



Seattle Yacht Club

Star & Bar Regatta

September 18-19, 2010

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 RRS rules shall apply: 34, 40, 48, 55, 61.4, 64.3(b), 68, 70.5(a), 76.1, 76.3, 82, 86.3, 88.2, F, and G2.
- 1.3 A boat rated by PHRF Northwest handicap rating class in consideration of water ballast will be allowed to use water ballast as rated. This changes RRS 51.
- 1.4 Other changes to the RRS are noted elsewhere in these Sailing Instructions.

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 east entrance of the Corinthian Yacht Club Shilshole clubhouse and optionally on the Seattle Yacht Club web site at www.seattleyachtclub.org.
- 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 also unofficial communication. No aspect of unofficial communication, including content, timeliness, existence, or failure to hear, will be grounds for a request for redress. 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 0845 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 announcement is unofficial communication per Sailing Instructions 2.3.

4 SCHEDULE OF RACES

- 4.1 Dates of racing are September 18-19, 2010 (Saturday and Sunday).
- 4.2 Multiple races may be sailed each day.
- 4.3 The scheduled time of the first warning signal for each day is as follows:

Day	Time
Saturday	1000
Sunday	1000

- 4.4 No warning signal will be made after the following times for each day:

Day	Time
Saturday	1800
Sunday	1600

- 4.5 A skipper's meeting will be on Saturday at 0830 at the Corinthian Yacht Club Shilshole clubhouse.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the race committee signal boat while moored near the Corinthian Yacht Club Shilshole clubhouse.
- 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 The classes to race are PHRF Northwest handicap rating classes and keelboat one design classes.
- 7.2 The classes and class flags will be posted by 0830 on Saturday.
- 7.3 Class assignments for registered boats will be posted by 0830 on Saturday.

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.

9 COURSES

- 9.1 Courses will be signaled from a reader board on the race committee signal boat.
- 9.2 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 posted with the classes and class flags.
- 9.3 A 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



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starting mark, the last letter is the finishing mark, and the letters between are the rounding marks.

- 9.4 The marks are specified in Attachment A: Mark Descriptions.
- 9.5 All rounding marks shall be left to port, except that mark S or F when used as a rounding mark must be left according to its description.
- 9.6 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 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 for boats required to keep clear and when avoiding this obstruction RRS 20.3 shall not apply.

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.
- 10.2 If the warning signal for a succeeding class is made with the starting signal of a preceding class, and if the preceding class has a general recall, then the class flag of 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. No aspect of the hail, including content, timeliness, existence, or failure to hear, will be grounds for a request for redress. This changes RRS 62.1(a).
- 10.4 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.
- 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, including while anchored.

11 THE FINISH

- 11.1 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.
- 11.2 The race committee may adjust or maintain the position of the finishing mark at any time without regard to RRS 33. If a race committee boat is attached to the finishing mark 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.
- 11.3 The race committee signal boat may maneuver to adjust or maintain the size and orientation of the finishing line

at any time, including while anchored. This changes RRS 33 and 34.

12 TIME LIMIT

- 12.1 The time limit is the maximum allowable time from each boat's starting signal to her finish time.
- 12.2 The time limit for each race is 2 hours.
- 12.3 Boats that do not finish within their 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 possible after finishing or retiring by hail or VHF 72 until she receives an oral confirmation from the race committee that the notification was received. This changes RRS 61.
- 13.2 Written protests and requests for redress must be delivered to a representative of the protest committee located near the official notice board within the protest time limit.
- 13.3 The protest time limit will be posted on the official notice board after the completion of the last race each day. The protest time limit is 45 minutes after the docking of the race committee signal boat 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 to a hearing 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 an alleged breach of Sailing Instructions 10.5 or 13. This changes RRS 60.1(a).
- 13.6 Penalties under Sailing Instructions 10.5, 13, and 15 may be less than disqualification. This changes RRS 64.1(a).

