



Seattle Yacht Club

Established in 1892

Jack & Jill Regatta

July 28, 2012

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 The prescriptions of US Sailing to the following rules apply: RRS 34, 40, 48, 55, 60, 61.4, 63.2, 63.4, 64.3(b), 68, 70.5(a), 76.1, 76.3, 82, 86.3, 88.2, Appendix F, and G2. The text of these prescriptions is available from the US Sailing web site at www.ussailing.org.
- 1.3 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.
- 1.4 Other 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 shall have precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board.
- 2.2 The official notice board will at the Seattle Yacht Club clubhouse at Elliott Bay Marina and, before and after the date of the event, on the Seattle Yacht Club web site at www.seattleyachtclub.org under the Sailing / Regattas tab.
- 2.3 The race committee may provide unofficial communication at any time by hail or over VHF 72. Any communication not defined by the rules is unofficial communication. A request for redress may not be based on any aspect of unofficial communication, including content, timeliness, existence, or failure to hear. This changes RRS 62.1(a).

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions posted on the official notice board will be posted by 1130 the day it will take effect, except that any change in the schedule of races will be posted by 1800 the day before it will take effect.

4 SCHEDULE

- 4.1 The schedule is as follows:

Saturday

1130	Competitor's briefing at SYC Elliott Bay
1300	First warning signal
1600	No warning signal after this time
After racing	Social at SYC Elliott Bay

- 4.2 One race is scheduled. An additional race may be sailed if the first boat finishes the first race within 90 minutes.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the race committee signal boat while moored at Elliott Bay Marina within sight of dock N.
- 5.2 When flag AP is displayed ashore, the warning signal will be made not less than 30 minutes after the removal of AP 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 Elliott Bay and Shilshole Bay. The race committee signal boat will make its first signal in the northern part of Elliott Bay near or between Elliott Bay Marina and West Point.
- 6.2 The race committee signal boat will be the Seattle Yacht Club M/V *Gunner*. If necessary, an alternate race committee signal boat may be used. The race committee signal boat will display the Seattle Yacht Club burgee and a blue "R/C" flag or sign.

7 CLASSES AND CLASS FLAGS

- 7.1 Classes to race are PHRF Northwest handicap.
- 7.2 There will be three classes: Jack & Jill (crew of one male and one female), Double Handed (two crew total), and Single Handed (one crew total). The entrants in the Jack & Jill class will also be entrants in the Doublehanded class. Children 12 or under and up to two other guests are allowed on board, but may not help sail the boat or hike outside the cockpit.
- 7.3 Class assignments for registered boats will be announced as a notice to competitors issued by 1130 on Saturday. Subsequent changes to class assignments may be made with the same process as changes to the Sailing Instructions.

8 COURSES AND MARKS

- 8.1 The race committee signal boat will display a number placard to signal the course. Course descriptions are in Attachment A: Course Descriptions.
- 8.2 Under or after the course number, the race committee may display the approximate distance in nautical miles and bearing magnetic from the race committee signal boat to the anticipated location of the windward mark.
- 8.3 All marks other than the race committee signal boat will be inflatable buoys.



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- 8.4 The leeward rounding mark will 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 mark has been substituted by an object displaying flag M, the attachment of a buoy, including the original mark, to the object will not be considered temporary or accidental for its purpose of identification or protection, and the buoy will be considered part of the mark.
- 8.6 If a starting or finishing mark is substituted by an object displaying flag M, repetitive sound signals are not required. This changes RRS 34.

9 THE START

- 9.1 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 without further signal.
- 9.3 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/or on VHF 72. This is unofficial communication as in Sailing Instructions 2.3.
- 9.4 A boat starting later than ten minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A4.2 and A5.
- 9.5 A boat whose warning signal has not been made shall avoid the starting area when other boats are racing but have not yet started.
- 9.6 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 displaying an orange 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 at any time 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 finish time.
- 11.2 The time limit is 2 hours for the first boat and 30 minutes after the first boat for other boats.
- 11.3 A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.

