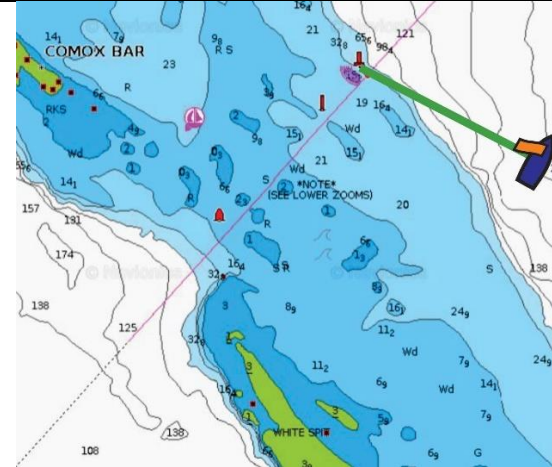
FINISH LINE



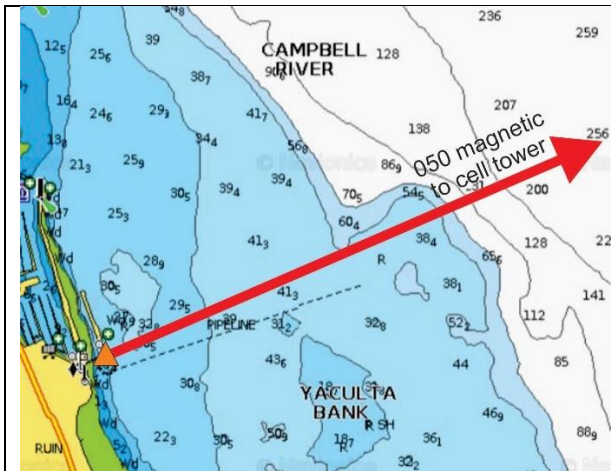
LEG 1 – NANAIMO START



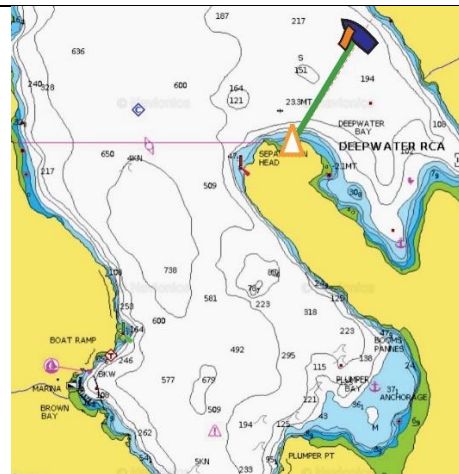
LEG 1 – DEEP BAY FINISH



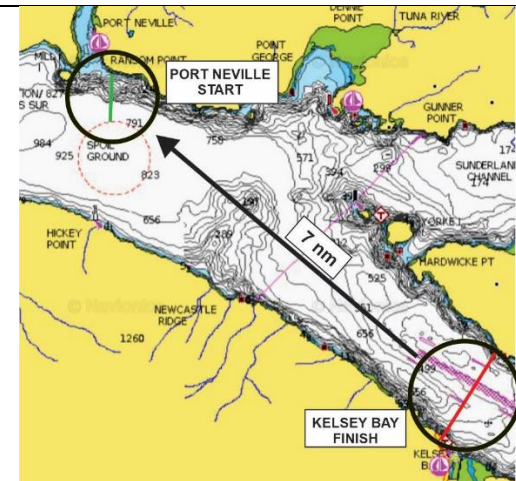
LEG 2 – COMOX START



LEG 2 – CAMPBELL RIVER FINISH



LEG 3 – DEEPWATER BAY START



**LEG 3 – KELSEY BAY FINISH
LEG 4 - PORT NEVILLE START**

START & FINISH AREAS (not to be used for navigation)

