



Seattle Yacht Club

Established in 1892

Mark Mayer Regatta

May 8, 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 shall 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.
- 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 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.
- 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 OF RACES

- 4.1 The date of racing is May 8, 2011 (Sunday).
- 4.2 One race is scheduled.
- 4.3 The scheduled time of the first warning signal is 1200.
- 4.4 No warning signal will be made after 1500.

5 SIGNALS MADE ASHORE

- 5.1 There is no provision for signals made ashore.

6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 The racing area is Lake Washington north of the SR520 Bridge. The starting line will be in the area between Webster Point, Hunts Point, and Sand 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 ASSIGNMENTS

- 7.1 Classes to race are PHRF Northwest handicap and one-design keelboats.
- 7.2 The classes and class assignments will be announced as a notice to competitors issued by 1800 on Saturday before the regatta. Subsequent changes to classes and 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.

9 COURSES

- 9.1 Courses will be signaled from a reader board on the race committee signal boat. The course for a class will be shown as series of letters on one row indicating the marks in their required sequence following the class number or one-design symbol. The first letter displayed is the starting mark buoy, the last letter is the finishing mark buoy, and the letters between are rounding marks. Multiple class numbers or one-design symbols may be listed together.
- 9.2 The marks are specified in Attachment A: Mark Descriptions.
- 9.3 All rounding marks shall be left to port.
- 9.4 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.



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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 the front desk of the Seattle Yacht Club Portage Bay clubhouse.
- 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 an alleged 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.
- 14.2 Corrected times for PHRF Northwest handicap classes will be calculated using the Time on Distance method.
- 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.

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 Boats must comply with U.S. Coast Guard regulations.
- 15.4 The race committee may inspect a boat at any time before or after racing for compliance with requirements.

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 and awards at Seattle Yacht Club after racing.



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Attachment A: Mark Descriptions

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.

