



June 15-16, 2024
Shilshole Bay / CYC - Seattle, WA
Sailing Instructions

The Organizing authority is Whidbey Island Race Week LLC (DBA Race Week Anacortes).

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

1 RULES

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 US Sailing prescriptions apply. US Sailing prescriptions are available at www.ussailing.org.
- 1.3 RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply to the Puget Sound Traffic Separation Scheme (TSS). This changes RRS 56.2
- 1.4 RRS Appendix T, Arbitration, applies.
- 1.5 RRS Appendix V1, Penalty at the time of an incident, applies.
- 1.6 RRS Appendix V2, Post-Race Penalties, applies.
- 1.7 The *Puget Sound Sailboat Safety Regulations*, included in Addendum B.
- 1.8 There will NOT be on the water umpiring.
- 1.9 Changes to the rules may be noted elsewhere in the Notice of Race or Sailing Instructions. 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 online at <https://bit.ly/2024JFest-NoticeBoard> and optionally at the CYC clubhouse east entrance.
- 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 See class list for preferred VHF radio channels

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions posted on the official notice board will be posted by 0930 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 is as follows:

Saturday

0800 – 0815	Competitors Briefing–CYC Clubhouse
1000	First warning signal
1800-2000	Daily Awards/Party/Raffle/Dinner–CYC Clubhouse

Sunday

1100	First warning signal
1600	No warning signal after this time
1800-2000	Daily and Overall Awards. CYC Clubhouse.

- 4.2 Up to ten races may be sailed each day with a typical race duration of 20 to 60 minutes.

5 SIGNALS MADE ASHORE

- 5.1 Postponement flag (AP pennant) may be flown from the CYC Clubhouse flagpole.
5.2 When flag AP is displayed ashore, the warning signal will not be made less than 30 minutes after the removal of AP. This changes RRS Race Signals AP.

6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 The starting area for racing will be in the vicinity of Shilshole Bay, between West Point and Point Wells.
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/or a blue "R/C" flag or sign.
6.3 If needed, RC may relocate by moving after displaying the 'L' flag with one sound.

7 CLASSES

- 7.1 Open to all J-boats. If there are not 5 boats of any one type, the boats of these types will race under PHRF NW rules and must have a valid PHRF NW certificate..
7.2 Class flags will be finalized and posted as a notice to competitors issued by 1600 on Friday before the regatta. Subsequent changes may be made with the same process as changes to the Sailing Instructions.

8 COURSES

- 8.1 The course will be signaled from a reader board on the race committee signal boat. The course description is a series of letters on one row indicating the marks and their required sequence. The first letter displayed is the starting mark buoy, the last letter is the finishing mark buoy, and the letters between are rounding marks. The class number or symbol may precede the course for that class and must be shown if there are multiple rows. Multiple classes may be listed on one row.
8.2 Marks are specified in Addendum A: Mark Descriptions
8.3 All rounding marks other than gate marks are to be left to port. If S or F is a mark of the course, used between a windward and leeward mark, then the Start or Finish line (respectively) must be crossed between the windward and leeward mark, and S and F in this case are not "rounding" marks.
8.4 A leeward rounding mark may be a gate mark. If one of the gate marks is missing, the course at that mark is to round the remaining mark to port.
8.5 If a starting or finishing mark is substituted by an object displaying flag M, repetitive sound signals are not required. This changes RRS 34(b).
8.6 From the time a boat rounds the first rounding mark until she finishes, she shall not cross the finish line and it shall be considered an obstruction unless she is finishing or F is a mark of the course either as a rounding mark or as described in SI 8.3. A boat that breaks this rule may be scored with a 30% scoring penalty as defined in RRS 44.3 (c) for each infraction, without a hearing, if observed by the RC and may be protested by another boat. This changes RRS 63.1 and RRS A5.
8.7 A boat found to have violated SI 8.6 in a protest should receive a 30% scoring penalty from the protest committee for each infraction.
8.8 Except while rounding mark "E" as a mark of the course, a boat must not enter the area near the Shilshole Marina south entrance between Shilshole Bay entrance lighted buoy G "1", entrance lighted buoy R "2", 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 Boats must check in with the race committee signal boat at the starting area each day before their first warning signal. Check in at the Race Committee boat by hailing the sail number while passing her stern on starboard tack.
9.2 The starting line will be between a staff or halyard displaying an orange flag on the race committee signal boat and the course side of the starting mark buoy.
9.3 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 without further signal. This changes RRS Race Signals rule 27.3
9.4 If a boat is subject to RRS 29.1, Individual Recall, or RRS 30, Starting Penalties, the race committee may attempt to hail her sail number directly and on VHF. This is unofficial communication as in Sailing Instructions 2.2.
9.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1.
9.6 [NP] A boat whose warning signal has not been made must avoid the starting area and boats that are racing.
9.7 The race committee signal boat may maneuver to maintain the starting line at any time, including while anchored.