12 PROTESTS

- 12.1 A boat intending to protest or request redress for an incident that occurred while racing must orally notify the race committee signal boat as soon as reasonably

- possible after retiring or finishing by hail or VHF 72 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 near the official notice board.
- 12.3 The protest time limit will be posted on the official notice board after racing. The protest time limit is 30 minutes after the end of the last race or 15 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.
- 12.5 A boat may not protest another boat for Sailing Instructions 9.5. This changes RRS 60.1(a).
- 12.6 Penalties under Sailing Instructions 9.5 or 14 may be less than disqualification. This changes RRS 64.1(a).

13 SCORING

- 13.1 Boats will be scored in class. Boats that are in the Jack & Jill class will also be scored in the Double Handed class.
- 13.2 Corrected times for PHRF Northwest handicap classes will be calculated using the Time on Time method as defined by PHRF Northwest. The "A Factor," which does not impact result standings, will equal the "B Factor." The "B Factor" for each race will be determined by the race committee, using the following criterion:

<u>Conditions</u>	<u>Approx. Average Winds</u>	<u>B Factor</u>
Light Winds	0 to 7 knots	650
Medium Winds	8 to 14 knots	550
Heavy Winds	15+ knots	480

The race committee's judgment in applying this criterion shall not be grounds for a request for redress. This changes RRS 62.1(a).

- 13.3 A boat that did not start (DNC, DNS, OCS), did not finish (DNF), retired after finishing (RAF), or is disqualified (DSQ, DNE, DGM, BFD) will be scored the number of finishers plus one. This changes RRS A4.2 and A9.
- 13.4 A boat's series score will be the total of her race scores with no scores excluded. This changes RRS A2.
- 13.5 Boats may elect to use flying sails or not during the race. Boats will be rated for flying sails by default. Boats will be rated for non-flying sails if they do not use flying sails and immediately after finishing report to the race committee signal boat that they did not use flying sails.
- 13.6 This race is part of the Puget Sound Jack & Jill series.



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Established in 1892

14 EQUIPMENT AND OPERATING REQUIREMENTS

- 14.1 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 72.
- 14.2 A boat that retires while racing must orally notify the race committee as soon as possible after retiring by hail or VHF 72.
- 14.3 A boat racing in a handicap class must comply with one of the two following sets of equipment requirements, (a) or (b):
- (a) *Pacific International Yachting Association (PIYA) Special Regulations Governing Minimum Equipment and Accommodation Standards (PIYASR)*, as changed by the Notice of Race, to Category III requirements. The text of these regulations is available from the PIYA web site at www.ussailing.net/piya.
- (b) *ISAF Offshore Special Regulations (OSR)*, without US Sailing prescriptions, as changed by the Notice of Race, to Category 4 requirements. The text of these regulations is available from the International Sailing Federation (ISAF) web site at www.sailing.org/documents/special-regs.
- 14.4 Boats must comply with U.S. Coast Guard regulations.
- 14.5 Boats must be operated in accordance with the Puget Sound Sailboat Safety Regulations, available from the Seattle Yacht Club web site at www.seattleyachtclub.org.
- 14.6 The race committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.7 A boat that uses its propulsion engine under RRS 1.1 and 42.3(f) or to move to a safe position if it is in danger of being run down by a vessel not participating in the race must either retire or file a request for redress. The request for redress must include the reason for using the propulsion engine and distance and direction traveled. When hearing the request for redress the protest committee will 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(h) and changes RRS 62.1 and 64.2. This does not restrict a boat from requesting redress under RRS 62.1(c) for the same incident.
- 14.8 Each member of a boat's crew are required to wear personal flotation devices (PFDs) while on the water.

15 SOCIAL ACTIVITIES AND AWARDS

- 15.1 Party after racing at the Seattle Yacht Club clubhouse at Elliott Bay. Awards for 1st, 2nd, and 3rd place in class, plus 1st place for the lowest scoring non-flying sails boat in the Jack & Jill class. Other prizes may be awarded at the discretion of the race organizers.

- 15.2 Elliott Bay Marina has offered free guest moorage, based on availability, for Friday and Saturday nights. At our request, boats will likely be assigned to raft on the east side of easternmost pier, dock N. Please contact the marina for availability and assignment at 206-285-4817 or VHF 78A.