14 SCORING

- 14.1 Boats will be scored in class.
- 14.2 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.
- 14.3 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 in the series. This changes RRS A2.
- 14.4 One race will constitute a series.
- 14.5 Corrected times for PHRF Northwest classes will be calculated using the Time on Time method as defined by PHRF Northwest. The "A Factor," which does not impact results, will equal the "B Factor." The "B Factor" for each race will be determined by the race committee, using the following criterion:



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<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).

15 SAFETY REGULATIONS AND CONSIDERATIONS

- 15.1 Boats must check in with the race committee signal boat at the starting area each day before their first warning signal.
- 15.2 Boats that retire from a race must orally notify the race committee as soon as possible after retiring by hail or VHF 72.
- 15.3 Boats racing in handicap rating classes must comply with the then current Pacific International Yachting Association (PIYA) Special Regulations Governing Minimum Equipment and Accommodation Standards according to the race category requirements identified below. The text of the PIYA regulation is available from Seattle Yacht Club, other PIYA member yacht clubs, and the PIYA web site at www.ussailing.net/piya. Category requirements are as follows: PIYA Category III.
- 15.4 For the purpose of interpreting PIYA regulation 3.8, the study at the following location will serve as a guide: http://offshore.ussailing.org/SAS/General_Information/Safety_Studies/2007_Radar_Reflector_Study.htm. Furthermore, radar reflectors with minimum dimension of less than 6 inches will be considered to not meet the requirement.
- 15.5 Boats must comply with U.S. Coast Guard regulations.
- 15.6 Boats must be operated in accordance with the Puget Sound Sailboat Safety Regulations, available in the Seattle Yacht Club Sailboat Race Book.

- 15.7 The race committee may inspect a boat or its equipment at any time before or after racing for compliance with safety requirements.
- 15.8 Participants are advised to wear personal flotation devices (PFDs) while on the water.
- 15.9 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.

16 DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority, Seattle Yacht Club, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. It is the responsibility of each skipper to competently inform their crew of the risks of sailboat racing, to make sure their crew understands and accepts those risks, to decide whether their crew is competent and their equipment adequate for the event, and to decide whether to start or continue in a race.

17 AWARDS

- 17.1 Trophies for the top three places in each class will be presented at the awards party on Sunday after racing at the Corinthian Yacht Club Shilshole clubhouse.



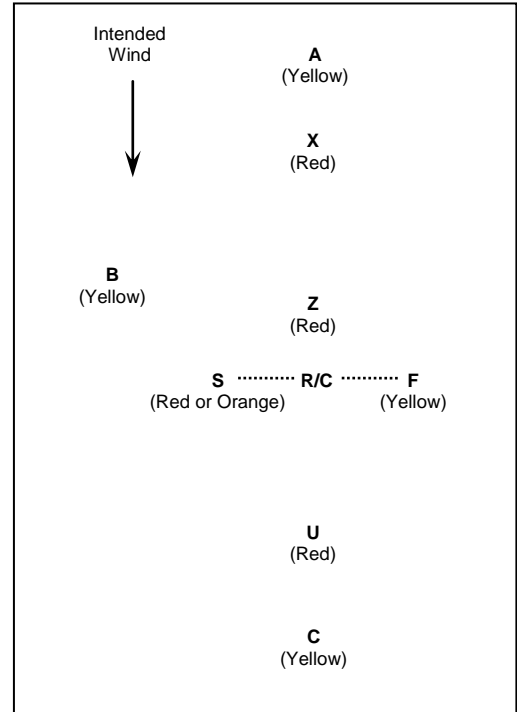
Attachment A: Mark Descriptions

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 marks (identified by the letters S, A, B, C, X, Z, U and F), the race committee signal boat ("R/C"), and the wind. All marks 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 starting or finishing mark. For a downwind start, may be on either side of the race committee signal boat. May also be used as a rounding mark, in which case a boat must cross the starting line when rounding from the direction of the last mark.
- 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 finishing mark. May also be used as a rounding mark, in which case a boat must cross the finishing line when rounding from the direction of the last mark.



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)

