

NOTICE OF RACE

VAN ISLE 360° - 2023

Organized by Blast Performance Sailing
Chemainus, British Columbia, Canada

Saturday June 3 to Saturday June 17, 2023
Commencing in Nanaimo, British Columbia, Canada

INVITATION: Boat owners who meet the eligibility requirements are invited to apply for entry in the thirteenth edition 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 Monohulls & the World Sailing Offshore Special Regulations Category 2 Multihulls January 2022 - December 2023 (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 June 1st, 2023. 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.

- 1.6. A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race. There are no restrictions to the number of spinnakers a boat can carry while racing. This modifies ORC 206.1

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 faster.
- 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 18 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, 2022, accompanied by the Entry Admission Fee, LOA 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 ratings website will be reviewed on or about May 15th, 2023. All ratings displayed on that date shall be taken as final with no further changes allowed. The Organizing Authority 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. 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 division splits, not all boats that apply will be accommodated.
- 3.9. A minimum of 3 multihull boats must apply for entry and be accepted in order for a multihull division to be considered. If less than 3 multihulls apply, no multihull entries will be accepted.
- 3.10. Applications when received by 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, 2022. The Organizing Authority reserves the right to accept more or less than 40 boats as space allows.
- 3.11. In the event the race is oversubscribed on November 30, 2022, 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, 2022, 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, 2023, the Organizing Authority reserves the right to cancel the race and return the LOA entry fee less the entry administration fee to boats that have been accepted.
- 3.12. **Safety Requirements:** Each boat shall carry the equipment required by law and shall meet the requirements of the relevant Offshore Special Regulations (OSR) with the amendments contained in Appendix A to this Notice of Race. This is an OSR Category 2 Race.
- 3.13. A boat must submit a completed and signed OSR Inspection Card ([Click Here to be taken to the OSR Category 2 monohull document and Inspection Card](#)), with all required crew and equipment certificates no later than May 21, 2023. Confirmation of the correction of all deficiencies noted on the completed checklist and certificates for completion of a Person Overboard drill and lifejacket inspection must be provided to the Organizing Authority no later than the time of check-in in Nanaimo.

- 3.14. Boats that fail to comply with the documentation filing deadlines of this Notice of Race, including completing the required OSR Inspection Card, have not completed their entry and may have their entry cancelled by the Organizing Authority without refund of entry fees.
- 3.15. A decision by the Organizing Authority as to whether a boat and her crew meets the requirements for entry in the race, or whether to accept documentation after the specified filing deadlines, is final and will not constitute grounds for protest or redress
- 3.16. Skippers are required to have a signed copy of the relevant OSR on the vessel at all times.
- 3.17. As this race takes place in hazardous and remote waters, safety requirements will be strictly enforced. **Compliance on all legs is mandatory.** All boats may be subject to a consult inspection prior to the start of the first leg and random inspections may occur any time during the race.
- 3.18. 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 requirements at any time during the race dates will be subject to protest by the Technical Committee and may be disqualified.
- 3.19. 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.
- 3.20. 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 Approved Offshore Personal Survival (Safety at Sea) Training Certificate, or an equivalent approved in advance by the Technical Committee. One day certificates and two day certificates without hands-on training 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 World Sailing Approved Offshore Personal Survival (Safety at Sea) Course within the past five years.
- 3.21. 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.
- 3.22. 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. 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.
- 3.23. 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. Entry administration fee of CDN\$ 300.00. The Administration fee is non-refundable upon acceptance of a competitor.
- 4.2. The LOA 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	LOA Fee (until November 30, 2022)	LOA Fee after November 30, 2022
Up to 29 feet	CDN \$2,000.00 / US \$1,650.00	CDN \$2,200.00/US\$1,815.00
Over 29 feet	CDN\$69.00/ US\$56.70 per foot	CDN\$76.00/ US\$62.50 per foot