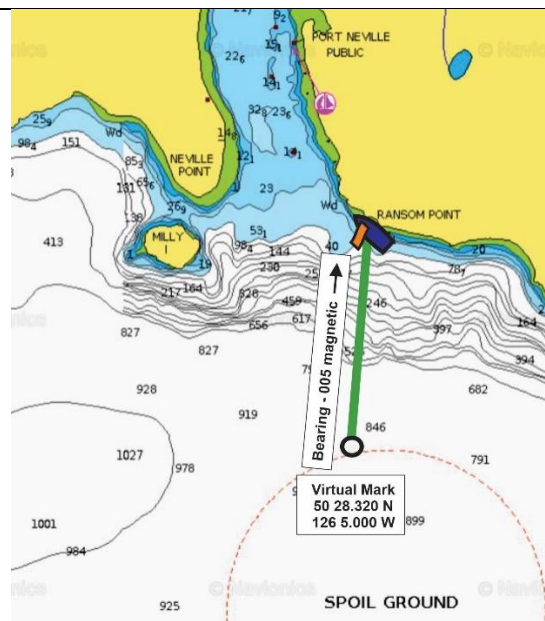
same START/FINISH LINE

START LINE

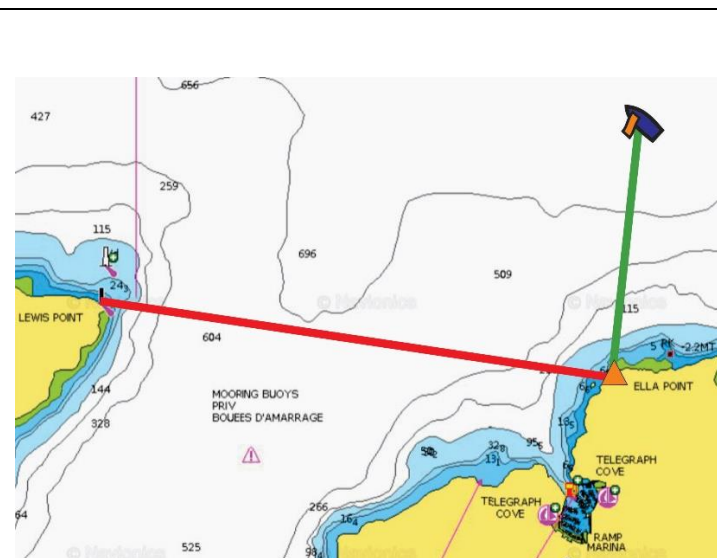
FINISH LINE



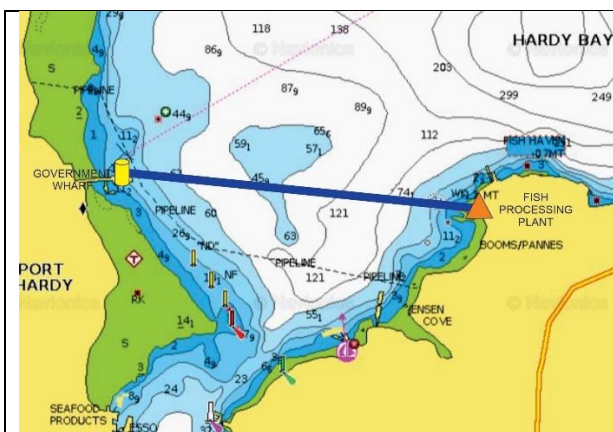
LEG 3 – KELSEY BAY FINISH



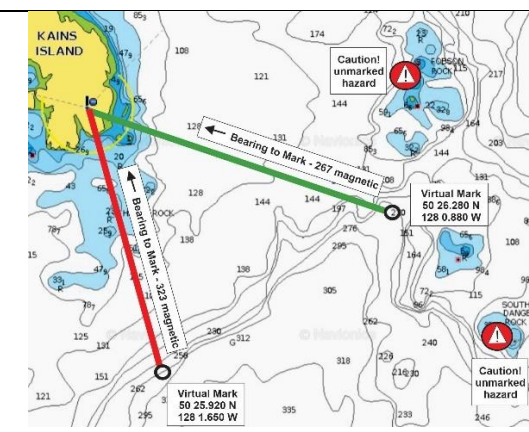
LEG 4 – PORT NEVILLE START



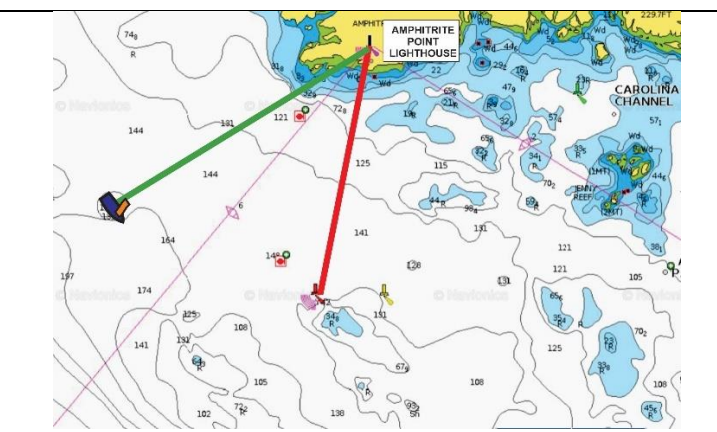
**LEG 4 – TELEGRAPH COVE FINISH
LEG 5 – TELEGRAPH COVE START**



**LEG 5 – PORT HARDY FINISH
LEG 6 – PORT HARDY START**



**LEG 6 WINTER HARBOUR FINISH
LEG 7 – WINTER HARBOUR START**



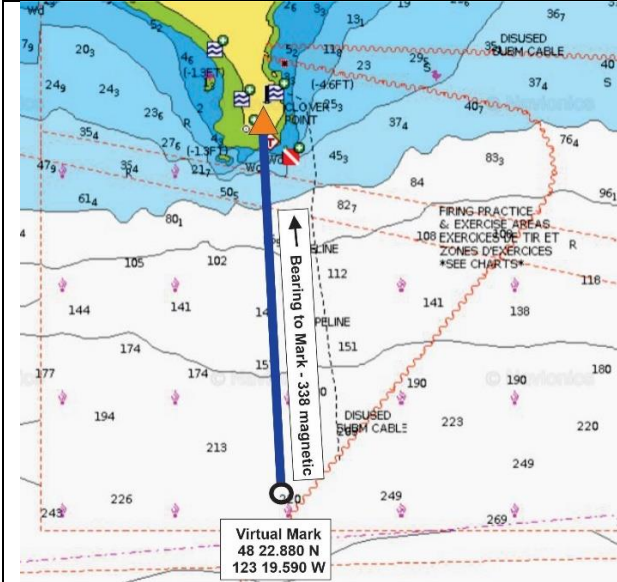
**LEG 7 – UCLUELET FINISH
LEG 8 – UCLUELET START**

