



Seattle Yacht Club

Fall Equinox Regatta

September 25-26, 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 Boats may ask for and receive coaching while racing from a coach designated by the race committee. The coach may be a member of the race committee. If practical, coaching communication shall be over VHF 72 or if necessary an alternate channel for all competitors to hear. This changes RRS 41. Coaching, lack of coaching, or inability to hear coaching communication will not be grounds for a protest or request for redress by a boat. This changes RRS 60.1.
- 1.5 If the Notice of Race and Sailing Instructions are in conflict, the Sailing Instructions shall have precedence.
- 1.6 Other changes to the rules 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 Prior to the start of the race on Saturday and after the start of the race on Sunday, the official notice board will be located outside the south entrance of the Seattle Yacht Club Portage Bay clubhouse and optionally on the Seattle Yacht Club web site at www.seattleyachtclub.org. After the start of the race on Saturday and before the start of the race on Sunday, the official notice board will be located on the race committee signal boat.
- 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 made before 1800 hours on the day before it will take effect will be posted on the official notice board by that time.
- 3.2 Changes to the Sailing Instructions made after 1800 hours on the day before it will take effect may be posted on the official notice board and will be made orally by hail and over VHF 72 and, optionally, by written handout by the race committee at the starting area within the fifteen minutes prior to the first warning signal on the day the changes will take effect.

4 SCHEDULE OF RACES

- 4.1 Dates of racing are September 25-26, 2010 (Saturday and Sunday).
- 4.3 One race is planned for each day.
- 4.2 The scheduled time of the first warning signal for each day is as follows:

Day	Time
Saturday	1000
Sunday	1100

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

Day	Time
Saturday	1400
Sunday	1330

5 SIGNALS MADE ASHORE

- 5.1 On Sunday only, signals made ashore will be displayed from the race committee signal boat while moored at or within sight of the Seattle Yacht Club Gig Harbor outstation.
- 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 West Point, Point Robinson, and Colvos Passage.
- 6.2 The race committee signal boat will be the *M/V Teelaket*, a 42 foot Rawson tri-cabin trawler. 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 classes.
- 7.2 There will be one class which will be designated class 1. The class flag for class 1 is the numeral 1 pennant.

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 a class flag for another class while racing.

9 COURSES

- 9.1 The marks of the course for Saturday are:
West Point buoy starting mark to port
Decatur Reef Lighted Buoy 2 off Restoration Point to starboard
Point Vashon Light to port
Colvos Passage Light 3 to port
Colvos Passage Light 4 to starboard
Colvos Passage Light 5 off Sandford Point to port
Colvos Passage Light 6 finishing mark off Point Richmond to stbd
Note: Point Richmond is approximately 3.5 nautical miles north of the entrance to Gig Harbor.
- 9.2 The marks for the course for Sunday are:
Colvos Passage Light 6 starting mark off Point Richmond to port
Colvos Passage Light 5 off Sandford Point to starboard
Colvos Passage Light 4 to port
Colvos Passage Light 3 to starboard
Point Vashon Light to starboard
Decatur Reef Lighted Buoy 2 off Restoration Point to port
West Point buoy finishing mark to starboard
- 9.3 The starting mark is the first mark in the course sequence. The finishing mark is the last mark in the course sequence.
- 9.4 Race committee may advance the start of the course by postponing the race at the then current starting mark, flying flag "L", and moving adjacent to a later mark in the course sequence that is to become the new starting mark. The course is then the new starting mark followed by the remainder of the marks in the course sequence following the new starting mark.
- 9.5 The race committee may shorten the course at any mark. The race committee may announce shortening of the course on VHF 72.
- 9.6 If the committee boat is not on station at the finish, boats should record their finish time when the finish mark is to starboard at 270



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degrees west on Saturday or to starboard at 90 degrees east on Sunday.

10 THE START

- 10.1 The starting line will be between a staff displaying a blue "R/C" 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 fifteen 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 "R/C" 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 or a time of day.
- 12.2 The time limit for each race is at 1645.
- 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 the front desk of the SYC Portage Bay Mainstation clubhouse within the protest time limit.
- 13.3 The protest time limit is 1200 hours on Tuesday after the regatta.
- 13.4 Hearing notices will be posted on the official notice board by 1200 hours on Wednesday after the regatta to inform parties to a hearing of the time and place of the hearing. The posting of hearing notices shall be considered notice as required by RRS 63.2.
- 13.5 Hearings will be held starting as early as 1900 hours on Wednesday after the regatta at the SYC Portage Bay Mainstation clubhouse.
- 13.6 A boat may not protest another boat for an alleged breach of Sailing Instructions 10.5 or 13. This changes RRS 60.1(a).
- 13.7 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 for the series.
- 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 with no scores excluded. This changes RRS A2.
- 14.4 One race will constitute a series.
- 14.5 Corrected times for PHRF classes will be calculated using the PHRF Time on Distance method.
- 14.6 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.

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://www.ussailing.org/safety/Studies/radar_reflector_test.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. Participants on boats with less than three crew members are required to wear PFDs while racing.
- 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 Awards will be presented at the barbeque on Saturday and recognition offered at the annual sailboat awards dinner