



# **Whitby 100 Long Distance Race**

**September 19-20, 2025**

## **Organizing Authority**

**Race Management Committee of the Whitby Yacht Club**

<https://www.wyc.ca/>

## **NOTICE of RACE**

**Version 1**

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1	THE RULES.....	3
2	SAILING INSTRUCTIONS .....	5
3	COMMUNICATION .....	5
4	ELIGIBILITY AND ENTRY .....	5
5	FEES .....	7
6	CREW LIMITATIONS & REQUIREMENTS .....	7
7	ADVERTISING .....	7
8	SCHEDULE .....	8
9	EQUIPMENT INSPECTION .....	8
10	VENUE .....	8
11	COURSE .....	8
12	PENALTY SYSTEM .....	8
13	SCORING .....	9
14	CHARTERED OR LOANED BOATS.....	9
15	RIGHTS & DATA PROTECTION .....	9
16	RISK STATEMENT .....	9
17	INSURANCE.....	9
18	PRIZES.....	9
19	FURTHER INFORMATION, OTHER DOCUMENTS, OTHER LINKS AND FORMS AVAILABILITY .....	9
	Addendum A Event Venue .....	11
	Addendum B Whitby 100 Racing Area.....	12

These abbreviations are used in this document. (Not part of the Notice of Race)

CORDC	Crew Overboard Recovery Drill Certificate
DH	Double Handed (Crew of two)
FC	Fully Crewed (Three or more crew)
LOOR OSR	World Sailing’s Offshore Special Regulations with Sail Canada Prescriptions and as amended by Lake Ontario Offshore Racing
LOOR	Lake Ontario Offshore Racing of Port Credit Yacht Club
NoR	Notice of Race
OA	Organizing Authority
OSR	World Sailing’s Offshore Special Regulations
PHRF-LO	Performance Racing Handicap Fleet – Lake Ontario
PiC	Person-in-Charge, AKA skipper
RRS	World Sailing’s Racing Rules of Sailing
SIs	Sailing Instructions

The Event's Yacht Scoring Web Site is at  
<https://yachtscoring.com/emenu.cfm?eid=>

# The Notice of Race

*The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.*

*[SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. The Standard Penalty assigned is listed in the applicable rule. This changes RRS 62.1(a), RRS 63.1, Appendix A4, and Appendix A5.*

## 1 THE RULES

1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).

1.2 The [Sail Canada Prescriptions](#) to the RRS apply for the entire race, including in US waters.

1.3 Sail Canada is the appeal authority for this event.

1.4 The event is also governed by the LOOR Offshore Special Regulations

The event is a Category 3 Event under the World Sailing Offshore Special Regulations for Category 3 with prescriptions from Sail Canada and amended by LOOR, as documented in [LOOR Offshore Special Regulations for Category 3 Monohulls](#)

These are available at the [Event's Yacht Scoring Web Site](#) under Documents & Forms

1.5 Arbitration under RRS Appendix T will apply.

1.6 [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.

1.7 The Racing Rules of Sailing are changed as outlined below. The SIs may also change other rules.

### 1.5.1 RRS 41 Outside Help

Each boat may communicate with any person, competitor, boat, or outside source for information available using any means available throughout the race. This changes RRS 41.

### 1.5.2 RRS 42.3 (i) Propulsion

a. As permitted under RRS 42.3 (i).

b. Engine propulsion may be used to avoid a collision with commercial traffic providing that such usage does not advance the boat's position from its original position just prior to the hazardous incident.

c. An engine may be used for generating electrical power provided that such use does not advance the boat's position.

d. Engine propulsion may be used to clear seaweed or fish netting from the keel, rudder, or propeller if the use does not improve the boat's position

