



The 43rd Annual

**BLACKLINE MARINE  
PATOS ISLAND RACE**

Sidney North Saanich Yacht Club  
1949 Marina Way, North Saanich, B.C.

**March 21 & 22, 2026**

**Sailing Instructions (SIs) – Offshore Long Course**

Version 1.1 – March 12<sup>th</sup> 2026

*The notation '[DP]' in a rule in the SIs means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. 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 defined in The Racing Rules of Sailing, available at [sailing.org/racingrules](https://sailing.org/racingrules) and the Notice of Race, available at <https://patosislandrace.com>. The prescriptions of Sail Canada apply, available at [sailing.ca/rules-prescriptions](https://sailing.ca/rules-prescriptions).
- 1.2 At all times, when a yacht racing in this event meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS). Particular attention should be taken to **Section 13, SAFETY REGULATIONS** in these sailing instructions
- 1.3 The International Regulations for Preventing Collisions at Sea (IRPCAS) shall replace the relevant sections of Part 2 of the RRS between sunset and sunrise. On March 21<sup>st</sup>, sunset is at 19:27 and on March 22<sup>nd</sup>, sunrise is at 07:10. IRPCAS is available at [laws-lois.justice.gc.ca/pdf/C.R.C., c. 1416.pdf](https://laws-lois.justice.gc.ca/pdf/C.R.C.,_c._1416.pdf).
- 1.4 [NP] [DP] The race will be tracked for entertainment using SAP Sailing Analytics. Racers are requested to install the "SAP Sail Insight" app on their smart phone and to have it running for the duration of the race. This will require a data plan (including the USA) and a means of keeping the device charged throughout the race duration. Instructions and assistance with setting up the app will be provided at registration.
- 1.5 [NP][DP] For safety, all boats entered in the Long course shall broadcast their position via AIS at all times while racing.
- 1.6 [NP][DP] Before the start, all race participants must check in with RC prior to 09:50 on VHF Channel 72 indicating boat name and number of crew on board.

**2. CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Any change to the sailing instructions will be posted on the official notice board before 08:00 Saturday March 21<sup>st</sup>, 2026.

**3. COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located inside the main entrance of the SNSYC Club House. Notices prior to Saturday March 21<sup>st</sup> will also be posted at [patosislandrace.com/](https://patosislandrace.com/).
- 3.2 Skippers meeting will be held on Friday March 20<sup>th</sup> at 20:00 in the SNSYC Clubhouse.



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- 3.3 Division splits will be announced at the skippers meeting and will be posted on the official notice board.
- 3.4 On the water, the race committee intends to monitor and communicate with competitors on **VHF radio channel 72**. The race committee will announce starting infractions and may make periodic communications during the race on VHF 72. Boats are recommended to monitor the RC channel at all times.
- 3.5 Commercial traffic and Vessel Traffic Services Victoria communicates on **VHF radio channel 11**. Communication on channel 11 is allowed at all times and is encouraged to facilitate safety.
- 3.6 [DP] While racing, except in an emergency, or as required by 9.3, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to the use of mobile telephones.

#### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagstaff on the water side of the SNSYC club house.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This changes RRS 27.3.

#### 5. SCHEDULE OF RACES AND CLASS FLAGS

- 5.1 The scheduled time of the warning signal for the first start is 09:55, Saturday March 21<sup>st</sup>, 2026.
- 5.2 Order of start and class flags:

◆ Long Course: Numeral 1



◆ Gulf Islands Course: Numeral 3



Boats are not expected to display class flags.

#### 6. RACING AREA

- 6.1 The Racing Area is in the vicinity of Haro Strait and Boundary Pass, as far south as Beaumont Shoals, as far east as Patos Island, as far north as Salt Spring Island and as far west as the town of Sidney. Competitors are strongly advised to check the appropriate charts for navigational hazards.

#### 7. COURSES

- 7.1 The descriptions below and the diagram in Addendum A show the courses to be sailed, the order in which marks are to be passed, and the side on which each mark is to be left.