START & FINISH AREAS (not to be used for navigation)

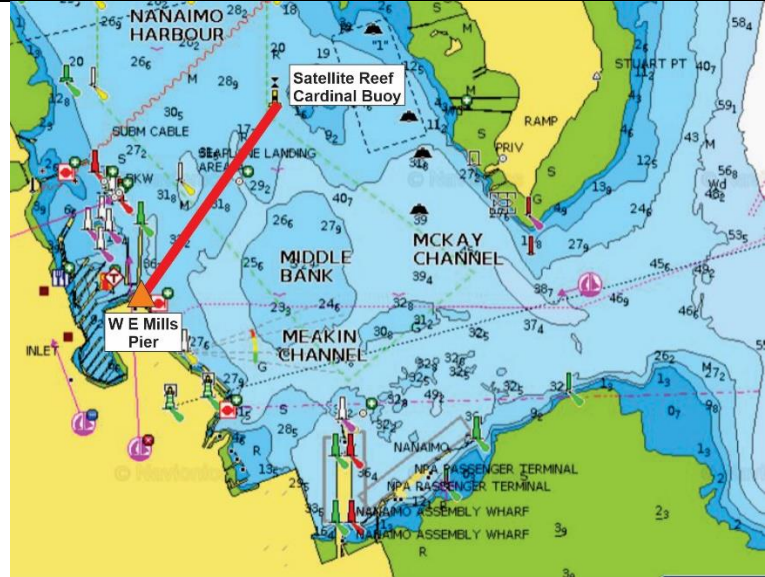
same START/FINISH LINE

START LINE

FINISH LINE



LEG 8 – VICTORIA FINISH
LEG 9 – VICTORIA START



LEG 9 – NANAIMO FINISH

APPENDIX C



SHORTENED COURSES

SHORTENED FINISH LINE 	LOCATION	Name Latitude Longitude	MAGNETIC BEARING nnn°
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Shortened Course information will only be used for scoring a division on a leg in the event that no boat in the division completes the full course and at least one boat in the division completes the shortened course. The Latitude/Longitude in this Appendix represents the finish line for the shortened course .

*The YellowBrick tracking system will record the times that all boats cross the shortened course finish lines. It is recommended that all competitors set the shortened course finish latitude/longitude as a waypoint, select (go to) it and record the GPS Position and Time when the magnetic bearing to the waypoint is the same as the magnetic bearing provided for each leg in this **Appendix C**. To draw attention to the close proximity of the shortened course, programming an audible warning waypoint short of the shortened course finish line is also recommended.*

LEG 1 ~ NANAIMO TO COMOX, START JUNE 3

The shortened course finish for Leg 1 will be a line between a virtual mark at the mouth of the Little Qualicum River and the lighthouse on Sisters Islets:

Port end - 49° 22.430' N 124° 29.090' W

Starboard end - 49° 29.160' N 124° 26.080' W

LEG 2 ~ COMOX TO CAMPBELL RIVER, START JUNE 4

The shortened course finish for Leg 2 will be a line between a virtual mark near Kuhushan Point and the north west edge of Mitlenatch Island:

Port end - 49° 53.310' N 125° 6.960' W

Starboard end - 49° 57.040' N 125° 00.760' W

LEG 3 ~ DEEPWATER BAY TO KELSEY BAY, START JUNE 5

The shortened course finish for Leg 3 will be a line between the red lateral beacon on Vansittart Point and a virtual mark on the Vancouver Island side:

Port end - 50° 21.700' N 125° 44.780' W

Starboard end - 50° 22.600' N 125° 44.600' W

LEG 4 ~ PORT NEVILLE TO TELEGRAPH COVE, START JUNE 6

The shortened course finish for Leg 4 will be between the red lateral beacon on Cracroft Point and a virtual mark near Kaikash Creek:

Port end - 50° 31.175' N 126° 41.780' W

Starboard end - 50° 32.977' N 126° 40.737' W

cont'd ...

LEG 5 ~ TELEGRAPH COVE TO PORT HARDY, START JUNE 7

The shortened course finish for Leg 5 will be between a white special purpose beacon on Round Island and a virtual mark NE of Round Island:

Port end - 50° 43.575' N 127° 21.920' W

Starboard end - 50° 44.770' N 127° 19.430' W

LEG 6 ~ PORT HARDY TO WINTER HARBOUR, START JUNE 9

The shortened course finish for Leg 6 will be between the Cape Scott lighthouse and a virtual mark on the NE edge of Cox Island:

Port end - 50° 47.183' N 128° 25.817' W

Starboard end - 50° 48.400' N 128° 34.170' W

LEG 7 ~ WINTER HARBOUR TO UCLUELET, START JUNE 11

The shortened course finish for Leg 7 will be between the lighthouse at Estevan Point and a virtual mark SW of the lighthouse:

Port end - 49° 22.974' N 126° 32.650' W

Starboard end - 49° 15.320' N 126° 42.720' W

LEG 8 ~ UCLUELET TO VICTORIA, START JUNE 14

The shortened course finish for Leg 8 will be between the lighthouse at Sheringham Point and a virtual mark S of the lighthouse:

