

NOTICE OF RACE

VAN ISLE 360° - 2019

Organized by Blast Performance Sailing
Chemainus, British Columbia, Canada

Saturday June 1 to Saturday June 15, 2019
Commencing in Nanaimo, British Columbia, Canada

INVITATION: Boat owners who meet the eligibility requirements are invited to apply for entry in the twelfth edition (20-year anniversary) of the VAN ISLE 360 INTERNATIONAL YACHT RACE, a circumnavigation of Vancouver Island with a series of point to point legs.

1. RULES

- 1.1. This series of races will be governed by the rules as defined in the Racing Rules of Sailing, the [prescriptions of Sail Canada](#), the Pacific Handicap Racing Fleet of the Northwest Rules for Multi-Hulls, the Offshore Racing Congress (ORC) for Mono-Hulls, the World Sailing Offshore Special Regulations Category 2 Mono-hulls, the World Sailing Offshore Special Regulations Category 2 Multi-Hulls JANUARY 2018 - DECEMBER 2019, (OSR), this Notice of Race, the Sailing Instructions and any amendments.
- 1.2. A yacht that receives at least 5 short and rapid blasts or signals, as per the International Regulations for Preventing Collisions at Sea, Rule 34, from any military or commercial traffic will be subject to protest, the penalty for which may be up to and including disqualification from the entire race.
- 1.3. Due to the potential of obstacles such as kelp and commercial fishing tackle, boats will be permitted to use their engines to clear themselves per rule 42.3(i)
- 1.4. Competitors who intend to fly sails that display numbers other than the yachts official sail number shall report the numbers to the Race Committee no later than the issuance of skipper's packages on Friday May 31st, 2019. Failure to comply may result in the yacht being scored DNF for Leg 1, and possibly subsequent legs.
- 1.5. Competitors are reminded that compliance with maximum Crew Weight as noted on the racing certificate is required under ORC, and that noncompliance with this can result in DSQ. Competitors may wish to convert their maximum crew weight into crew headcount by use of the formula:

$$\text{Crew Head Count} = \text{Maximum Crew Weight} / 85\text{kg}$$

This will allow for rapid monitoring of Maximum Crew Weight, but this formula and the resulting Crew Head Count do not replace the requirement that competitors are to be compliant with maximum Crew Weight limits.

2. ADVERTISING

- 2.1. Advertising is permitted in accordance with World Sailing Regulation 20 - Advertising Code.
- 2.2. All boats may be required to display the advertisement of the event sponsor(s) in accordance with Regulation 20.4, which may include removable decals displayed on each side of the boat's bow, the boom and/or a flag flown from the boat's backstay.

3. ELIGIBILITY AND ENTRY

- 3.1. The scoring system is **PHRF-NW** for multihulls and **ORC** for monohulls.
- 3.2. This series of races is open to Multihull sailboats with a PHRF-NW rating of 135 or faster, and Monohull sailboats with an ORC (Club or International) GPH of 690 or a PHRF-NW rating of 135 or faster with a valid ORC certificate.
- 3.3. All entrants shall be members of clubs in good standing with their respective national authorities.
- 3.4. Applications for Entry are available from the Organizing Authority, or may be downloaded from the official race website, Refer to NOR 17 on page 6 of this document for contact information. Completed Applications for Entry must be received by the Organizing Authority no later than November 30, 2018 accompanied by the Entry Fee and documentation as specified therein. Please note this is an application for entry, and not a guarantee of acceptance.
- 3.5. A copy of an applicable, current, PHRF-NW or ORC Certificate must be attached to the Application for Entry.
- 3.6. Ratings from the relevant website will be reviewed on or about May 15th, 2019. All ratings displayed on that date shall be taken as final with no further changes allowed. Blast Performance Sailing assumes the database of PHRF-NW or ORC to be correct and will accept no responsibility or obligation arising from errors or omissions.
- 3.7. Division splits will be determined after registration is complete.
- 3.8. The number of boats participating may be limited by the amount of space available to moor boats in some of the harbours that the fleet will visit, as well as the number of anticipated crew on board. All qualified applicants will be considered in the order that the applications are received at the Race Headquarters, however it is possible that due to limited space, or construction of fair division splits, not all boats that apply will be accommodated.
- 3.9. Applications when received at the Organizing Authority will be acknowledged with a return e-mail or telephone call. Applicants will be notified as to the status of their application as soon as practicable following the close of the acceptance of applications on November 30, 2018. The Organizing Authority reserves the right to accept more or less than 40 boats as space allows.
- 3.10. In the event the race is oversubscribed on November 30, 2018 then the remaining qualified boats will be placed on a waiting list and notified as soon as space becomes available. In the event the race is undersubscribed by November 30, 2018, then all qualified applicants received to that date will be accepted and the registration period will be extended. If the race is undersubscribed by February 28, 2019, the Organizing Authority reserves the right to cancel the race and return the entry fee in full to boats that have been accepted.
- 3.11. **Safety Requirements:** Each boat shall meet the requirements of the relative OSR with the amendments contained in Appendix A to this Notice of Race. This is a Category 2 Race.
- 3.12. Skippers are required to have a signed copy of the respective OSR on the vessel at all times.
- 3.13. As this race takes place in hazardous and remote waters, safety regulations will be strictly enforced. **Compliance on all legs is mandatory.** All boats shall be subject to a consult inspection prior to the start of the first leg and random inspections may occur any time during the race.