Note that these mark positions are approximate and shall not be used for navigation purposes. **Many of these marks have rocks nearby. Competitors are strongly advised to check the appropriate charts for navigational hazards!**



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7.2 The **Long Course** (Distance approximately 67nm)

Mark Description	Approximate Position	Leave to
<b>Long Course Start Line</b>	48° 39.04' N, 123° 23.47' W	
Beaumont Shoals Cardinal Light Buoy "VD"	48° 27.09' N, 123° 10.85' W	Port
Kelp Reefs	48° 32.85' N, 123° 14.21' W	Port
Turn Point	48° 41.33' N, 123° 14.24' W	Starboard
Patos Island	48° 47.34' N, 122° 58.28' W	Port OR Starboard
North & South Pender Island	48° 44.15' N, 123° 10.95' W	Starboard
Moresby Island	48° 43.88' N, 123° 18.38' W	Port
Canoe Rock	48° 44.01' N, 123° 20.40' W	Port
Pellow Islets Buoy "U15"	48° 43.34' N, 123° 21.05' W	Starboard
Dock Island	48° 40.29' N, 123° 21.41' W	Starboard
Finish	48° 39.04' N, 123° 23.35' W	

7.3 Deleted

7.4 The Long Course will not be shortened. This changes RRS 32.

**8. THE START**

8.1 The race will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

8.2 All Long Course divisions will start together.

8.3 In the absence of a postponement or general recall, the start sequence is as follows:

Time	Signal	Flag	Race Starting
09:55	Warning	Numeral 1 raised	Long Course fleet
09:56	Prep	"P" flag raised	
09:59	1 minute	"P" flag lowered	
10:00	Start	Numeral 1 lowered	
Interval			
10:05	Warning	Numeral 3 raised	Gulf Islands Course fleet
10:06	Prep	"P" flag raised	
10:09	1 minute	"P" flag lowered	
10:10	Start	Numeral 3 lowered	



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- 8.4 The starting line for the **Long Course** is between a staff displaying an orange flag on the Sidney wharf at the starboard end and a floating white and orange buoy on the port end, starting in a southerly direction.
- 8.5 Deleted
- 8.6 On a general recall the 5 minute warning signal for the new start for the recalled class shall be made one minute after the First Substitute is lowered.
- 8.7 If there is a postponement the 5 minute warning signal for the new start will be 1 minute after the AP signal is lowered.
- 8.8 Deleted
- 8.9 Deleted
- 8.10 [NP] If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 72. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 60.1 and 62.1.
- 8.11 A boat that does not start within 40 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 9 THE FINISH

- 9.1 The finishing line for the long course is between a staff displaying a blue flag on the race committee boat ("Our Time", a 45' white 453 Silverton Motor Yacht ), located at 48° 39.067' N, 123° 23.382' W at the starboard end and a floating white and orange buoy (located at 48° 39.018' N, 123° 23.329' W.) at the port-end.
- 9.2 After sunset the location of the blue flag on the committee boat will be marked by a revolving orange light. The buoy at the pin end will be marked by two battery-operated lights, one white flashing every two seconds, the other a white strobe. This will provide redundancy should a battery expire.
- 9.3 [NP][DP] All Long Course competitors are requested to contact the RC on VHF channel 72 when passing Dock Island en route to the finish line. If there is no answer on VHF, then boats are to call the RC mobile phone: 604 309-1201 or 250-216-1192. As you near the finish line, you are again requested to call the RC on Ch.72 and identify your boat name and sail number.
- 9.4 The Town of Sidney by-laws prevent the use of an air horn during night hours, therefore the RC will announce the word "Finished" on VHF channel 72 to notify when a boat has crossed the finish line. During daylight hours a horn may be used. In order to help identify finishing boats in darkness, it is recommended that the boats sail numbers and/or boat name be lit up.
- 9.5 [DP] Each boat is required to record her own finishing time on the finishing form provided in the registration package, and her position in relation to boats ahead and behind. This information is to be submitted to a race official within two hours of finishing the race.
- 9.6 Upon finishing, the RC may contact boats on VHF channel 72 to verify the sail number and boat name.
- 9.7 Finished boats may be randomly inspected for compliance with the rules of the event, including the Offshore Special Regulations.



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## 10. PENALTY SYSTEM

- 10.1 RRS 44.1 (“two-turns penalty”) will apply.
- 10.3 Interfering with commercial traffic is both a safety issue and may jeopardise the future of this event. A boat whose actions or manoeuvres results in a danger signal (5 or more blasts) from commercial traffic shall be subject to protest and will likely be disqualified.

## 11. TIME LIMITS

- 11.1 For the Long Course, the time limit is 10:00 on Sunday, March 22<sup>nd</sup>. Boats not finished by this time limit will be scored DNF. This changes RRS 35.