Port end - 48° 22.600' N 125° 55.265' W

Starboard end - 48° 17.310' N 123° 57.480' W

LEG 9 ~ VICTORIA TO NANAIMO, START JUNE 16

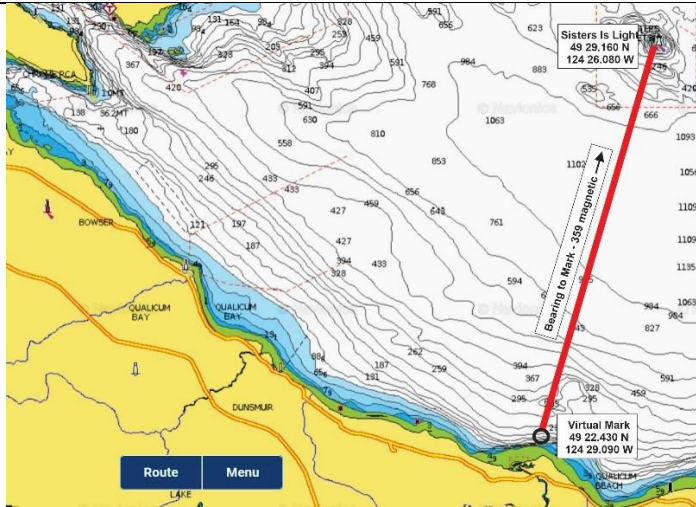
The shortened course finish for Leg 9 will be between a red lateral buoy off Sturgeon Bank near YVR and a virtual mark at Yellow Point:

Port end - 49° 05.509' N 123° 47.884' W

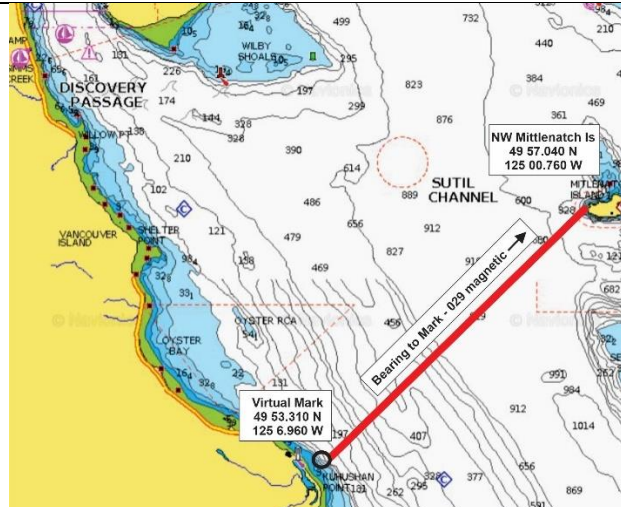
Starboard end - 49° 10.990' N 123° 17.777' W

SHORTENED FINISH AREAS (not to be used for navigation)

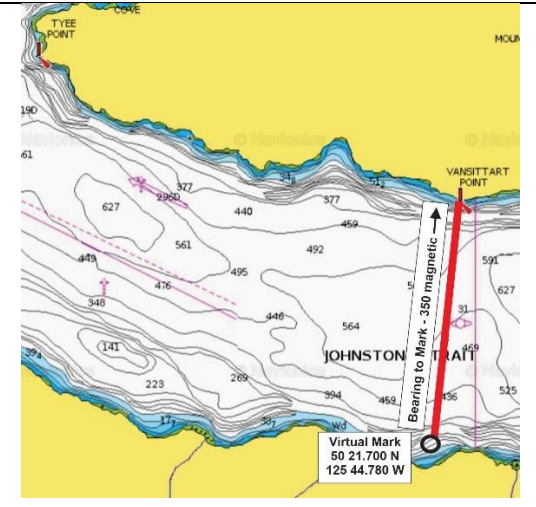
SHORTENED FINISH LINE



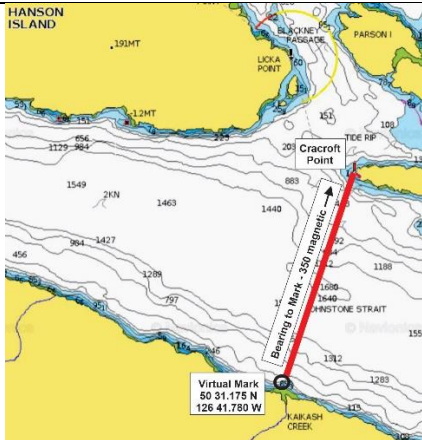
LEG 1 – NANAIMO TO COMOX SHORTENED FINISH



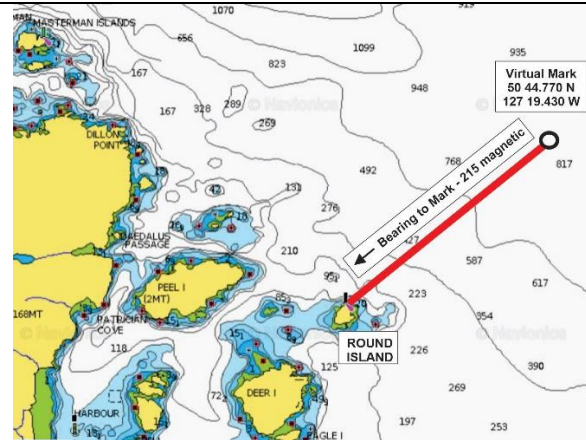
LEG 2 – COMOX TO CAMPBELL RIVER SHORTENED FINISH