- e. All uses of the engine for propulsion must be logged and reported to the Race Committee after finishing the race.
  - f. These change RRS 42.3 (i).
- 1.5.3 RRS 51 Movable Ballast  
Canting keels and water ballast are allowed if the applicable class/measurement/handicap *rules* permit them. This changes RRS 51.
- 1.5.4 RRS 52 Manual Power  
All movable ballast systems must be capable of manual operation if the powered systems are inoperable.  
The use of power auto helm devices is allowed.  
These changes RRS 52.
- 1.8 [NP] RRS 61 Redress  
The Race Committee may announce boats subject to RRS 29.1.  
The Race Committee may announce a boat's successful completion at the finish.  
The contents of these announcements, including order or whether they are made, are not grounds for redress.  
These change RRS 62.
- 1.9 RRS A5  
A boat not starting within 18 minutes of her starting signal will be scored DNS If Code Flag T was flown at or before her warning and she was in the starting area at her starting signal, then the 18- minute deadline is waved.  
This changes RRS A5.
- 1.10 RRS Appendix RV, Reduced Visibility replaces RRS Part 2 between sunset and sunrise. Appendix RV is available at the [Event's Yacht Scoring Web Site](#) under *Other Documents & Forms*.
- 1.11 World Sailing Test Rule DR21-01 is used, with the definition of *Start* changed as follows:  
*Start* A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the Pre-start side to the course side either
  - (a) at or after her starting signal, or
  - (b) during the last eight minutes before her starting signal.When a boat starts in accordance with item (b) of the definition *Start*, she may return to the pre-start side of the line to comply with item (a) of the definition of *Start*, but, if she does not, the starting penalty shall be: 30 minutes added to her elapsed time.  
When RRS 20 applies, a boat may indicate her need for room to tack or her response by VHF radio on channels 16 and 72.
- 1.12 [NP] Boats shall maintain the Whitby 100 Race Log, as specified in the SIs, and retain for submission, upon request, to the OA, Race Committee, or Protest Committee. The Race Log is available on the [Event's Yacht Scoring Web Site](#) under *Documents and Forms*.

- 1.13 [NP] Within 120 minutes of finishing, boats shall electronically submit the Whitby 100 Alternative Penalty Form or a report by a boat that she broke a rule subject to a discretionary penalty. This report shall be submitted to the OA and is available on the [Event's Yacht Scoring Web Site](#) under *Documents and Forms*.

## **2 SAILING INSTRUCTIONS**

- 2.1 The SIs will be available by September 10, 2025, on the [Event's Yacht Scoring Web Site](#).

## **3 COMMUNICATION**

- 3.1 The online official notice board is located on the [Event's Yacht Scoring Web Site](#).

- 3.2 VHF-FM Marine Radio

In addition to the requirements in the applicable LOOR OSR, all boats shall carry a VHF radio capable of receiving courtesy broadcasts from the Race Committee on 72 or 71 Canadian and being heard at the helm during the start and finish.

Regardless of the applicable LOOR OSR requirements around a VHF radio if a boat has an assigned MMSI, it shall be input as part of her online registration process.

[NP] The number of the cell phone carried onboard and kept charged at all times while racing shall be entered as part of the registration and updated in the registration as necessary.

## **4 ELIGIBILITY AND ENTRY**

- 4.1 There is no limit on the number of registrations.

All boats entering the Whitby 100 must have a valid PHRF-LO certificate and a current Sailing Canada registration. For boats from outside the PHRF-LO area, arrangements shall be made in advance to obtain a PHRF-LO certificate by contacting PHRF-LO, [www.phrf-lo.org](http://www.phrf-lo.org)

- 4.2 Boats entering the Whitby 100 must have a minimum PHRF-LO rating of 200. This minimum rating applies to Flying or Non-Flying Sails, depending on the division entered.

- 4.3 Classes may be sub-divided into divisions based on PHRF-LO ratings. The OA may assign boats to classes/fleets and divisions based on the number of boats registered. If sufficient boats in a one design class register, a fleet for scoring purposes may be created for them.

- 4.4 Registration for new entries closes at 1800, Wednesday, September 17, 2025. (The Registration Deadline). Boats that cannot prove that they meet the Stability Requirements at NoR 4.8 below, must submit their registration no later than Wednesday, September 10, 2025 so that the OA can confirm that the requirement is met.

- 4.5 The OA, upon application and subsequent review of the boat's technical evidence, as supplied by the owner, may, at their sole discretion, accept or reject such boat as suitable for this race. It is the responsibility of the owner to obtain and submit required technical evidence when requested by the OA, to review a boat for its suitability including stability characteristics.