- 3.14. If required safety equipment is deployed/damaged or lost during the race, the skipper must make the necessary repairs, or replace the damaged/lost deployed equipment to continue racing. Any boats that do not comply with the Safety Regulations at any time during the race dates will be subject to protest by the Race Committee and may be disqualified.
- 3.15. The boat's skipper shall have participated as a skipper and a watch captain shall have participated as a watch captain or skipper, in at least two qualifying overnight races and shall be experienced in all aspects of seamanship & navigation. Acceptable qualifying races are listed on the Van Isle 360 website and may be modified from time to time. Approval of an alternate qualifying race or a non-stop ocean passage of not less than 24 hours may be sought from the Organizing Authority in writing.
- 3.16. On each leg of the race, the skipper will ensure that at least 2 crew members identified on the respective leg Crew List have a valid World Sailing Safety at Sea Certificate or equivalent (One day classroom certificates are not acceptable). Certificates must be available for inspection by a member of the Race Committee at any time during the race. A boat may be protested for a leg if the certificate for the named crew member(s) is not present during an inspection.

It is strongly recommended that:

 - a) at least half the crew has similar overnight racing experience and has extensive experience as a crew in all aspects of seamanship and navigation.
 - b) all crew participating in the Van Isle 360 have taken a Safety at Sea Course within the past five years.
- 3.17. The registered skipper and a qualified watch captain shall be onboard for each leg of the race. In the event two skippers register for One boat, both skippers shall meet the experience requirement in NOR 3.15. Minimum number of crew is two. For Double Handed entries a detailed CV for each watch captain participating shall be attached to the Entry Application.
- 3.18. Entrants shall provide the Registration Committee with a single contact person on their race team who will be responsible for maintaining accurate crew lists throughout the race. If the Race Committee is required to provide a complete crew list to a Search and Rescue Authority (SAR), the designated contact person for the team will be the person contacted by SAR authorities. Crew List Forms may be downloaded from the Van Isle 360 Site <http://www.vanisle360.com/wp/documents-2/forms/> Prior to the start of each leg, the Race Committee shall poll every boat in the fleet to determine the number of persons on board for that leg. Precise information will be found in the Sailing Instructions. **NO CREW LISTS NEED TO BE FILED WITH THE RACE COMMITTEE**, however if your contact emergency contact person changes, this must be communicated to the Race Committee immediately.
- 3.19. Entrants unable to start the first leg or any leg shall advise the Race Committee of their withdrawal before the start of such leg.

4. FEES

- 4.1. The entry fees shall be as follows and cheques or money orders shall be made payable in Canadian Dollars or American Dollars to Blast Performance Sailing. Blast Performance Sailing reserves the right to make changes to the American/Canadian Dollar exchange rate subject to currency fluctuations. The preferred method of payment is in Canadian Currency.

Boat Length	Entry Fee (until November 30, 2018)	Entry Fee after November 30, 2018
Up to 29 feet	CDN \$1,980.00 / US \$1,650.00	CDN \$2,178.00/US\$1,815.00
Over 29 feet	CDN\$68.00/ US\$56.70 per foot	CDN\$75.00/ US\$62.50 per foot

- 4.2. The entry fee is required to be lodged with the Application for Entry in the form of a cheque, e-transfer or money order. An entry will become definitive once the entry fee has been paid and all required documents have been received by the Organizing Authority.
- 4.3. The deadline for completed Applications for Entry, supporting documents and entry fees is **November 30, 2018**.
- 4.4. Applicants whose entries are not accepted will have their entry fees returned in full. In the event of the withdrawal of an accepted entry on or prior to 1400 hrs. on **Tuesday February 19, 2019** entry fees will be refunded minus 50%. No entry fees will be returned after this time unless the race is cancelled by Blast Performance Sailing, see NOR 3.10.