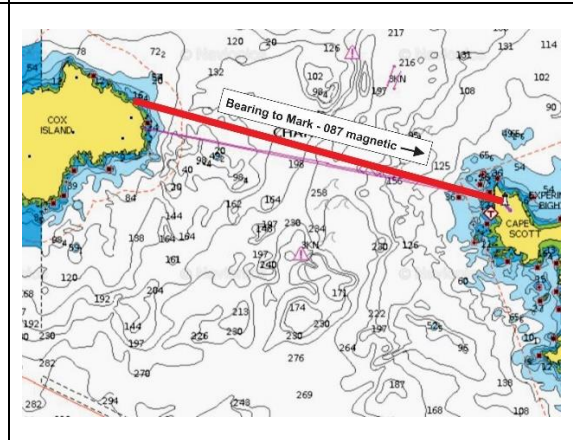
LEG 3 – DEEPWATER BAY TO KELSEY BAY SHORTENED FINISH



LEG 4 – PORT NEVILLE TO TELEGRAPH COVE SHORTENED FINISH



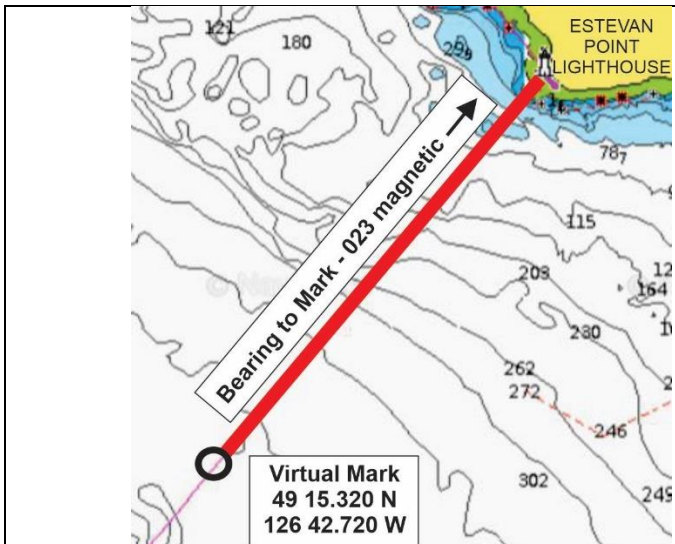
LEG 5 – TELEGRAPH COVE TO PORT HARDY SHORTENED FINISH



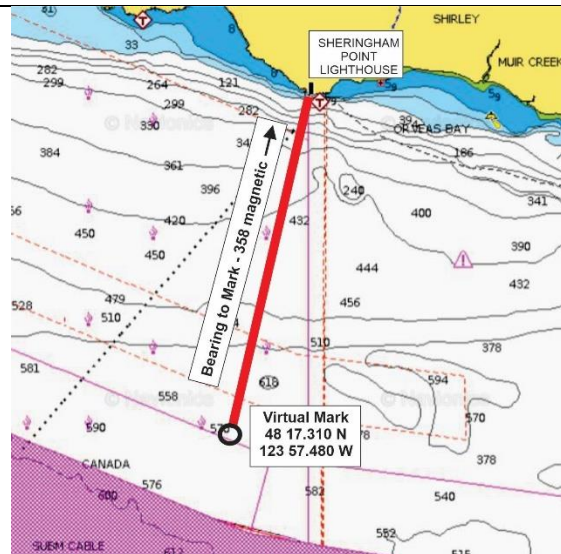
LEG 6 – PORT HARDY TO WINTER HARBOUR SHORTENED FINISH

SHORTENED FINISH AREAS (not to be used for navigation)