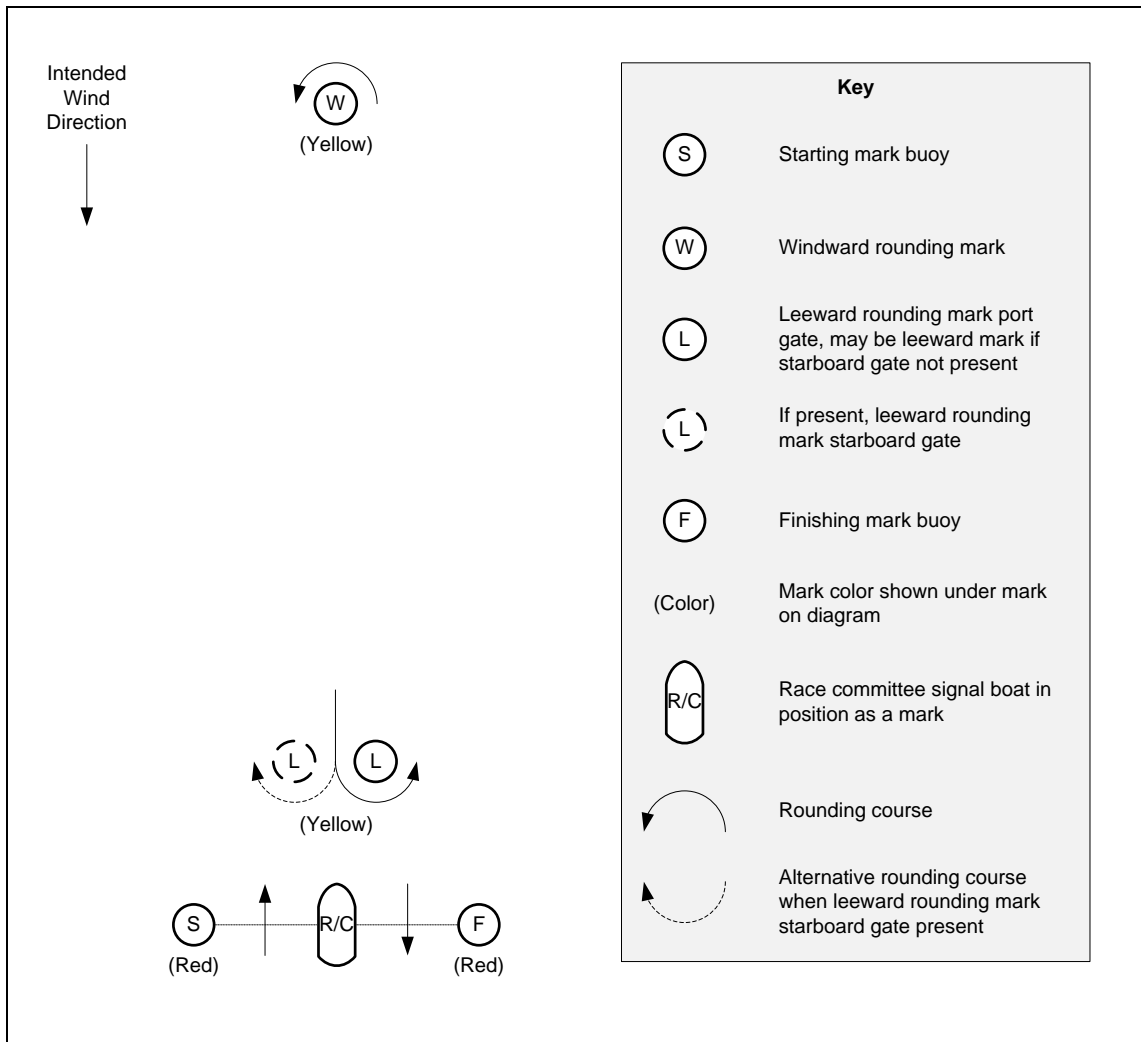


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ATTACHMENT A: COURSE DESCRIPTIONS

The course diagram below shows the general orientation of the race committee signal boat ("R/C"), other marks (identified by the letters S, W, L, and F), and the intended wind direction. Positions are approximate and the diagram is not to scale. The course signal displayed by the race committee signal boat will identify the marks and their required sequence according to the table below. The first letter in the mark sequence is the starting mark buoy, the last letter is the finishing mark buoy, and the letters between are rounding marks. The required side for each mark is as shown in the diagram.



<u>Course Signal</u>	<u>Mark Sequence</u>
2	S-W-F
4	S-W-L-W-F
6	S-W-L-W-L-W-F