



Seattle Yacht Club

Established in 1892

Star & Bar Regatta

September 17-18, 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.
- 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. On days of racing, the official notice board will move temporarily to the east entrance of the Corinthian Yacht Club clubhouse 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 Written changes to the Sailing Instructions will be posted on the official notice board by 0900 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

- | | |
|--------------|-----------------------------------|
| 0800 – 0830 | Late check in at CYC |
| 0830 – 0845 | Competitor's briefing at CYC |
| 1030 | First warning signal |
| 1700 | No warning signal after this time |
| After racing | Social at CYC |

Sunday

- | | |
|--------------|-----------------------------------|
| 1030 | First warning signal |
| 1600 | No warning signal after this time |
| After racing | Social at CYC with awards |

- 4.2 A target of four and up to six races may be sailed each day with a target time of 30 to 90 minutes for each race.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the race committee signal boat while moored at Shilshole Marina within sight of dock X.
- 5.2 When flag AP is displayed ashore, the warning signal will be made not less than 45 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 Shilshole Bay and the area north of Meadow 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 and one-design keelboats.
- 7.2 The classes and class flags will be announced as a notice to competitors issued by 0830 on Saturday. Subsequent changes to classes and class flags may be made with the same process as changes to the Sailing Instructions.
- 7.3 Class assignments for registered boats will be announced as a notice to competitors issued by 0830 on Saturday. Subsequent changes to class assignments may be made with the same process as changes to the Sailing Instructions.



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8 COURSES AND MARKS

- 8.1 Courses will be signaled from a reader board on the race committee signal boat.
- 8.2 The reader board will have three rows to signal three separate courses. Each class will be designated one of these three rows to signal the course for that class. The reader board row designation for each class -- either top, middle, or bottom -- will be announced with the classes and class flags.
- 8.3 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.
- 8.4 If the letter for a windward rounding mark is repeated, the first instance of the letter is for the windward mark and the second instance is for an associated offset mark nearby to port that must then be left to port.
- 8.5 The marks are specified in Attachment A: Mark Descriptions.
- 8.6 All rounding marks shall be left to port, except that (1) when mark S or F is used as a rounding mark, a boat must also pass between the mark and the race committee signal boat when rounding, and (2) a mark following mark G and preceding a leeward mark must be left to starboard.
- 8.7 The leeward 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.
- 8.8 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.
- 8.9 If the starting or finishing mark is substituted by an object displaying flag M, repetitive sound signals are not required. This changes RRS 34.
- 8.10 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.

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 five 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 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 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 for each race is 120 minutes for the first boat and 15 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 located near the official notice board.
- 12.3 The protest time limit will be posted on the official notice board after racing each day. The protest time limit is 60 minutes after the end of the last race each day 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.



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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.
- 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, except that a boat's worst score will be excluded if five or more races are completed in the series. This changes RRS A2.
- 13.5 One race will constitute a series.

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.

15 RESPONSIBILITY

- 15.1 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.

16 SOCIAL ACTIVITIES AND AWARDS

- 16.1 Socials at Corinthian Yacht Club clubhouse after racing each day with performance and random awards on Sunday. Amount of food will depend on the number of boats and resulting financial situation – at a minimum we'll have some snacks and the bar will be open. Please consider bringing any snacks to share.

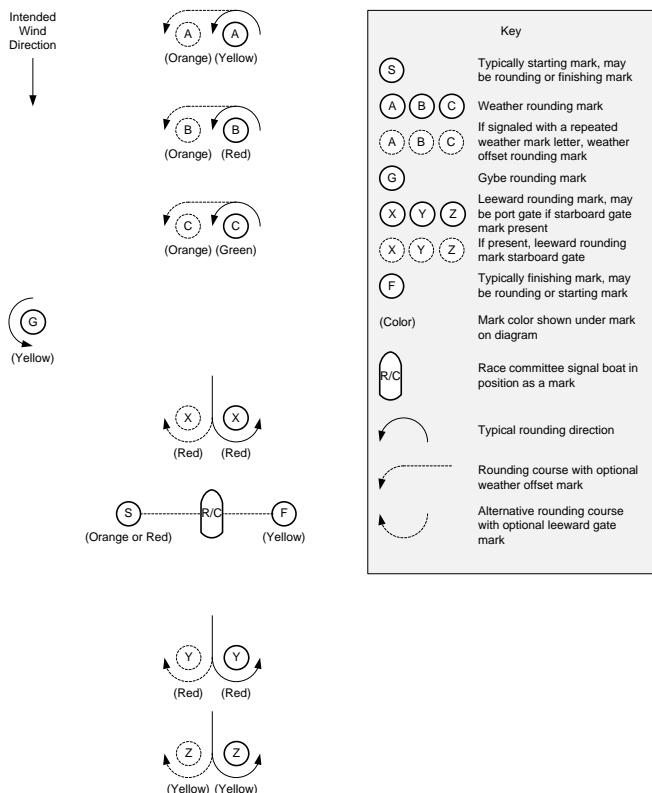


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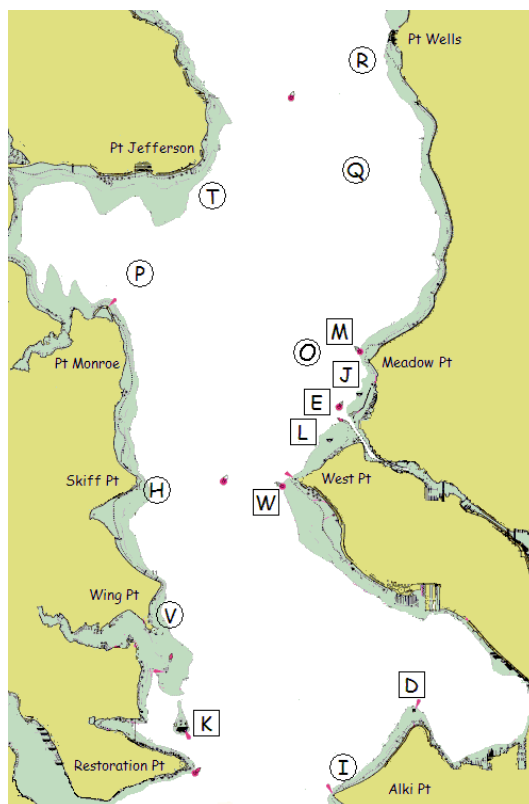
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Attachment A: Mark Descriptions

Buoy Course Marks (position relative to R/C)



Geographic Marks (position based on location)



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, G, X, Y, Z 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.

Notes:

- S When a starting mark for a downwind start, may be on either side of the race committee signal boat.

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)
- 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 north entrance
- K Blakely Rock (LL #16830)
- L Shilshole Bay South Mooring Buoy 0.5 NM SW of 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)