- 4.6 Non-compliance to OSR for a boat's VHF radio DSC capability. If the boat's fixed 25 W VHF radio does not meet the OSR requirements for being DSC capable and was installed in 2015 or earlier, the OA may grant an exemption. This must be requested via email to the OA, supplying manufacturer, model, and date of installation.

- 4.7 The event is open to boats that meet one of the following stability measurements, in order of precedence, from highest to lowest.

Precedence	Measurement	Minimum Value
1	ISO 12217-2 Category	B
2	STIX AVS	23 130-0.0005m, but always > 95°
3	ORC Stability Index	103
4	SSS Base Value	15

Where m is the Minimum Sailing Weight. For entries 2 through 4, the boat must have a Minimum Sailing Weight of 1500kg as well as the minimum value.

- 4.8 Eligible boats may be entered in the race by registering at the [Event's Yacht Scoring Web Site](#).

- 4.9 [NP] Supporting documentation for a complete entry includes all information requested in the online entry, as well as the following:

1. \*\*\* Payment of the entry fee(s) online by the date in NoR 5 on page 7.
2. \*\*\* Whitby 100 Boat and PiC Agreement 2025 electronically signed by PiC as part of the online registration on the [Event's Yacht Scoring Web Site](#).
3. \*\*\* The Crew List on the [Event's Yacht Scoring Web Site](#) shall accurately represent the crew onboard for the race and PiC shall always maintain the list. The PiC is crew and shall be included. The initial Crew List shall be completed by the Registration deadline.
4. \*\*\* All crew shall agree to Whitby 100 Crew Agreement 2025, part of the mandatory crew registration in the Crew's Corner of the [Event's Yacht Scoring Web Site](#).
5. \*\*\* Boat Emergency Phone: Entered in Yacht Scoring registration field "Boat Emergency Phone," the cell phone carried aboard the racing boat and is always charged.
6. \*\*\* Answer "MMSI - Enter MMSI (MMSI is Mandatory for CAT 3)" Question on Yacht Scoring Registration page. The MMSI assigned to the boat must be entered.
7. \*\*\* Stability, measurement, and value for 4.78, for the specific boat or for a sister ship, submitted by email to the OA by the registration deadline.
8. \*\*\* Whitby 100 OSR CAT 3 Compliance Form, Denoted on Yacht Scoring as "Safety Document", submitted by email to the OA by the registration deadline. PiC's email address is the signature.

- 4.10 Whitby 100 Crew Overboard Recovery Drill Certificate ("CORDC"). The completed form can be submitted by email to the OA by the registration deadline at the competitor's briefing. Actual signatures of the crew are needed whether submitted by email or in-person. At least 50% of the crew racing in the event shall participate in the Crew Overboard Recovery Drill and sign the Whitby 100 CORDC. The CORDC is available on the [Event's Yacht Scoring Web Site](#) under *Documents and Forms*.

- 4.11 The valid Sail Canada Offshore or Coastal Personal Survival Course Certificate for each crew member used to meet the LOOR OSR Category 3 Training Requirement shall be submitted by email to the OA by registration deadline registered by then. Requests for equivalencies must be sent to the OA no later than Wednesday August 6, 2025. If crew substitutions occur after that and impact the Training Requirement, then details on the crew substitution and

Certificate shall be emailed to the OA. If LOOR approved equivalencies are used to meet the Training Requirements, the LOOR approval shall be emailed to the OA no later than the registration deadline.

[SP] Items denoted by \*\*\* must be completed by the End of Day (EOD) of Tuesday before the race otherwise a Standard Penalty of up to 15 minutes may be added to the elapsed time. If more than one of the above items, marked by \*\*\* is missing by the deadline, only one applicable Standard Penalty will be applied.

4.12 Boats shall only display a sail number registered specific to the boat at the time of its commission unless Alternative Sail Numbers have been declared under Sail Inventory on the [Event's Yacht Scoring Web Site](#).

**5 FEES**

5.1 For a registration to be complete, full payment and all other entry requirements, must be met.

5.2 Fees are as follows and payable online at [Event's Yacht Scoring Web Site](#), based on the date that payment in full is completed.

5.3 Fee for all boats

Until August 31, 2025	\$85.00 CAD	+\$11.05 CAD HST =	\$96.05 CAD
September 1, 2025, and later	\$120.00 CAD	+\$15.60 CAD HST =	\$135.60 CAD

5.4 Payment in full is required by the registration deadline. Registrations without payment in full by that date will be removed.

