



Sharing the Sailing Community



CYC's Puget Sound Sailing Championships (Big Boat) October 14th & 15th, 2023

Sailing Instructions

1 RULES

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 Appendix V of the RRS applies.
- 1.3 If the Notice of Race and Sailing Instructions are in conflict, the Sailing Instructions have precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board at the CYC clubhouse east entrance and may be on the CYC website at www.cycseattle.org.
- 2.2 The race committee may provide unofficial communication, which is communication not governed by the rules, at any time by hail or over VHF. A request for redress may not be based on any aspect of unofficial communication, including content, timeliness, or failure to hear. This changes RRS 62.1(a).
- 2.3 Changes to the Sailing Instructions may be made on the water via VHF and displaying the L (Lima) flag.
- 2.4 Competitors shall monitor VHF radio channel 68.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions will be posted on the official notice board by 0830 the day it takes effect, except that any change in the schedule of races will be posted by 1800 the day before it takes effect.

4 SCHEDULE

- 4.1 The schedule of races and related events is as follows:

Friday

1800-2000	Competitors Social and Introduction of RC Team and Don Weineke, PRO
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Saturday

1015-1045	Practice starts, when announced by RC
1100	First Warning Signal

Sunday

1015-1045	Practice starts, when announced by RC
1100	First Warning Signal
1500	No races started after this time

- 4.2 Up to six races may be held each day with a typical race lasting between 20 and 60 minutes
- 4.3 Awards for 1st, 2nd, and 3rd in class for each class will be distributed as advised by the RC after the end of the regatta on Sunday
- 4.4 Light snacks will be provided in the clubhouse on Friday evening, Warm meal provided on Saturday and Sunday after racing. The club bar will be open Friday evening and after racing is complete for the day on each day.



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5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be made from a Race Committee boat while moored in Shilshole Bay Marina, either at the CYC clubhouse, Dock W or Dock X.
- 5.2 When the AP flag is displayed ashore, the warning signal will not be made less than 30 minutes after the removal of the AP flag, unless at that time the race is postponed again or abandoned. This changes RRS Race Signals AP.

6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 The racing area is Puget Sound in the vicinity of Shilshole Bay Marina and the area north of Meadow Point.
- 6.2 The race committee signal boat will be the CYC M/V *YC 5*. If necessary, an alternate race committee signal boat may be used. The race committee signal boat will display the CYC burgee and a blue "R/C" flag or sign.

7 CLASSES

- 7.1 PHRF-NW, ORC, J/105, Melges 24, J/24, J/80, J/70, Star and 6-Meters and other keel boats with at least five registered boats may apply.
- 7.2 The class list and assignments will be announced as a notice to competitors issued by 1200 on Friday before the first race. Subsequent changes may be made with the same process as changes to the Sailing Instructions.

8 COURSES

- 8.1 The courses for each race will be signaled from a reader board on the Race Committee signal boat. The course description shall be a series of letters on one row indicating the marks and their required sequence. The first letter displayed is the starting mark, the last letter is the finishing mark and the letters in between are the marks in sequence. The class number or symbol may be shown preceding the course, and must be shown if there are multiple rows. Multiple classes may be shown on one row.
- 8.2 Marks are specified in Attachment A: Mark Descriptions
- 8.3 All marks, except gate marks and the finish mark must be left to port. When Mark F is used as a rounding mark, the boat must cross the finish line from the direction of the previous mark, before rounding the mark to port or starboard depending on the course. When Mark S is used as a rounding mark from a previous leeward mark, the boat must cross the starting line in the direction from the previous mark when rounding.
- 8.4 A leeward rounding mark may be a gate mark when the letter of the mark is repeated (UU, XX or ZZ) in the course description. When one of the gate marks is missing, the remaining mark shall be rounded to port.
- 8.5 If a starting or finishing mark is replaced by an object flying code flag M, repetitive sound signals are not required. This changes RRS Race Signals.
- 8.6 After completing the first leg of the course, a boat shall not cross the finish line unless she is finishing or rounding the finish mark as a mark of the course. This changes RRS 28.2. A boat that fails to observe this restriction may exonerate herself by taking a Two-Turns Penalty as described in RRS 44.2. This changes RRS 44.1 but does not change RRS 44.1(b). A boat that fails to exonerate herself shall be scored as NSC (Did Not Sail the Course) without a hearing. This changes RRS 63.1 and A.5. The finishing line and mark are an obstruction and not a mark for boats required to keep clear.
- 8.7 Except when rounding Mark E as a mark of the course, a boat must not enter the area near the Shilshole Bay Marina South Entrance between Shilshole Bay lighted entrance buoy G "1", lighted entrance buoy R "1", and breakwater light G "3". A boat that fails to observe this restriction may not exonerate herself. This area is an obstruction for a boat required to keep clear.

