



Seattle Yacht Club

Established in 1892

Grand Prix XLVII Regatta

October 25-27, 2024

Sailing Instructions

1 RULES

- 1.1 This event will be governed by the rules as defined in the Racing Rules of Sailing (RRS). The Seattle Yacht Club is the Organizing Authority.
- 1.2 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.
- 1.3 Boats must be operated in accordance with the Puget Sound Sailboat Safety Regulations, available in the Seattle Yacht Club Sailboat Race Book available at www.seattleyachtclub.org.
- 1.4 The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.5 RRS Appendix V1 and V2 will apply.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board. 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 website at www.seattleyachtclub.org. On days of racing, the Official Notice Board will move temporarily to the windows on the east entrance of the Corinthian Yacht Club clubhouse, and then return to the original location after racing on Sunday.
- 3.2 The race committee may provide unofficial communication at any time by hail or over VHF 72.

4 CODE OF CONDUCT

- 4.1 [DP][NP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from a race committee signal boat while moored at Shilshole Marina within sight of dock X.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

- 6.1 The schedule is as follows:

Friday

- | | |
|-------------|---|
| 1030 - 1130 | Check In - Pick up Race Packets /Backstay flags at CYC. |
| 1200 | RC Announcement on VHF 72 |
| 1300 | First warning signal |
| 1700 | No warning signal after this time |

Saturday

- | | |
|------|-----------------------------------|
| 0930 | RC Announcement on VHF 72 |
| 1030 | First warning signal |
| 1700 | No warning signal after this time |

Sunday

- | | |
|------|-----------------------------------|
| 0930 | RC Announcement on VHF 72 |
| 1030 | First warning signal |
| 1500 | No warning signal after this time |

7 CLASS FLAGS

- 7.1 The classes, class flags, and boat class assignments will be announced as a notice to competitors issued by 1800 on Thursday. Subsequent changes may be made with the same process as SI 2.1.
- 7.2 [DP] [NP]Boats are requested to fly a class identification pennant from the backstay or, if there is no backstay, the highest point on the stern while racing. The class identification pennant will be supplied at check-in on Friday.

8 RACING AREA

- 8.1 The racing area is Puget Sound, north of Alki Pt. and south of Pt. Wells. The starting line will be in the vicinity of Shilshole Bay or the area north of Meadow Point
- 8.2 The race committee signal vessel will be the *Portage Bay*. If necessary, an alternate race committee signal vessel will display the Seattle Yacht Club burgee and a blue "R/C" flag or sign.



Seattle Yacht Club

Established in 1892

9 COURSES

- 9.1 Courses will be signaled from a reader board on the race committee signal vessel. The reader board will have three rows: top, middle, and bottom. Each class will be designated one of these rows, which will be announced with the classes, to signal the course for that class.
- 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 All rounding marks shall be left to port. 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.
- 9.4 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).
- 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.

10 MARKS

- 10.1 The marks are specified in Attachment A: Mark Descriptions.

11 OBSTRUCTIONS

- 11.1 The finish line is an obstruction when SI 9.5 applies.

12 THE START

- 12.1 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.
- 12.2 [DP][NP]Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 12.3 When at her start, if a boat is subject to rule 29.1 (individual recall), and she is identified, the race committee will attempt to hail her sail number orally or on VHF 72. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.4 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1 and A5.2.
- 12.5 The race committee signal boat, when a starting mark, may maneuver to maintain the starting line at any time, including while anchored. This changes RRS 27.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

14 THE FINISH

- 14.1 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.
- 14.2 The race committee may adjust the finishing marks to maintain the finishing line at any time without regard to RRS 33.
- 14.3 The race committee signal boat may display a flashing green and yellow light when on station at the finishing line after sunset.

15 TIME LIMITS

- 15.1 The race time limit will be posted, as a number of hours, on the course reader board after the course. If no time limit is posted, the time limit for the first boat is 4 hours.
- 15.2 The finishing window for a boat shall be within 45 minutes of the first boat to finish.
- 15.3 Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Did Not Finish (DNF). A5.1, A5.2. This changes RRS 35.

16 HEARING REQUESTS

- 16.1 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 on VHF 72 until she receives confirmation from the race committee. This changes RRS 61.1(a).
- 16.2 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee or race committee at the race committee signal boat.
- 16.3 The protest time limit will be posted on the official notice board after racing 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.
- 16.4 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.



Seattle Yacht Club

Established in 1892

17 SCORING

17.1 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:

Conditions	Approx. Average Winds	B Factor
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).

- 17.2 Corrected times for ORC classes will be calculated using the Time-on-Time method
- 17.3 A boat that did not start (DNC, DNS, OCS), did not finish (DNF), retired (RET), Did not sail the course (NSC) or is disqualified (DSQ, DNE, DGM, BFD) will be scored the number of finishers plus one. This changes RRS A5.2 .
- 17.4 One race will constitute a series.
- 17.5 A boat's series score will be:
 - a. When fewer than 5 races the total of her race scores.
 - b. When 5 or more races the total of her race scores excluding her worst score.