10 THE FINISH

- 10.1 The finishing line will be between a staff or halyard displaying a blue flag on the race committee signal boat and the course side of the finishing mark buoy.
10.2 The race committee may adjust the finishing marks to maintain the finishing line without regard to RRS 33.

11 TIME LIMIT

- 11.1 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.
11.2 Time limit is 90 minutes for the first boat in class and for other boats 30 minutes after the first boat that sails the course.

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 61.1(a).
12.2 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee in the NW corner of the 1st floor of the CYC Clubhouse, or directly to the PRO, Charley Rathkopf.

- 12.3 The protest time limit will be posted on the official notice board and will be 45 minutes after the race committee signal boat docks each day or 10 minutes after the posting of the time limit, 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.

13 SCORING

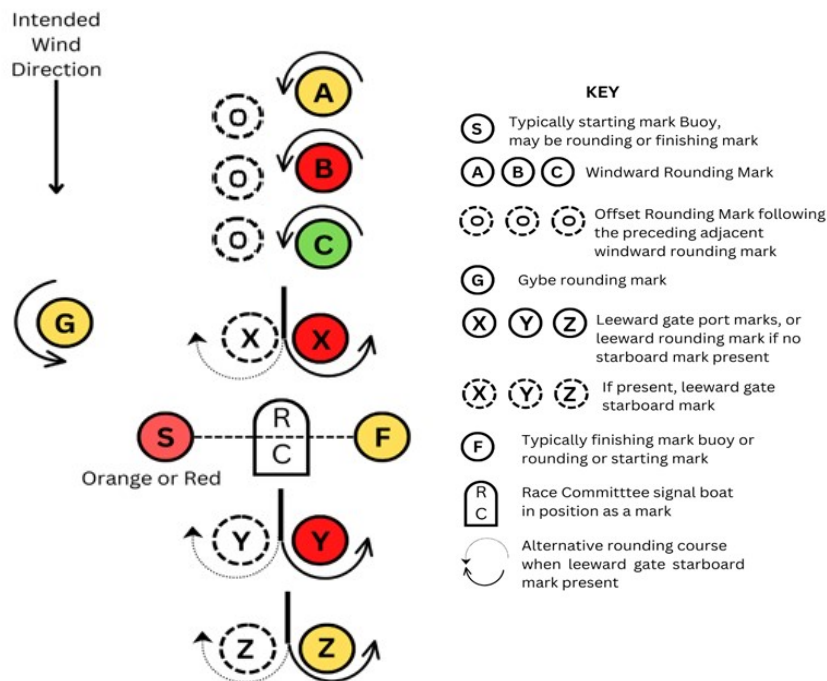
- 13.1 Boats will be scored in class.
- 13.2 A boat that did not finish (DNF, DSQ, RET, OCS, DNE, NSC, DGM, UFD, BFD) shall be scored as one more points than the number of boats starting, sailing the course, and finishing the race and not retiring or being disqualified. A boat that did not start (DNC, DNS) shall be scored points for two more points than the number of boats starting, sailing the course, and finishing the race and not retiring or being disqualified. This changes RRS A5.2.
- 13.3 A boat's series score will be the total of her race scores, except that a boat's worst score will be excluded if five or more races are completed. This changes RRS A2.1.
- 13.4 Three races will constitute a series

14 [DP] EQUIPMENT AND OPERATING REQUIREMENTS`

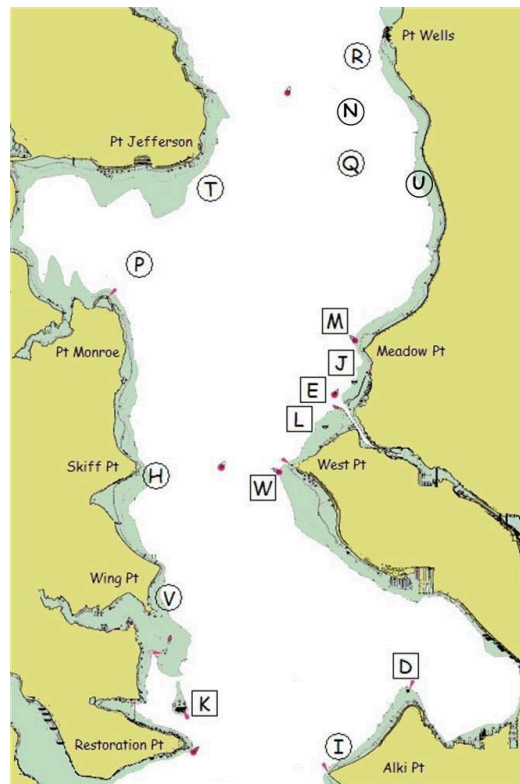
- 14.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 3, Decision to Race. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The race organizers (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 A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF.
- 14.3 All boats racing must comply with their one-design class rules as well as relevant US Sailing Safety Regulations.
- 14.4 All boats must comply with the safety regulations of the US Coast Guard as identified in the Notice of Race.
- 14.4 The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.6 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, or 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. This is each boat's responsibility. Additionally, boats must follow instructions from the race committee to alter course to avoid vessels based on the race committee's interpretation of these requirements if they are issued.
- 14.7 A boat that uses its propulsion engine under RRS 1.1 and 42.3(g) or to avoid a collision with a vessel or danger must either retire or file a report with the protest committee under the same requirements as filing a protest. The report must include the reason for using the propulsion engine and distance and direction traveled. The protest committee may then protest the boat to adjust the boat's time or score to remove any advantage that may have been gained in the race. This defines the circumstances in RRS 42.3(i) and changes RRS 64.2. This does not restrict a boat from requesting redress under RRS 60.1(b) for the same incident.

