



# Seattle Yacht Club

Established in 1892

## Jack & Jill Regatta

August 27, 2011

### 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](http://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 be located at the south entrance of the Seattle Yacht Club Portage Bay clubhouse and optionally on the Seattle Yacht Club web site at [www.seattleyachtclub.org](http://www.seattleyachtclub.org). On the day of the race, the official notice board will move temporarily to the Seattle Yacht Club clubhouse at Elliott Bay Marina and return to the original location the following day.
- 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 will be posted on the official notice board by 1045 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.
- 3.2 The race committee intends to repeat changes in Sailing Instructions on VHF 72 fifteen minutes before the scheduled time of the first warning signal each day. This is unofficial communication as in Sailing Instructions 2.3.

#### 4 SCHEDULE

- 4.1 The date of racing is August 27, 2011 (Saturday).

- 4.2 One race is scheduled.
- 4.3 The scheduled time of the first warning signal is 1300.
- 4.4 No warning signal will be made after 1700.
- 4.5 A skipper's meeting will be held at 1130 at the Seattle Yacht Club clubhouse at Elliott Bay Marina.

#### 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 *Portage Bay*. If necessary, an alternate race committee signal boat may be used. The race committee signal boat will fly the Seattle Yacht Club burgee and a blue "R/C" flag.

#### 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 1045 on Saturday. Subsequent changes to class assignments may be made with the same process as changes to the Sailing Instructions.

#### 8 ADDITIONAL IDENTIFICATION

- 8.1 Boats may fly their class flag from their backstay or the highest point on their stern while racing. Boats may not fly the class flag for another class while racing.



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## **9 COURSES**

- 9.1 Courses will be signaled from a reader board on the race committee signal boat.
- 9.2 The course description on the reader board will be 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.
- 9.3 The marks are specified in Attachment A: Mark Descriptions.
- 9.4 Marks identified on the reader board with a red letter shall be left to port and marks identified on the reader board with a green letter shall be left to starboard.
- 9.5 After completing the first leg of the course, a boat shall not cross the finishing line unless she is finishing or rounding the finishing mark buoy as a rounding mark. 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 will be scored Did Not Finish (DNF) without a hearing. This changes RRS 63.1 and A5. The finishing line and its marks is an obstruction and not a mark for a boat required to keep clear.

## **10 THE START**

- 10.1 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.
- 10.2 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.
- 10.3 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.
- 10.4 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.
- 10.5 A boat whose warning signal has not been made shall avoid the starting area when other boats are racing but have not yet started.
- 10.6 The race committee signal boat may maneuver to hold position on the starting line at any time. If a race committee boat is attached to the starting mark buoy while boats are racing but have not yet started, that race committee boat shall display flag M as in RRS 34(b), but shall not be required to make repetitive sound signals. This changes RRS 33 and 34.

## **11 THE FINISH**

- 11.1 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.
- 11.2 The race committee may adjust the finishing marks to maintain the finishing line at any time without regard to RRS 33. If a race committee boat is attached to the finishing mark buoy while boats are on the last leg of the course, that race committee boat shall display flag M as in RRS 34(b), but shall not be required to make repetitive sound signals. This changes RRS 33 and 34.

## **12 TIME LIMIT**

- 12.1 The time limit is the maximum allowable time from a boat's starting signal to her finish time.
- 12.2 The time limit is 4 hours.
- 12.3 A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.

## **13 PROTESTS**

- 13.1 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).
- 13.2 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee located near the official notice board.
- 13.3 The protest time limit will be posted on the official notice board after racing. The protest time limit is 60 minutes after the end of the race or 15 minutes after the posting of the time limit, whichever is later.
- 13.4 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.
- 13.5 A boat may not protest another boat for a breach of Sailing Instructions 10.5. This changes RRS 60.1(a).
- 13.6 Penalties under Sailing Instructions 10.5 or 15 may be less than disqualification. This changes RRS 64.1(a).

## **14 SCORING**

- 14.1 Boats will be scored in class. Boats that are in the Jack & Jill class will also be scored in the Double Handed class.
- 14.2 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."



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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).

- 14.3 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.
- 14.4 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.
- 14.5 This race is part of the Puget Sound Jack & Jill series.