18 SAFETY REGULATIONS

- 18.1 [DP]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.
- 18.2 [DP]A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF 72, or by calling the Portage Bay Race Committee boat at 206.960.0609.
The Race Committee may score a boat DNE for a breach of this rule.
- 18.3 A boat racing must comply with the following equipment requirements:
World Sailing Offshore Special Regulations Appendix B (OSR), without US Sailing prescriptions, as changed by the Notice of Race, to **OSR Inshore** requirements. The text of these regulations is

available from the World Sailing Offshore Sailing Regulations website in [Appendix B](#) .

- 18.4. [DP]A boat may use its propulsion engine as described in RRS 42.3(i) for any purpose described in 42.3(h), or to stay clear of a vessel not participating in the race. The use of a propulsion engine shall be reported to the Race Committee with the reason for the use and description of any benefit to the boat's position resulting from said use.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

20 PRIZES

- 20.1 Take home trophies will be awarded for the top three boats in each class. Perpetual trophies will be awarded to the top boats in each class.

21 RISK STATEMENT

- 22.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

23 INSURANCE

- 23.1 Each participating boat shall be insured with valid third-party liability insurance.



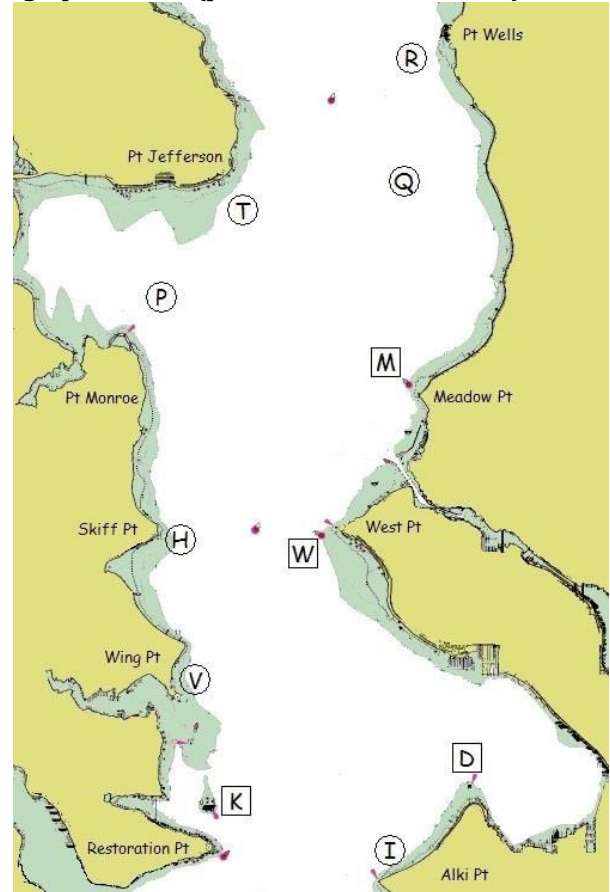
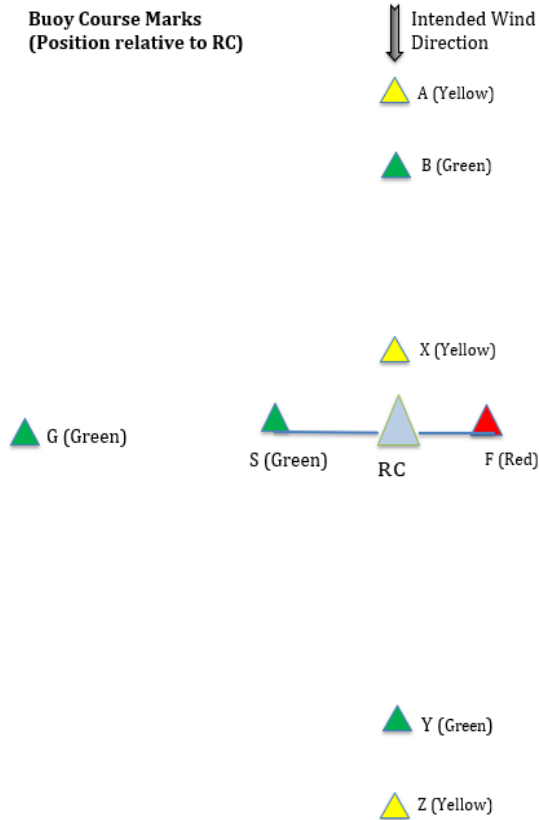
Seattle Yacht Club

Established in 1892

ATTACHMENT A: Mark Description

Buoy Course Marks (position relative to R/C)

Geographic Marks (position based on location)



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.

The course diagram for buoy course marks shows the general orientation of the race committee signal boat ("RC"), other marks (identified by the letters S, A, B, G, X, Y, Z and F), and the intended wind direction. All marks other than the race committee signal boat are inflatable buoys. Positions are approximate and the diagram is not to scale.

Note:

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

- D Duwamish Head Lt. (LL #16910)
- H Temporary mark 0.3 NM E of Skiff Pt.
- I Temporary mark 0.5 NM N of Alki Pt.
- K Blakely Rock (LL #16830)
- M Meadow Pt. Buoy (LL #16765)
- 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)