

SAILING INSTRUCTIONS

Sperry Top-Sider National Offshore One-Design Regatta

Presented by Mount Gay Rum and Sailing World

MAY 14-16, 2010 SEATTLE, WA

Sailing World is the organizing authority of this regatta in cooperation with the Seattle Yacht Club (SYC) and the Corinthian Yacht Club of Seattle (CYC)

1. RULES

1.1 The regatta will be governed by the rules as defined in the 2009-2012 Racing Rules of Sailing.

1.2 Advertising displayed on a boat's hull, spars, or sail should not advertise businesses or products competing with those of the primary and support sponsors of the event.

1.3 The prescriptions of US Sailing to the following rules shall apply: 34, 40, 48, 55, 61.4, 64.3(b), 68, 76.1, 76.3 and 86.3 and Appendices F and G2.

1.4 RRS 44.1 and 44.2 are changed so that, except for infringements of Part 2 that occur within three boat lengths of a rounding mark or finishing mark, only one turn, including one tack and one gybe, is required.

1.5 Changes to the RRS are noted elsewhere in these sailing instructions.

2. ENTRIES

2.1 Eligible boats may be entered by completing registration with the organizing authority. The NOOD Regattas are open to those boats whose Owner and/or Skipper is a current member of their National Governing Body (US SAILING for USA members, to join call 1-800-877-2451).

3. PERSONAL FLOTATION

3.1 In addition to individual class rule requirements, the wearing of PFDs by individuals sailing aboard all other boats is encouraged.

4. NOTICES TO COMPETITORS

4.1 Notices to competitors will be posted on the Official Notice Board.

4.2 The Official Notice Board is located near the east entrance of the Corinthian Yacht Club Shilshole clubhouse and unofficially on the Seattle Yacht Club web site at www.seattleyachtclub.org.

4.3 The race committee may provide unofficial communication at any time by hail or over VHF. Any communication that is not defined by the rules or paragraph 7 of these Sailing Instructions is 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).

5. CHANGES IN SAILING INSTRUCTIONS

5.1 Any change in the Sailing Instructions, except an oral change made under paragraph 7, will be posted before 0900 on the day it will take effect, except that any change in the schedule of races will be posted by 2000 on the day before it will take effect.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed from the flag staff on the Corinthian Yacht Club Shilshole clubhouse.

6.2 Code Flag AP with two sound signals means "the race is postponed." Code Flag AP over the appropriate Division Pennant(s) and/or class flags with two sound signals means "the race is postponed for those specific divisions or classes".

6.3 When flag AP is displayed ashore, the warning signal will be made not less than 60 minutes after the removal of AP unless at that time the race is postponed again or abandoned. This changes RRS Race Signals AP.

7. SIGNALS MADE AFLOAT

7.1 In accordance with RRS 89.2 (c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the RC signal boat displays code flag L over A with one sound signal. This means come within hail of the Race Committee boat to receive the oral changes to the Sailing Instructions.

8. SCHEDULE OF RACES

8.1 Friday May 14 Racing.....1st signal at 1100
Saturday May 15 Racing..... 1st signal at 1000
Sunday May 16* Racing..... 1st signal at 1000

*No warning signal will be made after 1430 for Keelboat Classes or 1530 for Centerboard Classes on Sunday May 16.

9. DIVISIONS, CLASS FLAGS, AND STARTING SEQUENCE

9.1 Divisions, class flag and course location assignments will be posted on the Official Regatta Notice Board. Copies will be available to all competitors at registration.

10. COURSES

10.1 Courses will be signaled from a reader board on the race committee signal boat.

10.2 A course description on the reader board will be a series of letters on one row indicating the marks and their required sequence for the course. The first letter displayed is the starting mark; the last letter is the finishing mark and the letters between are the rounding marks

10.3 For Divisions A and B: 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.

10.4 For Division C: The reader board will have two rows to

signal separate courses. Each class will be designated one of these two rows to signal the course for that class. The reader board row designation for each class -- either top or bottom -- will be posted with the classes and class flags.

10.5 The marks are as specified in Attachment A: Mark Descriptions.

10.6 All rounding marks shall be left to port.

10.7 After completing the first leg of the course, a boat shall not cross the finishing line unless she is finishing. A boat that fails to observe this restriction shall not recross the line to correct her error. This changes RRS 28.1.

Instead she may exonerate by taking a One-Turn Penalty. A boat that fails to exonerate herself will be scored DNF without a hearing. This changes RRS 63.1 and Appendix A5. The finishing line is an obstruction for boats subject to this restriction.

10.8 The race committee may shorten the course or abandon the race for individual classes by including the class flags for affected classes under the flags required by RRS 32. This changes RRS 32.

11. RACING AREAS AND RACE COMMITTEE SIGNAL BOATS

11.1 There will be 3 racing areas defined as shown on the Approximate Course Areas exhibit:

- North Course
- Meadow Point Course
- Shilshole Course

11.2 The signals made afloat will be made from one of the Race Committee boats:

- Seattle Yacht Club M/V "Portage Bay"
- Corinthian Yacht Club M/V "YC5"
- Corinthian Yacht Club M/V "YC6"

11.3 If necessary an alternate race committee signal boat may be used. The race committee signal boat may fly a blue R/C flag.