- 4.3. 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.
- 4.4. The deadline for completed Applications for Entry, supporting documents and entry fees is **November 30, 2022**.
- 4.5. Applicants whose entries are not accepted will have their entry administration fee and LOA fees returned in full. In the event of the voluntary withdrawal of an accepted entry on or prior to 1400 hrs. on **Wednesday March 1, 2023**, LOA 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 3.11.
- 4.6. In the event that an extenuating circumstance such as a pandemic or a public health order issued by the province of British Columbia leads the Organizing Authority to cancel the race on or after March 1, 2023, the entry LOA fee is refundable minus 50% until May 1st, after which the LOA fee is non-refundable.
- 4.7. Transponder Deposit – A credit card imprint for CDN\$1,000.00 will be collected at final check in on June 2nd, 2023. This is to be charged in the event of a transponder failing to be returned to the Organizing Authority at the conclusion of Leg 9, or if a competitor retires from racing. Please see NOR 11

5. SCHEDULE OF IMPORTANT DATES

Wednesday, Nov 30, 2022		Deadline for Completed Applications for Entry, Entry Fees, and Supporting Documents
Wednesday, March 1, 2023	1400 hrs	Voluntary Withdrawal Deadline for 50% refund
Monday, May 15, 2023		Final ORC/PHRF NW ratings review by Organising Authority
Friday, June 2, 2023	1500 hrs	Skippers & Road Crew Meeting (location TBA)
Friday, June 2, 2023	1730 – 1900 hrs	Welcoming Reception (location TBA)
Saturday, Jun 3, 2023		RACE START (time to be confirmed in Sailing Instructions)
Saturday, Jun 17, 2023		Awards Ceremony (time & location TBA)

6. SAILING INSTRUCTIONS

Sailing Instructions will be available on-line at www.vanisle360.com by May 25th, 2023. Limited printed copies will be available from the Race Committee on June 2nd, 2023.

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 will be 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-race 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. Note: Boats intending to stay after finishing on June 17, 2023 must arrange moorage with the Harbour Master prior to the start of the race.
- 10.2. Skippers are responsible for arranging and paying for moorage for their vessel in Winter Harbour.
- 10.3. Moorage arrangements for each port-of-call will be detailed in the Planning Guide.

11. TRANSPONDERS

- 11.1. The Organizing Authority will arrange for a transponder to be installed on each boat.
- 11.2. A boat shall not tamper with or alter the installation or operation of the transponder unless so requested by the Race Committee. Each boat shall be responsible for the loss or damage of the transponder and will be required to post a security deposit.
- 11.3. The Organizing Authority will arrange for the removal of the transponder at the conclusion of the race. All boats must tie up at the W.E. Mills Pier in Nanaimo after finishing the final leg. The boat shall arrange with the Organizing Authority to have the transponder removed upon finishing in Nanaimo prior to departing to their home port. Failure to having the responder returned shall result in forfeit for the transponder deposit. (See NOR 4.7)

12. 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.

13. 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.

14. 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 3 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.

15. 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.

16. 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.

17. 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.](#)

18. 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

19. 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° - 2023

Amendments to the World Sailing Offshore Special Regulations (2022-2023)

Each boat participating in the Van Isle 360° 2023, must comply with the World Sailing Offshore Special Regulations (“OSR 2022-2023”) for a Category 2 Monohull or Multihull event and its appendices, amendments, and interpretations; and the amendments listed below. Canadian Prescriptions will apply. Links to the World Sailing Offshore Special Regulations and extracts may be found by following this link [World Sailing Offshore Special Regulations](#). Links to the Canadian Prescriptions to the OSR’s and extracts may be found by following this link [Sail Canada OSR Prescriptions](#)

Monohulls and Multihulls

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 3.18.1 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) and c) Manual Bilge Pumps

One permanently installed manual bilge pump operable from above deck, and one permanently installed or portable manual bilge pump operable from below deck.

Revise 3.28.3 b) Liquid Fuel Systems

At the start of each leg of the race, a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the leg AND to motor at the above minimum speed for at least the length of the leg.

Revise 3.28.4 c) Battery Systems

At the start of each leg of the race, a boat with an electric engine shall carry sufficient capacity to meet the electrical requirements for the duration of the leg AND to motor at the above minimum speed for at least the length of the leg.

Revise 3.29.2 c) Communications Equipment, GPS, Radar, AIS

Be DSC capable

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 strongly 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 strongly recommended

Revise 4.23 Pyrotechnic and light signals

Compliance with Section 4.23 is strongly recommended with regards to SOLAS conformance