5.5 Whitby Yacht Club will provide refunds if the event is cancelled.

**6 CREW LIMITATIONS & REQUIREMENTS**

6.1 The minimum crew for all participating boats shall be two. The following limitations apply to crew, in addition to those in the applicable LOOR OSR and class rules. The PiC is part of the crew, so all limitations and requirements on crew apply to the PiC.

CREWING CLASSES	LIMITATIONS & REQUIREMENTS
ALL (DH and FC)	<ul style="list-style-type: none"> <li>All souls onboard are counted as crew.</li> </ul>
Double Handed (DH)	<ul style="list-style-type: none"> <li>All members of the crew shall be 18 years of age or older.</li> </ul>
Fully Crewed (FC)	<ul style="list-style-type: none"> <li>The PiC and at least one other crew shall be 18 years of age or older.</li> </ul>

**7 ADVERTISING**

7.1 Boats may be required to display advertising chosen and supplied by the OA.

7.2 Boats may carry advertising as permitted by RRS with no additional fee. The OA may reject any advertising that may conflict with any required advertising or with the interests of the OA or sponsors.

## **8 SCHEDULE**

- 8.1 [NP] Registration online until the registration deadline.
- 8.2 [NP] The Mandatory Event Onsite Check-in at WYC from 1200 to 1700 EDT, Friday, September 19, 2025.
- 8.3 [NP] The Mandatory Competitors' Meeting is at 1700 EDT, Friday, September 19, 2025, at WYC. A representative from each boat shall attend this meeting and it is also open to all participants.
- 8.4 Class Organization (Splits) and Starting Sequences Document will be posted before 1200 EDT, Friday, September 19, 2025.

## **9 EQUIPMENT INSPECTION**

- 9.1 All boats shall be reviewed for the equipment listed in the applicable LOOR OSR. The PiC will undertake this review. Confirmation is submitted on Whitby 100 OSR Compliance Form, see NoR 4.8 (8).
- 9.2 [DP] A boat may be inspected at any time during the period from the Check-in until three hours after her finish. At the finish of the race the Race Committee may direct a boat to proceed directly to a designated location. A boat, which fails to follow such directions, or which subsequently fails the inspection, may be protested by the Technical Committee.
- 9.3 The Technical Committee may request a Pre-Race Inspection of a boat. 48-hour notice will be provided.

## **10 VENUE**

- 10.1 Whitby Yacht Club (WYC), 701 Gordon Street, Whitby, Ontario, L1N 5S4, Canada.

## **11 COURSE**

There are two courses: a 100 nm course for Flying Sail boats and an 88 nm course for Non-Flying Sails. See Appendix A for course description and charts.

## **12 PENALTY SYSTEM**

- 12.1 The Scoring Penalty, RRS 44.3, applies with 44.3 (c) replaced with:  
The elapsed time for a boat taking a scoring penalty shall be increased by five minutes.
- 12.2 In addition to any *Rule* denoted by [DP], the Protest Committee, at its discretion, may assess a penalty that is less than disqualification for any *rule* except:
- RRS Part 1, excluding RRS 6
  - RRS Part 2
  - RRS Part 3
- 12.3 The process to report that a boat has broken a rule subject to a discretion penalty is to submit the report to [fleet@wyc.ca](mailto:fleet@wyc.ca) to invoke RRS 64.6.
- 12.4 Post-Race Penalty, Part 2 or Rule 31  
After a race, a boat that may have broken one or more *Rules* of Part 2 or *Rule 31* in an incident while racing may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice via email to [fleet@wyc.ca](mailto:fleet@wyc.ca) or in-person at a scheduled hearing, before its start. The notice must identify the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest

hearing involving the incident has begun.

- 12.5 A boat accepting the Post-Race penalty will be ineligible for any award, or trophy using the elapsed or corrected time of the boat for the race.

### **13 SCORING**

- 13.1 PHRF-LO Time on Time formula using PHRF-LO Endorsed Alternate Formula TOD to TOT conversion.

### **14 CHARTERED OR LOANED BOATS**

- 14.1 A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the Race Committee has approved her sail identification before the race.