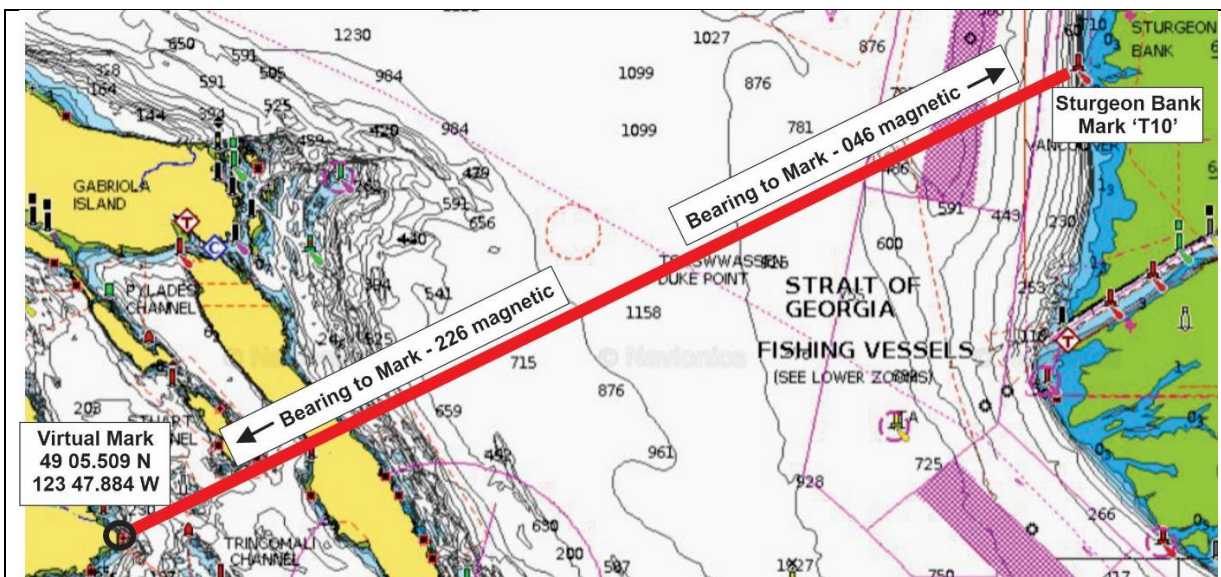
SHORTENED FINISH LINE



**Leg 7 – WINTER HARBOUR TO UCLUELET
SHORTENED FINISH**



**LEG 8 – UCLUELET TO VICTORIA
SHORTENED FINISH**



**LEG 9 – VICTORIA TO NANAIMO
SHORTENED FINISH**

APPENDIX D



COMMUNICATION PROTOCOL FOR LEG 7 ~ WINTER HARBOUR TO UCLUELET

CHECK-IN

All boats shall be checked in during the roll call with the Van Isle 360 Race Committee, after the Race Committee is on station at Kains Island, prior to the starting sequence. The Race Committee will confirm the entrant's boat name on VHF Channel 69. Failure to comply with these rules may result in a protest by the Race Committee. [DP]

COMMUNICATIONS

The following communication procedures have been developed by the Canadian Coast Guard Radio and the Van Isle 360 Organizing Authority for Leg 7 of the race.

1. All boats shall monitor VHF CH16 at all times, (except when checking in with the Coast Guard or Race Committee). If the boat's main radio cannot be continuously monitored, crews shall use their handheld VHF. Boats shall also monitor the RC working channel VHF 69 for any important broadcasts.
2. Boats who withdraw from this leg, heave to, or otherwise seek shelter shall contact the Race Committee and/or any Coast Guard Radio Station as soon as is practicable and advise of intentions.
3. Boats who fail to check in, miss a roll call report or otherwise are unreported shall be declared "unreported" to the Coast Guard. Unreported boats will be protested by the Race Committee.

LEG 7 ROLL CALL PROCEDURES

- Any time Canadian Coast Guard Radio needs to contact the fleet, it will first do a call-up on VHF CH 16. Example "**All vessels in the Van Isle 360, switch to VHF CH 83A for scheduled Check-In**". Weather information and bulletins will be relayed to the fleet in a similar manner. **Please ensure your radio is set on Simplex.**
- Roll Calls will be conducted by Canadian Coast Guard Radio on VHF CH 83A commencing at 1200 noon on June 11 and continue every 6 hours until all boats have crossed the finish line in Ucluelet.

June 11 – 1200, 1800, 0000

June 12 – 0600, 1200, 1800, 0000,

June 13 – 0600, 1200 (All times Pacific Daylight Savings Time)

Once all boats are finished and accounted for, the Race Committee shall notify the Coast Guard and the Roll Call will be declared complete.

- Boats will be polled alphabetically. Please wait until your vessel name is called. When called, respond with vessel name and grid position (see grid reporting and attached grid). Continue to monitor Ch 83A until roll call is complete.
- At the end of the roll call, boats that did not check in will be polled again and the fleet will be asked for information regarding last sighting or communication with unreported boats. Please monitor AIS positions of boats not responding and report to the Coast Guard. Failing this, all race participants may be asked to attempt to contact any unreported boats on both CH 16 and CH 83A.
- When the roll call is complete, Canadian Coast Guard Radio will announce: "**All boats are accounted for. Van Isle 360 racers switch and monitor CH 16.**"
- Boats shall follow standard finishing procedures as outlined in item 10 of the Sailing Instructions.

GRID REPORTING

- Latitude values are reported using the phonetic alphabet from “Alpha” to “India”. Longitude values are reported using numerical values from 0 to 15. Double digit values are to be stated individually. (13 is reported as “one”, “three”). Refer to attached grid.

Example – boat’s position is 49 45N 127 35W = “Grid Echo, One, Zero”

- For positions south of 49 00N vessels are to report “Last Leg” and give an ETA for the finish line.
- Boats shall follow standard finishing procedures as outlined in Item 11 of the Sailing Instructions.

IF YOU HEAR NOTHING AT A SCHEDULED CHECK-IN TIME

If, at the scheduled Check-In time, you do not hear Canadian Coast Guard Radio’s call-up on VHF CH 16, switch and monitor VHF CH 83A. **Note - If Canadian Coast Guard is busy with other duties, they will make a broadcast advising the same.**

If you cannot hear either Canadian Coast Guard or other racers during the 15 minutes following a scheduled Check-In Time, check your radio equipment is working properly and that you are on CH 83A, then start trying to contact Canadian Coast Guard Radio using **every means available**, including but not limited to VHF CHs 16, 83A, 26, 74, SSB 2182 and 4125, cellular and sat phone OR contact another vessel, the Race Committee or anyone else to relay a message. You can also pass messages through the Lighthouses, who usually stand by VHF CH 82A.

Make Log entries of your efforts.

RELAY MESSAGES

If you hear a boat responding to Canadian Coast Guard Radio’s hail but communications cannot be established, break in and offer to relay.

VHF CH 83A

All regular communications involving Canadian Coast Guard Radio are to be conducted on VHF Ch 83A.