11.4 Divisions and classes will be assigned to Racing Areas after classes are formed on May 3rd.

12. STARTING SIGNALS

12.1 For Divisions A and B, starts will be made in accordance with RRS 26

12.2 For Division C, the warning signal will be 3 minutes before the starting signal. The Preparatory signal will be 2 minutes before the starting signal. This changes RRS 26.

12.3 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.

12.4 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.

12.5 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. 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).

12.6 A boat starting later than five minutes in the Division A or B, after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.

12.7 A boat whose warning signal has not been made shall avoid the starting area when other boats are racing but have not yet started.

12.8 The race committee signal boat may maneuver to maintain position on the starting line with engine, including while anchored.

12.9 Boats that cause damage to the race committee signal boat while on the starting line shall be subject to protest by the race committee and shall be liable for any damages.

13. POSTING OF COURSES

13.1 Courses will be posted as described in Sailing Instruction 10.

14. RETIRING FROM A RACE

14.1 Boats retiring from a race shall attempt to inform the Race Committee before leaving the race course.

15. CHANGE OF COURSE FOR THE NEXT LEG

15.1 Flag C over a class flag will indicate that a change has been made for that class only. This changes RRS 33 (a). The absence of a class flag(s) under a signal flag indicates that the signal applies to all classes.

16. CHANGE OF COURSE BETWEEN STARTS

16.1 If there is a significant wind shift during a series of starting sequences, the Race Committee may signal a change of course for a class as follows: At the preparatory signal, flag C will be displayed, and remain displayed, until after the starting signal. The signaled fleet will sail to the change mark. This changes RRS 33.

17. THE FINISH

17.1 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.

17.2 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.

17.3 The race committee signal boat may maneuver to adjust or maintain the size and orientation on the finishing line with engine at any time, including when anchored. This changes RRS 33 and 34.

17.4 Boats that cause damage to the race committee signal boat while at the finishing line shall be subject to protest by the race committee and shall be liable for any damages.

18. TIME LIMIT

18.1 The time limit for boats racing the Divisions A and B shall be 3 hours. For boats racing in Division C, the time limit shall be 2 hours. Boats finishing more than 30 minutes after the first boat to finish in their class will be scored DNF (Did Not Finish).

19. PROTESTS

19.1 A boat intending to protest or request redress for an incident that occurred while racing shall orally notify the race committee signal boat as soon as possible after retiring or finishing by hail, or VHF until she receives an oral confirmation from the race committee that the notification was received. This changes RRS 61.

19.2 Written protests must be delivered to a representative of the protest committee located at the lower level of the Corinthian Yacht Club Shilshole clubhouse within the protest time limit.

19.3 The time of the protest time limit will be posted on the official notice board after the docking of the race committee signal boat. 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 of the time limit, whichever is greater.

19.4 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.

19.5 A boat may not protest another boat for an alleged breach of Sailing Instruction 12.7 and 19. This changes RRS 60.1(a).

19.6 Penalties under sailing instruction 12.7 may be less than disqualification. This changes RRS 64.1(a).

20. PROTEST ARBITRATION

(This changes RRS 60.1(b), 63.1, 63.6, and 66)

20.1 Arbitration hearings may be held prior to the protest hearing for all protests involving violations of Part 2 of the Racing Rules of Sailing.

20.2 After protests are turned in, one representative (conforming to RRS 63.3(a)) of each boat may appear before an arbitrator. No witnesses are permitted.

20.3 After hearing the testimony of each representative, the arbitrator shall reach one of the following conclusions:

- 1) There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter goes to the jury for a hearing.

- 2) There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) have the option of accepting a 40% alternative penalty (calculated as in RRS 44.3(c)) or submitting the

matter to the jury for a hearing. If the penalty is accepted, the matter cannot be reopened or made the subject of a redress request.

- 3) The matter should go to the jury for a hearing. 20.4. When the protest is referred to the jury, the arbitrator shall not be a member of the jury hearing the protest.

21. SCORING

21.1 Boats will be scored in class for the series.

21.2 A boat's series score will be the total of her race scores for all races. This changes RRS Appendix A2.

21.3 One race will constitute a series.

21.4 A boat that did not start (DNC, DNS, OCS), did not finish (DNF, TLE), retired after finishing (RAF), or is disqualified (DSQ, DNE, DGM, BFD) will be scored the number of finishers plus one. This changes RRS Appendix A4.2 and A9.

22. COURTESY BROADCASTS

22.1 Information will be made available by the Race Committee over the following VHF Channels:

Channel 72 for Division A

Channel 69 for Division B

Channel 68 for Division C

Information is provided as a courtesy to competitors and does not in any way alter the competitors' responsibility to observe the Race Committee's visual signals which govern the conduct of the racing. Errors or omissions regarding these courtesy broadcasts will not be considered as grounds for redress.