9 THE START

- 9.1 Rolling starts will be used per RRS 26. The warning signal for each succeeding class shall be made with the starting signal of the preceding class.
- 9.2 The starting line will be between a staff displaying an orange flag on the race committee signal boat and the course side of the starting mark buoy.
- 9.2 If a general recall for a preceding class is signaled after the warning signal of a succeeding class, then the visual signals for the succeeding class will be removed and the start of the succeeding class will be considered abandoned.



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- 9.3 If a boat is subject to RRS 29.1, Individual Recall, or RRS30, Starting Penalties, the race committee may attempt to hail her sail number directly and on VHF. This is unofficial communication as defined in Sailing Instructions 2.2. If this hail is not made or is delayed, it is not grounds for redress. This changes RRS 62.
- 9.4 A boat starting later than five minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1.
- 9.5 A boat whose warning signal has not been made must avoid the starting area when other boats that are racing whether or not having started.
- 9.6 The race committee signal boat, when a starting mark, may maneuver to maintain the starting line at any time, including while anchored. This changes RRS 27.1

10 THE FINISH

- 10.2 The finishing line will be between a staff displaying an orange flag on the race committee signal boat and the course side of the finishing mark buoy. This changes RRS-Signals.
- 10.3 The race committee may adjust the finishing marks to maintain the finishing line without regard to RRS 33.

11 TIME LIMIT

- 11.2 The time limit is the maximum allowable time from a boat's starting signal to her finishing time. A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.
- 11.3 Time limit is 90 minutes for the first boat that sails the course. For other boats the time limit is 30 minutes after the first boat sails the course and finishes.

12 PROTESTS AND PENALTIES

- 12.1 A boat intending to protest or request redress for an incident that occurred while racing must orally notify the race committee on the signal boat as soon as reasonably possible after retiring or finishing by hail or VHF until she receives an oral confirmation from the race committee. This changes RRS 61.
- 12.2 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee near the official notice board.
- 12.3 The protest time limit will be posted on the official notice board and will be 20 minutes after the docking of the signal boat, or 45 minutes after the last boat in the filing class's last race finish, whichever is later.
- 12.4 Hearing notices will be posted on the official notice board within 5 minutes after the protest time limit to inform parties of the time and place of the hearing. Hearings may commence at any time if parties are present and prepared; otherwise, hearings may be scheduled as early as 10 minutes after the protest time limit. The posting of hearing notices shall be considered notice as required by RRS 63.2.
- 12.5 A boat may not protest another boat under Sailing Instruction 9.5. This changes RRS 60.1(a).
- 12.6 RRS Appendix V1, Penalty at the time of an Incident, applies.
- 12.7 RRS Appendix V2, Post-Race Penalties, applies.

13 SCORING

- 13.1 PHRF Classes will be scored Time-On-Distance.
- 13.2 A boat that did not finish (DNF, DSQ, RET, OCS, DNE, NSC, DGM, UFD, BFD) shall be scored as two more points than the number of finishers in that race. A boat that did not start (DNC, DNS) shall be scored points for two more than the number boats that started that race. This changes RRS A5.2.
- 13.3 A boat's series score will be the total of her race scores. This changes RRS A2.1. One race will constitute a series.
- 13.4 Corrected times for handicap classes will be calculated as follows:

The PHRF-NW classes will be scored Time on Distance.

The ORC class(es) will be scored on the Triple Number Scoring Option Windward/Leeward scored Time on Time. The wind range will be announced by the Signal Boat at the Preparatory Signal for the ORC class(es).



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14 EQUIPMENT AND OPERATING REQUIREMENTS