## 15 EQUIPMENT AND OPERATING REQUIREMENTS

- 15.1 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.
- 15.2 A boat that retires while racing must orally notify the race committee as soon as possible after retiring by hail or VHF 72.
- 15.3 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](http://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](http://www.sailing.org/documents/special-regs).
- 15.4 Boats must comply with U.S. Coast Guard regulations.
- 15.5 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](http://www.seattleyachtclub.org).
- 15.6 The race committee may inspect a boat at any time before or after racing for compliance with requirements.

- 15.7 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.

- 15.8 Competitors are required to wear personal flotation devices (PFDs) while on the water.

## 16 RESPONSIBILITY

- 16.1 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 4, 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, 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.

## 17 SOCIAL ACTIVITIES AND AWARDS

- 17.1 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.
- 17.2 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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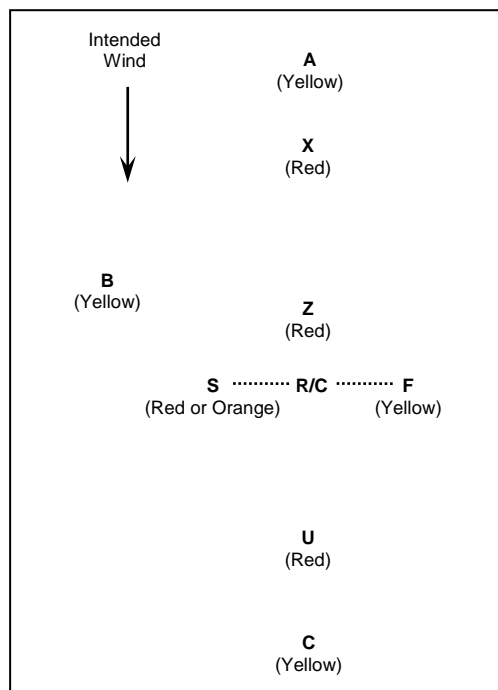
## Attachment A: Mark Descriptions

The following mark descriptions include buoy course marks in position relative to the race committee signal boat and Puget Sound marks in position based on geographic location.

### Buoy Course Marks (position relative to race committee signal boat)

The course diagram for buoy course marks depicts the general orientation of the race committee signal boat ("R/C"), other marks (identified by the letters S, A, B, C, X, Z, U and F), and the intended wind direction. All marks other than the race committee signal boat are inflatable buoys. The diagram is not drawn to scale and the positions are only approximate. The descriptions below have precedence over the diagram.

- S Red or orange mark near race committee signal boat. When a starting mark for a downwind start, may be on either side of the race committee signal boat. When a rounding mark, a boat must pass between the mark and the race committee signal boat when rounding.
- A Yellow mark to windward of race committee signal boat
- B Yellow gybe mark
- C Yellow mark to leeward of the race committee signal boat
- X Red mark to windward of race committee signal boat
- Z Red mark to windward of race committee signal boat, within approximately 0.2 nautical miles
- U Red mark to leeward of the race committee signal boat
- F Yellow mark near race committee signal boat. When a rounding mark, a boat must pass between the mark and the race committee signal boat when rounding.



### Puget Sound Marks (position based on geographic location)

Bearings are magnetic. Distances are in nautical miles (NM). Bearings and distances are approximate. Each temporary mark is shown with its label in a circle. Each permanent mark is near its label in a square box. Positions are approximate. The descriptions below have precedence over the diagram.

- D Duwamish Head Lt. (LL #16910)
- E Shilshole Bay Approach Buoy (LL #16785)
- G Temporary mark 1.5 NM bearing 340° from Meadow Pt. Buoy
- H Temporary mark 0.3 NM E of Skiff Pt.
- I Temporary mark 0.5 NM N of Alki Pt.
- J Shilshole Bay North Mooring Buoy 0.25 NM SSW of Shilshole Marina north entrance
- K Blakely Rock (LL #16830)
- L Shilshole Bay South Mooring Buoy 0.5 NM SW of Shilshole Marina south entrance
- M Meadow Pt. Buoy (LL #16765)
- O Temporary mark 0.75 NM bearing 250° from Meadow Pt. Buoy
- P Temporary mark 0.75 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
- V Temporary mark 0.3 NM NNE of Wing Pt.
- W West Pt. Buoy (LL #16805)