### **15 RIGHTS & DATA PROTECTION**

- 15.1 [NP] All pictures, audio and video recordings, graphic logos and service names contained herein or produced during the race by or on behalf of the OA or WYC, are the property of either the OA or WYC or their respective members. No rights are granted to use pictures, graphic logos, and service names without permission.

- 15.2 [NP] Registrants, competitors, and participants grant the OA or WYC the unrestricted right and permission to use the name and/or image for any text, photograph, or video footage of either themselves or the boat they are sailing during the event to be published or broadcast in any media whatsoever (including but not limited to press, TV, social media, or internet), for either editorial or advertising purposes or to be used in press information.

### **16 RISK STATEMENT**

- 16.1 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. By participating in this event, each competitor agrees to release the race organizers from all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

### **17 INSURANCE**

- 17.1 Each participating boat shall be insured with a valid third-party liability insurance policy with a minimum coverage of \$2,000,000 CAD per event for Canadian boats and an adequate level of third-party liability insurance applicable in Canadian and US waters for non-Canadian boats.

### **18 PRIZES**

- 18.1** Prizes will be presented given at the WYC Awards Night (TBD) as follows:

- 18.2 Flags will be awarded to the three top finishers in each class, and a trophy will be awarded to the winners in each class.

### **19 FURTHER INFORMATION, OTHER DOCUMENTS, OTHER LINKS AND FORMS AVAILABILITY**

- 19.1 Event Checklist is available at: [Event's Yacht Scoring Web Site](#), under *Documents & Forms* and does not constitute a rule.

19.2 The Event’s Yacht Scoring Web Site is: <https://www.yachtscoring.com/emenu.cfm?eid=>  
The Official Notice Board is: [https://www.yachtscoring.com/notice\\_board.cfm?eid=](https://www.yachtscoring.com/notice_board.cfm?eid=)

19.3 Other Documents Availability: The following documents:

- RRS Appendix RV, Reduced Visibility
- RRS Appendix WP, Rules for Racing Around Waypoints
- LOOR Offshore Special Regulations for Category 3 Monohulls

are available at the [Event’s Yacht Scoring Web Site](#) under *Documents & Forms*.

19.4 Other Links Availability: The Other Links are:

- Sail Canada Prescriptions: [https://www.sailing.ca/wp-content/uploads/2022/06/sail\\_canada\\_prescriptions\\_2021\\_2024\\_14\\_03\\_2022.pdf](https://www.sailing.ca/wp-content/uploads/2022/06/sail_canada_prescriptions_2021_2024_14_03_2022.pdf)

19.5 The following forms that are or may be required for a complete entry:

- Whitby 100 Crew Overboard Recovery Drill Certificate (CORDC)
- Whitby 100 OSR Compliance Form (Denoted on Yacht Scoring as “Safety Document”)

are available at <https://yachtscoring.com/emenu.cfm?eid=>

Contacts

<b>ORGANIZING AUTHORITY CONTACTS</b>		
WYC Race Committee	<a href="mailto:fleet@wyc.ca">fleet@wyc.ca</a>	<a href="https://www.wyc.ca/">https://www.wyc.ca/</a>