Addendum A: Mark Descriptions

Buoy Course Marks: Position Relative to R/C



Geographic Mark Locations



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.

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.

- 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
- V Temporary mark 0.3 NM NNE of Wing Pt.. Buoy (LL #1680)
- W West Point Lighted Buoy 1 (LL#44066)

Addendum B: Puget Sound Sailboat Safety Regulations

2014 Revision as adopted by Corinthian Yacht Club of Seattle, Seattle Yacht Club, Shilshole Bay Yacht Club, and Sloop Tavern Yacht Club

We must share Puget Sound with its commercial traffic, including many deep-water vessels and tows. It is sobering to note that, if your boat is one mile dead-ahead of a freighter coming down the Sound at normal speed, and the freighter's helm is put hard over to avoid you, the freighter's bow will miss you, but her stern will not! Obviously, this implies that early and decisive action is required to keep your boat out of the path of a large oncoming vessel or tow. The requirements of this document may be incorporated into an event by reference in a notice of race.

1. Yachts must not sail across a tow line, too close ahead, or too close alongside commercial traffic. Deep water vessels have limited ability to change course and speed. Barges under tow can yaw unexpectedly well out to the side at speeds essentially the same as they are being towed. Yachts should not pass less than one mile ahead and 1/4mile to the side of large vessels.
2. Rule 10 of the International and Inland Rules to Prevent Collisions at Sea (COLREGS) requires that no power-driven vessel less than 20 meters (66 feet) in length, and no sailing vessel (of any size) may impede the safe passage of a power-driven vessel following a Vessel Traffic System (VTS) Lane.
3. Rule 9 of the COLREGS requires that no power vessel of less than 20 meters (66feet) in length and no sailing vessel (of any length) shall impede the safe passage of any vessel which can navigate only within a narrow channel or fairway. Puget Sound can be considered a "narrow channel" for most large commercial traffic. "Impede" means to cause to alter speed or course or to take evasive action.
4. A yacht in a position where it may impede commercial traffic must exit from the "danger area" immediately, under auxiliary power if necessary. If power is used, it must be reported to the Race Committee at the finish line. Also, a written report must be made on a protest form, showing the location, time, duration of power use, speed, direction of exit, and that the competitive position of the yacht was not improved. If the last item cannot be demonstrated adequately, a time penalty may be imposed.
5. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.
6. Observed and/or reported violations of the safety regulations may be protested. The Race Committee shall have the option of issuing a "warning" when deemed appropriate. Warnings are recorded and may be considered when judging any future reports.

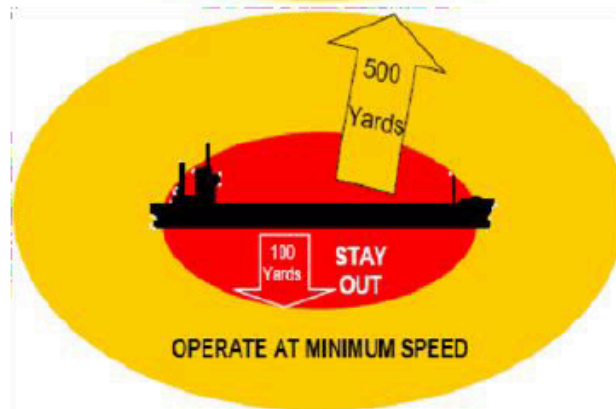
US Coast Guard Warning

The following information was provided by the US Coast Guard.

Do not approach within 100 yards of any Navy Vessel, Washington State Ferry, or Ship.

If you need to pass within 100 yards of these vessels in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the ship on VHF-FM channel 16 or 13. (33 CFR 165.2030, 165.1317, 165.1313)

You must operate at minimum speed within 500 yards of any of these vessel types.



Violations of these Security Zones are a felony offense, punishable by up to 6 years in prison and/or up to \$250,000 in fines.