## 12. HEARING REQUESTS

- 12.1 A boat intending to register a protest must inform the RC at the finish line or upon withdrawing from the race.
- 12.2 Completed forms must be delivered within 2 hours of finishing to a race official at the SNSYC clubhouse.
- 12.3 Hearing request forms are available at the official notice board, located in the SNSYC clubhouse, and also available at “[Hearing Request Form](#)”.
- 12.4 Notices will be posted on the official notice board no later than 12:30 Sunday March 22<sup>nd</sup> to inform competitors of hearings in which they are parties or named as witnesses.
- 12.5 Hearings will be held in the protest room, located upstairs in the SNSYC clubhouse. If possible, hearings will be convened no later than 12:30 Sunday March 22<sup>nd</sup>.

## 13. SAFETY REGULATIONS

- 13.1 Boats are strongly advised to monitor VHF Channel 11 for commercial vessel traffic and are required to keep a lookout at all times.
- 13.2 Commercial vessels have restricted manoeuvrability and cannot alter course or stop to avoid racing boats. In Haro Strait and Boundary Pass, extreme care must be taken at all times, particularly when in the main shipping channel. Racers seeing a commercial vessel at any distance that may be on or near a collision course must take immediate action by contacting that vessel on Channel 11 or 16 and following instructions from the ship’s command. Avoiding action should be exaggerated (such as a tack or gybe away) so that it is clear to the vessel’s command that the boat is clearing the traffic lane. See also 13.3 for permitted use of engine and IRPCAS Rule 10.

A boat will be protested and likely disqualified if a commercial vessel lodges a complaint against it or makes a danger signal (“five horns”) and it is identified as the cause of the danger.

- 13.3 A boat shall be protested for using an engine for propulsion except when she is:
  - a) in danger of a collision with, 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 yacht or its crew.
  - c) engaged in search and rescue activities.

If engine propulsion is used the skipper, after finishing, shall give a written report to the RC. The report shall include: time, duration of use, speed, direction, wind and current conditions, and the reason for using engine power. Any such request for time allowance redress must be made in writing immediately upon finishing. A yacht shall not gain competitive advantage from any time allowance granted. [DP]