### Event Venue



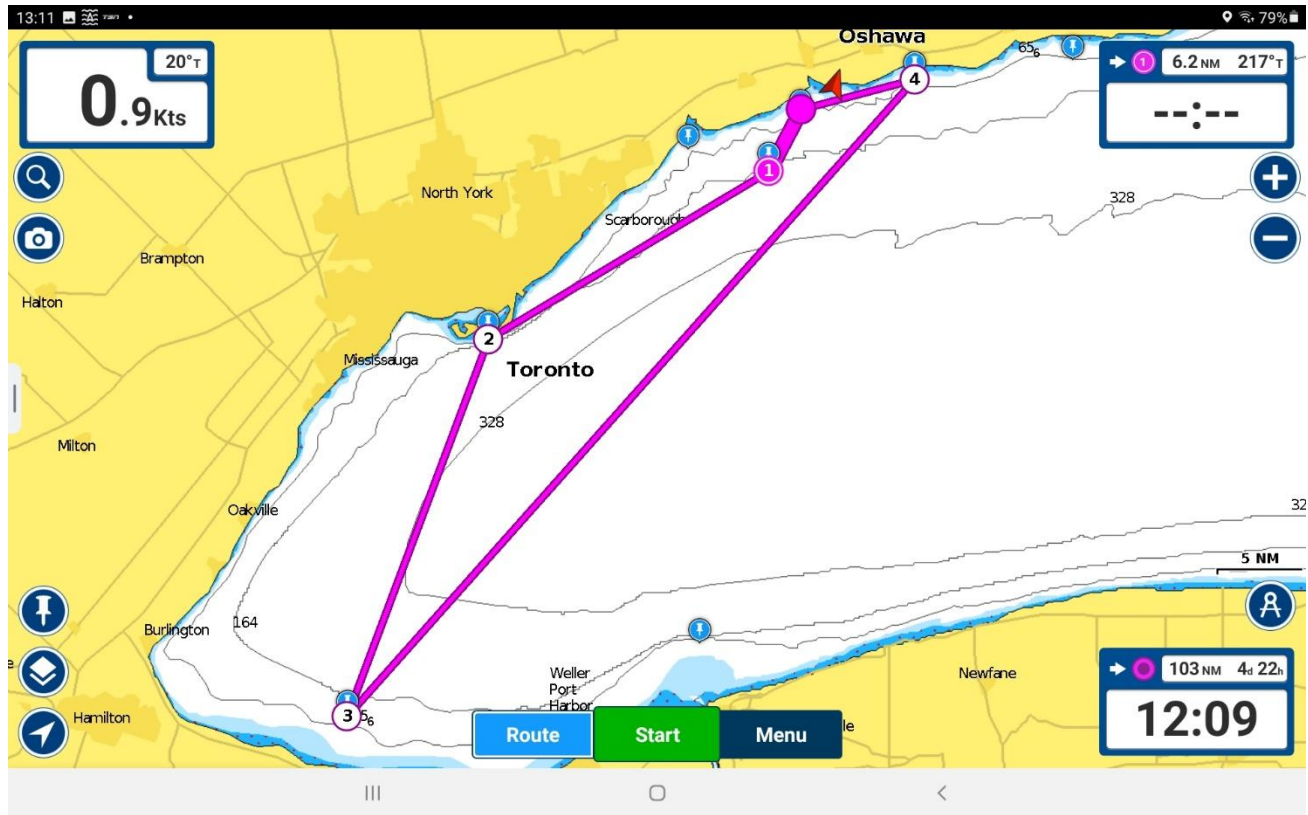
Whitby Yacht Club  
701 Gordon Street  
Whitby, ON