5. SCHEDULE OF IMPORTANT DATES

Friday, Nov 30, 2018		Deadline for Completed Applications for Entry, Entry Fees and Supporting Documents
Tuesday, February 19, 2019		Withdrawal Deadline for 50% refund
Wednesday, May 15, 2019		Final ORC/PHRF NW ratings review by Organising Authority
Friday, May 31, 2019	1500 hrs	Skippers Meeting (location TBA)
Friday, May 31, 2019	1730 – 1900 hrs	Welcoming Reception (location TBA)
Saturday, Jun 1, 2019		RACE START (time to be confirmed)
Saturday, Jun 15, 2019	5	Awards Ceremony (time & location TBA)

6. SAILING INSTRUCTIONS

Sailing Instructions will be available on-line at www.vanisle360.com by May 25th, 2019. Limited copies will be available from the Race Committee on May 31st, 2019.

7. THE COURSES

- 7.1. The overall race will consist of a series of legs, circumnavigating Vancouver Island counter clockwise, beginning and ending in Nanaimo, British Columbia.
- 7.2. Descriptions of the individual legs are detailed under [Van Isle 360° Provisional Schedule of Races](#) on the event website. Any changes to the Provisional Schedule of Races will be communicated to accepted entries as soon as practicable. Please note that changes to ports may occur and are beyond the control of the Organizing Authority. The Organizing Authority will not accept any liability of any type due to changes or deletions in a port location.
- 7.3. Provisions for shortening course will be provided in the Sailing Instructions.

8. PENALTY SYSTEM

The Scoring Penalty, as provided for in Rule 44.3 will apply on the leg in which the penalty occurred.

9. SCORING

The scoring system of record will be PHRF-NW Time on Distance corrections for Multihulls and, and Coastal/Long Distance Triple Number ORC Time on Distance Correction Factors for Monohulls (See NOR 3.2). All legs scored shall be used to determine overall position. There shall be no throw outs.

10. MOORAGE

10.1. **Start and Finish** - Complimentary moorage is provided for a maximum of five days, including pre and post-race dates at the Nanaimo Port Authority's W.E. Mills Landing in Nanaimo's Inner Harbour. All boats shall register with the Nanaimo Harbour Master upon arrival at the above facility both prior to the start and upon finishing. Failure to do so may result in the loss of moorage privileges. Boats are invited to extend their stay beyond the five days but will be charged for any additional days at the current rate. The Nanaimo Harbour Master may be contacted on VHF 67 or (250) 754-5053.

10.2. Moorage arrangements for each port-of-call are detailed in the [Planning Guide](#).

11. RADIO COMMUNICATION

Except when communicating with the Race Committee or the Canadian Coast Guard during Roll Call, a boat while racing, shall not transmit or receive radio communication of any information not publicly available to all boats participating. Radio communications with commercial traffic is encouraged using the proper VHF radio frequencies and protocol for safety purposes. This restriction also applies to mobile telephones.

12. PRIZES

Pennants will be awarded for first, second and third place in each division for each leg. Additionally, pennants will be awarded to the first multihull and mono-hull boat to finish on elapsed time in each leg. No pennants will be awarded for legs not scored. Trophies will be awarded for first, second and third place overall in each division. Divisions with less than 5 boats shall be awarded trophies for first and second place only. Other prizes may be awarded and will be stated in the Sailing Instructions.

13. DISCLAIMER OF LIABILITY

The Organizing Authority emphasizes that competitors participate in this regatta entirely at their own risk. Responsibility for the safety of each vessel and crew and the decision whether to start a race or to continue racing ultimately rests with the skipper, as per fundamental Rule 4. 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.

14. INSURANCE

All boats shall carry third party liability insurance coverage of not less than \$1,000,000.00 CDN and shall be covered for yacht racing activities in the waters surrounding Vancouver Island.

15. MEDIA RIGHTS

Competitors, owners, crew and their guests give absolute right and permission to the Organizing Authority for any photography and video footage taken of persons and/or boats during the event, to be published and/or broadcast in any media, including but not limited to TV advertisements, Social Media, Print, and other digital communications, whatsoever for either editorial or advertising purposes or to be used in press information.

16. ENQUIRIES

ORC Sailor Services - www.orc.org/

ORC Canada - www.orc.org/Canada/

ORC USA - <http://www.ussailing.org/racing/offshore-big-boats/rating-rules/#1471969502348-6af62c35-a9a1>

Multihulls: Northwest Multihull Association – [Click here to link to the site.](#)

17. CONTACT INFORMATION

Mail: Van Isle 360 International Yacht Race
c/o Blast Performance Sailing,
10043 Daniel Street, Chemainus, BC V0R 1K1 Canada

Phone: (250) 324-8886

Email: vanisle360.com@gmail.com

Web: www.vanisle360.com

18. TRADEMARK RESTRICTIONS

The name, Van Isle 360, and the Van Isle 360 race logo are registered trademarks of Blast Performance Sailing Inc. The use of the Trademark on garments or other items is prohibited without prior consent from the Organizing Authority.