23. PRIZES

23.1 Overall series prizes will be awarded by class in the Regatta Tent at CYC Shilshole. An award will be made to the boat which, in the opinion of the Organizing Authority and the Race Committee, had the best overall performance during the 2010 Sperry Top-Sider Seattle NOOD Regatta.

24. BOW STICKERS

24.1 Easily removable bow stickers provided in the Skipper's package, shall be attached to the forward 25% of both sides of the boat's hull at all times while racing. The stickers are to be carried with the top approximately 6"- 10" below deck level and with the leading edge approximately 10"- 20" aft of the bow.

25. MEDIA AND TELEVISION

25.1 Competitors give absolute right and permission for any photograph and video footage taken of themselves or the boat they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

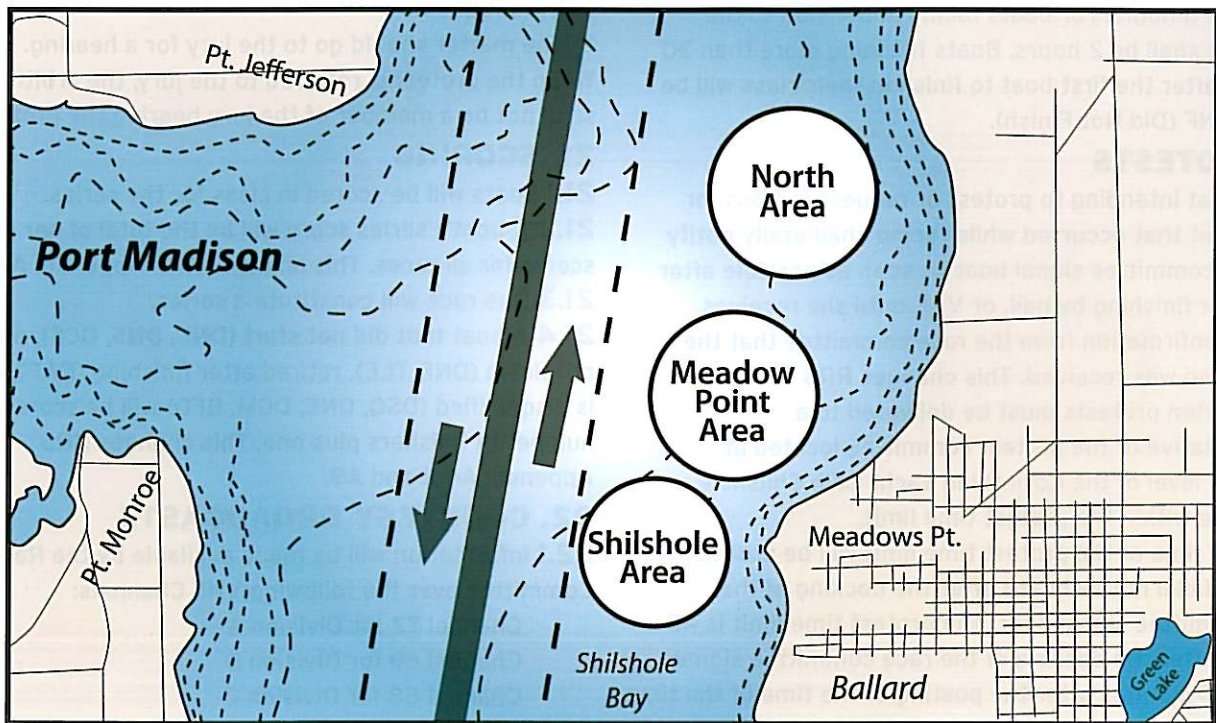
26. HAULING

26.1 There are no restrictions on hauling out during the regatta.



The Sperry Top-Sider NOOD Regattas are official US SAILING sanctioned events.

APPROXIMATE COURSE AREAS



INTENDED WIND DIRECTION



B
Yellow

A
Yellow

X
Red

Z
Red

S
Orange

U
Red

C
Yellow

R/C

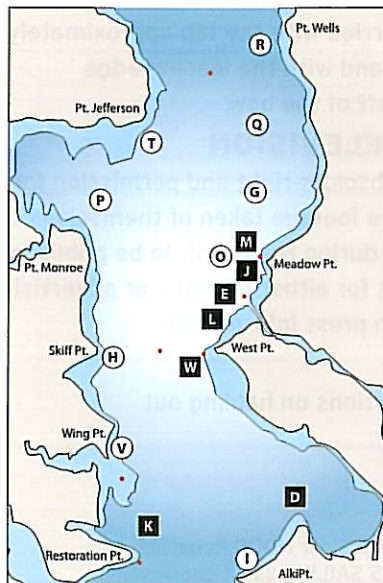
F
Yellow

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, X, Z, B, U, and F), the race committee signal boat ("R/C"), and the wind. All marks are inflatable buoys with the color as shown on the diagram. The diagram is not drawn to scale and the positions are only approximate.

- S Orange starting mark (may also be used as a finishing 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 approx. 0.2 nautical miles
- U Red mark to leeward of the race committee signal boat
- F Yellow finishing 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.

- 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)