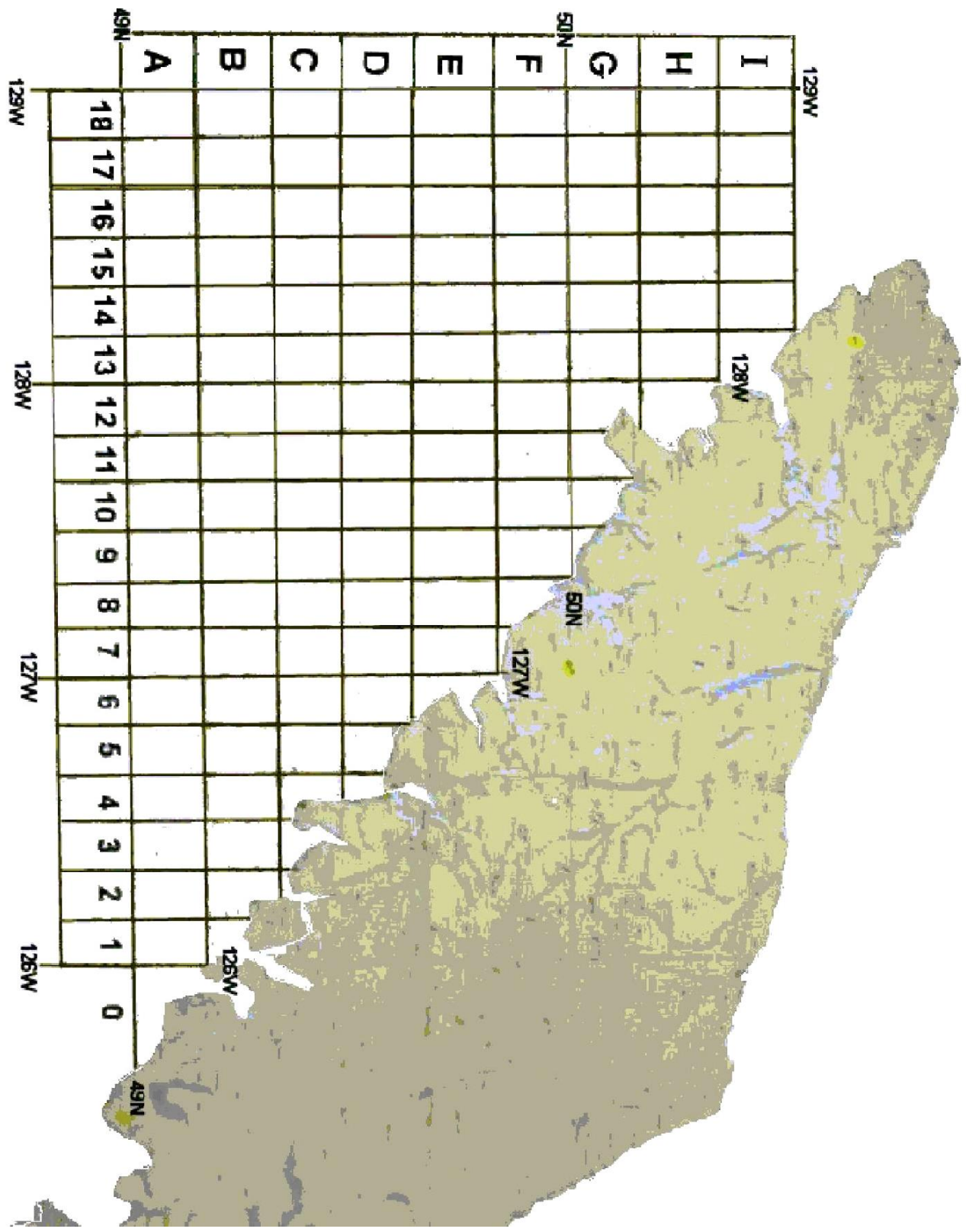
Ch 83A is a simplex channel, which means both the transmission and reception frequencies are the same. (“A” designates simplex. Also known as “Ch 83 US”).

Modern radios are capable of working on up to three programs “US”, “International” and “Canadian”.