Notice of Race – Appendix A Amendments to Offshore Special Regulations

VAN ISLE 360° - 2019

Amendments to the World Sailing Offshore Special Regulations (2018-2019)

Each boat participating in the Van Isle 360° 2019, must comply with the World Sailing Offshore Special Regulations (“OSR 2018-2019”) for a Category 2 Monohull or Multihull event and its appendices, amendments and interpretations; and the amendments listed below. Canadian Prescriptions will apply. A link to the Canadian Prescriptions may be found by following this link [Sail Canada Prescriptions](#)

Monohulls

Revise 3.03 Hull Construction Standards (Scantlings)

Compliance with section 3.03 is strongly recommended.

Add 3.04.3 Stability

Custom yachts or one-off designs without proof of compliance with section 3.04.1 or 3.04.2 (b) shall submit a signed statement from a naval architect stating that the boat complies with the listed standards.

Revise 3.14.6 a) Lifelines

Lifelines of stranded stainless-steel wire or HMPE synthetic line

Revise 3.18.1 Toilet

A permanently installed toilet, or, in the absence of a permanently installed toilet, a portable toilet that is securely installed may be acceptable.

Revise 3.19 Bunks

Permanently installed bunks or sleeping lee cloths

Revise 3.21.3 Emergency Drinking Water

For each crew member on board, at least 1 litre of drinking water for emergency use in a dedicated and sealed container or container(s)

Revise 3.23.1 b) Manual Bilge Pumps

One permanently installed manual bilge pump and one portable manual bilge pump. The portable bilge pump must be capable of being operated from below deck and shall not discharge into a closed cockpit.

Revise 3.29.02 c) Communications Equipment, GPS, Radar, AIS

Be DSC capable

Revise 4.01.1 Sail Letters and Numbers

Sails may be inspected as per RRS Appendix G1.2A for compliance in either daylight or nighttime conditions.

Revise 4.20 Life rafts

Boats may carry Life rafts, Immersion Suits, or any combination thereof that ensures all persons on board will be able to board a liferaft or don an Immersion Suit. Life rafts shall meet the requirements in these regulations, Immersion Suits shall meet ISO 15027-1:2012 requirements. If Immersion Suits are to be used, it is highly recommended that the person(s) who will use the suit(s) has a properly registered Personal Locator Beacon (PLB) attached to the suit for immediate deployment. (See 4.22.1d) for PLB specifications)

Revise 4.22.1 b) An AIS personal crew overboard beacon for each crew member

Compliance with Section 4.22.1 b) is highly recommended

Revise 4.23.1 Pyrotechnic signals

Compliance with Section 4.23.1 is highly recommended with regards to SOLAS certification

Revise 5.02.2 d)

Highly recommended

Multihulls

Revise 3.18.1 Toilet

A permanently installed toilet, or, in the absence of a permanently installed toilet, a portable toilet that is securely installed may be acceptable.

Revise 3.19 Bunks

Permanently installed bunks or sleeping lee cloths

Revise 3.21.3 Emergency Drinking Water

For each crew member on board, at least 1 litre of drinking water for emergency use in a dedicated and sealed container or container(s)

Revise 3.29.02 c) Communications Equipment, GPS, Radar, AIS

Be DSC capable

Revise 4.01.1 Sail Letters and Numbers

Sails may be inspected as per RRS Appendix G1.2A for compliance in either daylight or nighttime conditions.

Revise 4.20 Life rafts

Boats may carry Life rafts, Immersion Suits, or any combination thereof that ensures all persons on board will be able to board a liferaft or don an Immersion Suit. Life rafts shall meet the requirements in these regulations, Immersion Suits shall meet ISO 15027-1:2012 requirements. If Immersion Suits are to be used, it is highly recommended that the person(s) who will use the suit(s) has a properly registered Personal Locator Beacon (PLB) attached to the suit for immediate deployment. (See 4.22.1d) for PLB specifications)

Revise 4.22.1 b) An AIS personal crew overboard beacon for each crew member

Compliance with Section 4.22.1 b) is highly recommended

Revise 4.23.1 Pyrotechnic signals

Compliance with Section 4.23.1 is highly recommended with regards to SOLAS certification

Revise 5.02.2 d)

Highly recommended