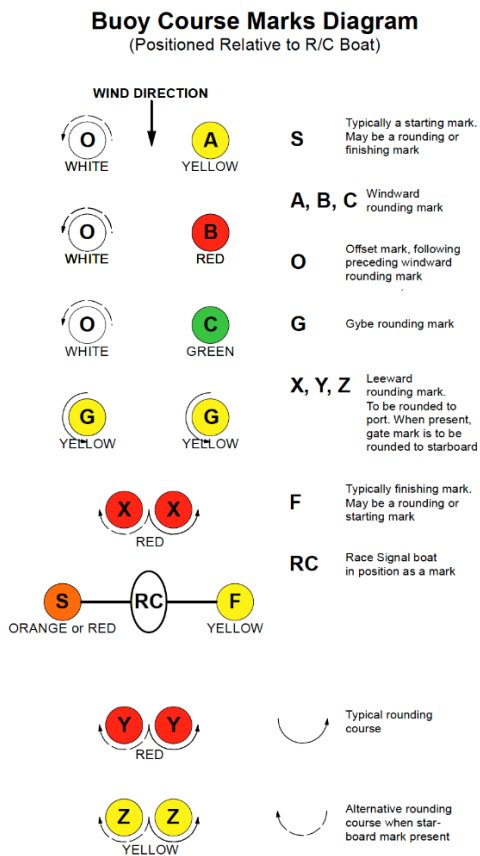
- 14.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The race organizers (organizing authority, race committee, technical committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.
- 14.2 Boats must check in with the race committee signal boat at the starting area each day before their first warning signal. Boats should check in by hail unless safety requires checking in by VHF.
- 14.3 A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF.
- 14.4 Boats must comply with the equipment requirements of US Sailing *US Safety Equipment Requirements* (USSER) as identified and amended in the Notice of Race. These requirements do not apply to boats racing in one-design classes.
- 14.5 Keel boats must comply with the safety regulations of the US Coast Guard as identified in the Notice of Race.
- 14.6 The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.7 Competitors may put biodegradable sail stops in the water when hoisting a sail. This changes RRS 47.
- 14.8 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.
- 14.9 In addition to the requirements of RRS Part 2 preamble, a boat may not impede the passage, cross ahead within $\frac{3}{4}$ nautical miles, nor continue to approach within $\frac{1}{4}$ nautical miles (approximately 1500 feet) to the side of a commercial or government vessel over 30 meters in length (including tug and tow) either following a traffic lane or traveling over 15 knots. Boats must follow instruction from the race committee to alter course to avoid vessels based on the race committee's interpretation of these requirements. Absence of such instruction does not indicate that avoidance is not necessary.



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Attachment A: Mark Descriptions

Buoy Course Marks: Position Relative to R/C



The course diagram for buoy course marks shows the general orientation of the race committee signal boat ("R/C"), other marks (identified by the letters S, A, B, C, O, G, X, Y, Z and F), and the intended wind direction. All buoy course marks other than the race committee signal boat are inflatable buoys.

Positions are approximate and the diagram is not to scale.

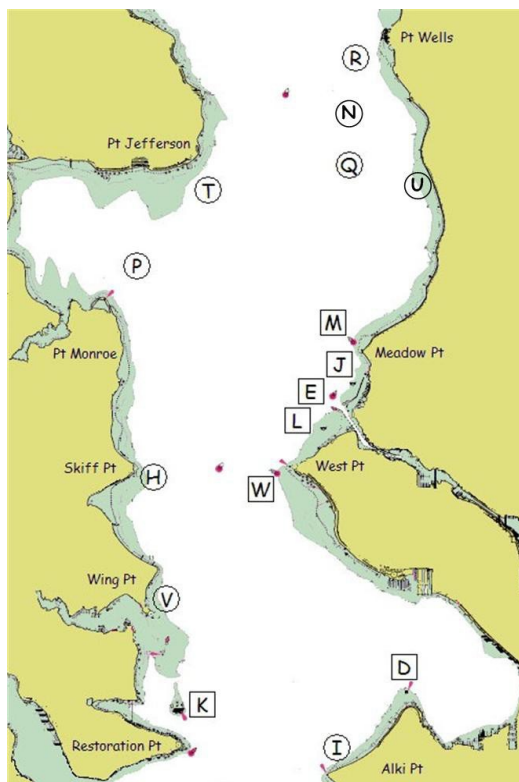
Notes:

- S When a starting mark for a downwind start, may be on either side of the race committee signal boat.
- XX When XX is signaled in the course description, mark X may be a gate.
- YY When YY is signaled in the course description, mark Y may be a gate.
- ZZ When ZZ is signaled in the course description, mark Z may be a gate.



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Buoy Course Marks: Position Relative to R/C



- D Duwamish Head Lt. (LL #16910)
- E Shilshole Bay Entrance Lighted Buoy G "1" (LL #18125)
- H Temporary mark 0.3 NM E of Skiff Pt.
- I Temporary mark 0.5 NM N of Alki Pt.
- J Round ball buoy with flag 0.25 NM SSW of marina N entrance
- K Blakely Rock (LL #16830)
- L White buoy 0.5 NM SW of marina S entrance
- M Meadow Pt. Buoy (LL #16765)
- N Temporary mark 1.5 NM E of Traffic Separation Lane
- Lighted Buoy SF (LL #16745)
- P Temporary mark 0.5 NM NNE of Pt. Monroe
- Q Temporary mark 3.0 NM bearing 340° from Meadow Pt. Buoy
- R Temporary mark 0.5 NM SW of Pt. Wells
- T Temporary mark 0.5 NM SE of Pt. Jefferson
- U White spar buoy 2.9 NM bearing 6° from Meadow Pt. Buoy at 47°44.4N, 122° 22.95W
- W West Pt. Buoy (LL #1680)

Bearings are magnetic. Distances are nautical miles (NM). Bearings, distances, and positions are approximate. Each temporary mark is shown with its label in a circle. Each permanent mark is near its label in a square box.