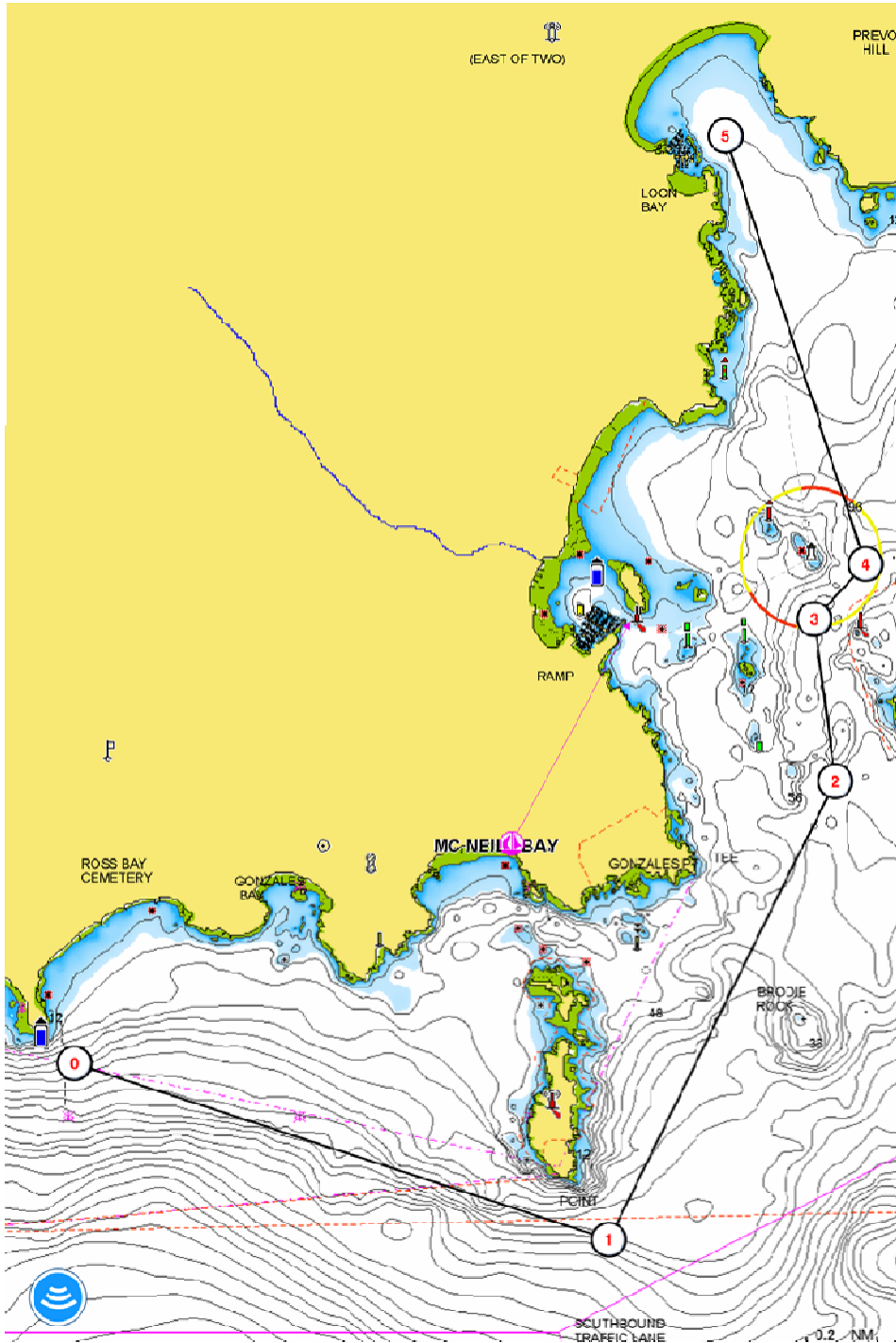
Make sure your radio is set on simplex!

The reason for using VHF CH 83A is to enable all parties to monitor all communications within their area, making every vessel an important part of the safety net.

GRID



APPENDIX E



FOR RACERS UNFAMILIAR WITH THE AREA ~ THIS CHART PROVIDES A SUGGESTED ROUTE FROM THE VICTORIA FINISH TO ROYAL VICTORIA YACHT CLUB (RVYC). IT IS THE SKIPPER'S RESPONSIBILITY TO NAVIGATE A SAFE PASSAGE TO RVYC.

WAYPOINT #	LATITUDE	LONGITUDE
0 (Finish Signal Boat)	48° 23.980' N	123° 20.650' W
1	48° 23.462' N	123° 18.057' W
2	48° 25.009' N	123° 16.910' W
3	48° 25.554' N	123° 17.017' W
4	48° 25.738' N	123° 16.757' W
5	48° 27.183' N	123° 17.474' W

ADDITIONAL INFO WILL BE PROVIDED IN A SEPARATE PACKAGE



APPENDIX F



INSTRUCTIONS FOR THE USE OF YELLOWBRICK TRANSPONDERS

A YellowBrick (YB) Tracker will be assigned to you after your Safety Consultation and Registration activities have been completed. Once completed, a member of the Organization Authority will install the tracker on your stern rail.

UNIT OPERATION

When the tracker is installed on your boat, it will be energized (aka powered up) and fully operational. There are only 3 key items that you need to be aware of for the unit to function properly.

1. The transponder is to remain energized and attached to the stern rail for the entire 2 weeks of the race. Please do not shut it off!
2. ***It is critical that the transponder has a continual, unobstructed view of the sky at all times*** ... this include each leg of the race, while you are in transit and in port. Failure to do so, will drain the battery due to excessive transmissions. **DO NOT STORE THE UNIT IN AN ENCLOSED SPACE.**
3. The Organizing Authority is able to monitor battery consumption and possible issues with the unit. Should there be an issue, they will contact you by VHF radio or while you are in port. The issue may necessitate recharging the battery or replacing the tracker.

Sending an Emergency Alert

The YB Trackers have been configured to transmit emergency alerts to the Joint Rescue Coordination Centre (JRCC).

The Primary Distress Alerting should be via VHF Channel 16 to Coast Guard Radio, EPIRB activation, or a visual distress signal.

To use your YB Trackers **for secondary distress alerting**, do the following:

1. Take the YB Tracker out of the pouch.
2. Make sure the Tracker is upright with a clear view of the sky to ensure the ALERT is sent successfully.
3. Lift the clear plastic cover and hold down the **RED BUTTON** for **5 SECONDS**. The display will show a countdown.
4. The ALERT will have been sent when the green light stops flashing and 0 (zero) is displayed in the bottom left hand corner on the display.