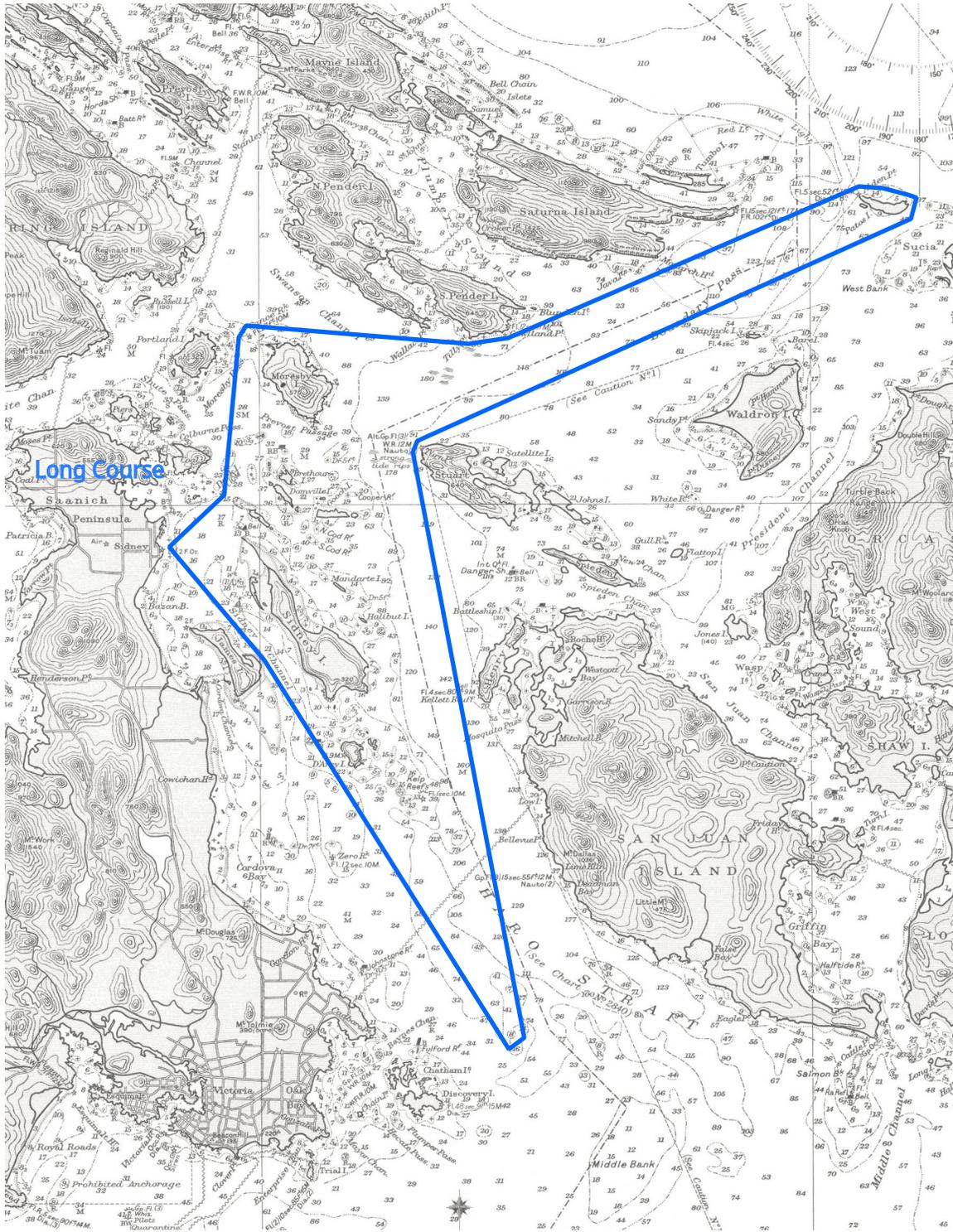
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- 13.4 A boat that retires from the race shall notify the race committee at the first reasonable opportunity on VHF channel 72, mobile phone 604 309-1201 or SNSYC Race HQ at 250 216-1192.
- 13.5 Any boat that has retired and has not reported to the RC within one (1) hour of the time limit will be protested, and any costs incurred as a result of a search and rescue effort will be billed to the owner of the boat.
- 14 EQUIPMENT AND MEASUREMENT CHECKS**
- 14.1 A boat or equipment may be inspected at any time for compliance with the notice of race and sailing instructions.
- 14.2 [DP][NP] When instructed by a race official on the water, a boat shall proceed to the SNSYC Reciprocal Dock for inspection and compliance with the rules. Failure to comply or failure to be present for inspection when required, will result in a protest.
- 15 TRASH DISPOSAL**
- 15.1 As sailors, we seek to protect and restore our oceans and coastal waters. Trash must be kept aboard and disposed of ashore in the appropriate container(s). See RRS 47.
- 16 BERTHING**
- 16.1 [DP] Boats shall be kept in their assigned places while in the harbour.
- 17 PRIZES**
- 17.1 Prizes will be presented at the awards presentation, 11:00 Sunday March 22<sup>nd</sup>, or soon thereafter, in the SNSYC clubhouse.
- 18 RISK STATEMENT**
- 18.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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.**
- 19 INSURANCE**
- 19.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$3,000,000 (CAD or USD) per incident or the equivalent.



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**SI ADDENDUM A: COURSE DIAGRAM**



Long Course

**Not to be used for Navigation**



Patos Island may be rounded either to port or to starboard. Port option shown.



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**SI ADDENDUM B**

WASHINGTON STATE "PROTECTION OF SOUTHERN RESIDENT ORCA "

RCW 77.15.740 Section 1 (amended January 1<sup>st</sup>, 2025)

It is unlawful for a person to:

- (a) Cause a vessel or other object to approach, in any manner, within 1,000 yards of a southern resident orca;
- (b) Position a vessel to be in the path of a southern resident orca at any point located within 1,000 yards of the whale. This includes intercepting a southern resident orca by positioning a vessel so that the prevailing wind or water current carries the vessel into the path of the whale at any point located within 1,000 yards of the whale;
- (c) Position a vessel behind a southern resident orca at any point located within 1,000 yards;
- (d) Fail to disengage the transmission of a vessel that is within four hundred yards of a southern resident orca ;
- (e) Cause a vessel or other object to exceed a speed greater than seven knots over ground at any point located within 1,000 yards of a southern resident orca; or
- (f) Feed a southern resident orca .