Addendum B Whitby 100 Racing Area

Whitby 100 Racing Area

Not for Navigation

Flying Sails

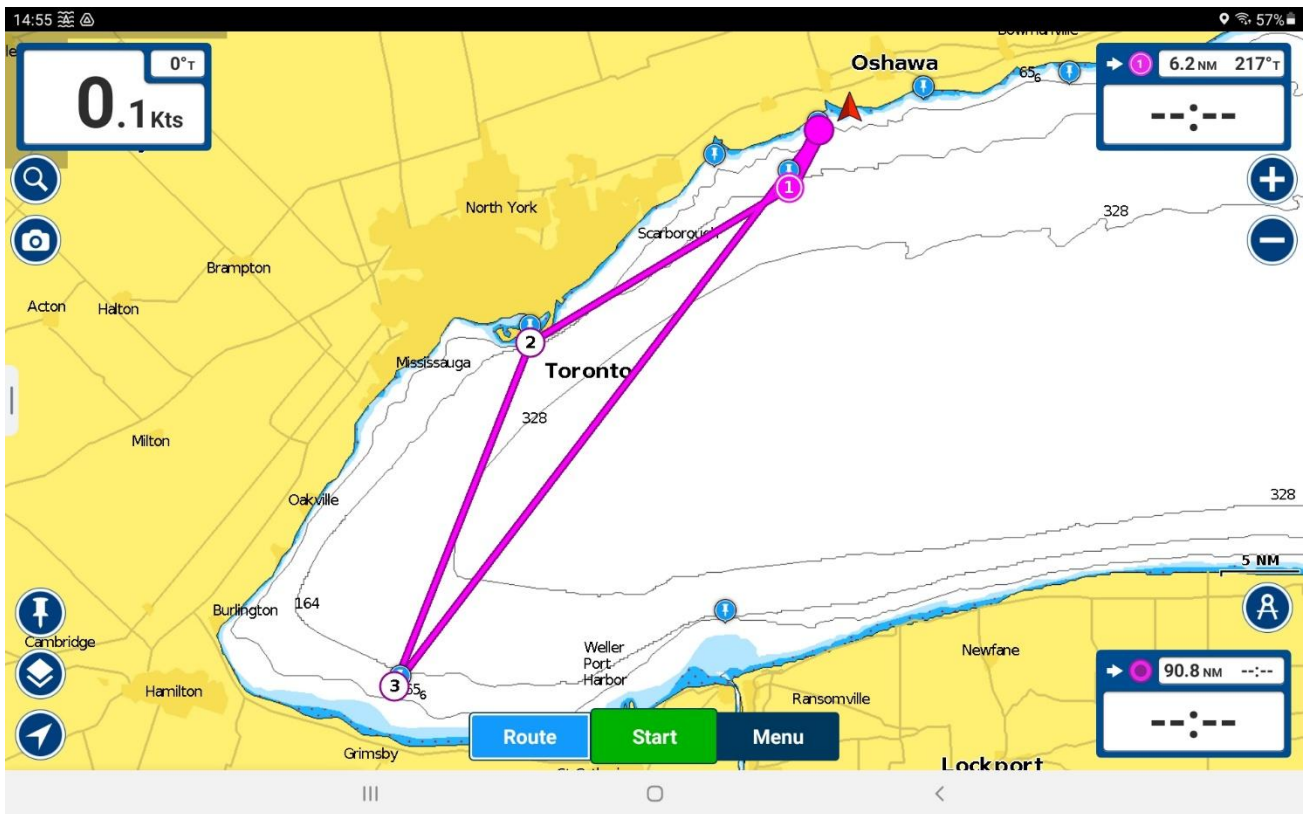


Mark Description

Mark	Location	Description
Start Leave to Port	N 43° 49.708' W 78° 56.260'	Tethered polyethylene barrel painted yellow with a blue number 9 painted in three places.
Turn 1 Leave to Starboard	N 43°46.017' W 78°59.034'	NW Lake Ontario Ajax ODAS Buoy "45159" (yellow 3-meter discus) TC Lights List 505.5, Lights: 20s(yellow)
Turn 2 Leave to Port	N 43° 36.661' W 79° 20.78'	Toronto Harbour Outer Approach Lighted Buoy "T2" (red spar) Lights: 4s(red);

Mark	Location	Description
Turn 3 Leave to Port	N 43° 15.538' W 079° 32.322'	Grimsby ODAS 45139 (yellow 3-meter discus) TC Lights List 528.5, Yellow marked "45139", Fl (5) Y 20s
Turn 4 Leave to Port	N 43° 51.398' W 78° 47.436'	Oshawa Harbour Outer Marker Red spar
Finish Leave to Starboard	N 43° 49.708' W 78° 56.260'	Tethered polyethylene barrel painted yellow with a blue number 9 painted in three places.

### Non-Flying Sails



**Mark Description**

Mark	Location	Description
Start Leave to Port	N 43° 49.708' W 78° 56.260'	Tethered polyethylene barrel painted yellow with a blue number 9 painted in three places.
Turn 1 Leave to Starboard	N 43°46.017' W 78°59.034'	NW Lake Ontario Ajax ODAS Buoy "45159" (yellow 3-meter discus) TC Lights List 505.5, Lights: 20s(yellow)
Turn 2 Leave to Port	N 43° 36.661' W 79° 20.78'	Toronto Harbour Outer Approach Lighted Buoy "T2" (red spar) Lights: 4s(red);
Turn 3 Leave to Port	N 43° 15.538' W 079° 32.322'	Grimsby ODAS 45139 (yellow 3-meter discus) TC Lights List 528.5, Yellow marked "45139", Fl (5) Y 20s
Finish Leave to Starboard	N 43° 49.708' W 78° 56.260'	Tethered polyethylene barrel painted yellow with a blue number 9 painted in three places.