

Jack & Jill Regatta

June 21, 2014

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 apply: RRS 34, 40, 48.1, 56, 60, 61.4, 63.2, 63.4, 64.3(b), 67, 70.5(a), 76.1, 82, 86.3, 88.2, Appendix G, R, S, and T. These prescriptions are available from the US Sailing website at www.ussailing.org.
- 1.3 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 have precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board at the CYC clubhouse east entrance and optionally on the CYC web site at www.cycseattle.org.
- 2.2 The race committee may provide unofficial communication, which is communication not governed by the rules, at any time by hail or over VHF 69. A request for redress may not be based on any aspect of unofficial communication, including content, timeliness, or failure to hear. This changes RRS 62.1(a).

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions posted on the official notice board will be posted by 1045 the day it takes effect, except that any change in the schedule of races will be posted by 1800 the day before it takes effect.

4 SCHEDULE

- 4.1 The schedule is as follows:

Saturday

1015 - 1030	Late check in
1030	Competitor's briefing
1200	First warning signal
1600	No warning signal after this time
After racing	BYO gathering at clubhouse

- 4.2 One race is scheduled. An additional race may be sailed if the first boat finishes the first race within 90 minutes.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be made from a race committee signal boat while moored at Shilshole Marina within sight of the CYC clubhouse.

- 5.2 When flag AP is displayed ashore, the warning signal will be made not less than 30 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 CYC M/V YC 5. If necessary, an alternate race committee signal boat may be used. The race committee signal boat will display the CYC burgee and a blue "R/C" flag or sign.

7 CLASSES

- 7.1 Classes to race are PHRF Northwest handicap.
- 7.2 There will be two classes: Jack & Jill (crew of one male and one female) and Double Handed (two crew total). Entrants in the Jack & Jill class will also be entrants in the Double Handed class. Children 12 or under and up to two other guests are allowed on board, but may not help sail the boat or hike outside the cockpit.

8 COURSES

- 8.1 The course will be signaled from a reader board on the race committee signal boat. The course description is 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. The class number or symbol may precede the course for that class and must be shown if there are multiple rows. Multiple classes may be listed on one row.
- 8.2 Marks are specified in Attachment A: Mark Descriptions.
- 8.3 All rounding marks other than gate marks and mark F must be left to port. When mark F is used as a rounding mark, a boat must round by crossing the finishing line from the direction of the last mark. When mark S is used as a rounding mark following a leeward mark (mark Y or Z), a boat must also cross the starting line from the direction of the last mark when rounding.
- 8.4 A leeward rounding mark may be a gate mark. If one of the gate marks is missing, the course at that mark is to round the remaining mark to port.
- 8.5 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).



- 8.6 After completing the first leg of the course, a boat shall not cross the finishing line unless she is finishing or rounding the starting or 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 starting and finishing line and marks is an obstruction and not a mark for a boat required to keep clear.
- 8.7 A boat must not enter the area within the lines from the light on the Shilshole Marina jetty south end, northwestward to buoy C "1", southwestward to buoy N "2", and southeastward to buoy N "4". A boat that fails to observe this restriction may not exonerate herself. This area is an obstruction for a boat required to keep clear.

9 THE START

- 9.1 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.
- 9.2 Starting visual signal flag P may be replaced by a blue cylindrical shape. This changes RRS 26.
- 9.3 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.
- 9.4 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 on VHF 69. This is unofficial communication as in Sailing Instructions 2.2.
- 9.5 A boat starting later than ten minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.
- 9.6 A boat whose warning signal has not been made must avoid the starting area when other boats are racing but have not yet started.
- 9.7 The race committee signal boat, when a starting mark, may maneuver to maintain the starting line at any time, including while anchored.

10 THE FINISH

- 10.1 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.
- 10.2 The race committee may adjust the finishing marks to maintain the finishing line without regard to RRS 33.

11 TIME LIMIT

- 11.1 The time limit is the maximum allowable time from a boat's starting signal to her finish time or a time of day.

A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.

- 11.2 The time limit for the first boat 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. The time limit for other boats 60 minutes after the first boat that sails the course.

12 PROTESTS

- 12.1 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 VHF 69 until she receives an oral confirmation from the race committee. This changes RRS 61.1(a).
- 12.2 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee near the official notice board.
- 12.3 The protest time limit will be posted on the official notice board and will be 45 minutes after the end of the last race for the class or 10 minutes after the posting of the time limit, whichever is later.
- 12.4 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.
- 12.5 A boat may not protest another boat for Sailing Instructions 9.6. This changes RRS 60.1(a).
- 12.6 Penalties under Sailing Instructions 9.6 or 14 or RRS 55 may be less than disqualification. This changes RRS 64.1.

13 SCORING

- 13.1 Boats will be scored in class. Boats that are in the Jack & Jill class will also be scored in the Double Handed class.
- 13.2 A boat that did not start (OCS), did not finish (DNF), retired (RET), or is disqualified (DSQ, DNE, DGM, BFD) will be scored the number of finishers plus one. A boat that did not start (DNC, DNS) will be scored the number of finishers plus two. This changes RRS A4.2. RRS A9 is deleted.
- 13.3 Corrected times for PHRF-NW handicap classes will be calculated using the Time on Distance method.
- 13.4 A boat's series score will be the total of her race scores with no scores excluded. This changes RRS A2.
- 13.5 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.

13.6 This race is part of the Puget Sound Jack & Jill series.

14 EQUIPMENT AND OPERATING REQUIREMENTS

- 14.1 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.
- 14.2 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 69.
- 14.3 A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF 69.
- 14.4 Keelboats must comply with the safety regulations of the US Coast Guard as identified in the Notice of Race.
- 14.5 Keelboats racing in handicap classes must comply with the equipment requirements of US Sailing *US Safety*

Equipment Requirements (USSER) as identified and amended in the Notice of Race.

- 14.6 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.
- 14.7 A boat may put biodegradable sail stops in the water when hoisting a sail. This changes RRS 55.
- 14.8 The race committee may inspect a boat or equipment at any time before or after racing for compliance with requirements.
- 14.9 In addition to the requirements of RRS Part 2 preamble, a boat may not impede the passage, cross ahead within $\frac{3}{4}$ nautical miles, or continue to approach within $\frac{1}{4}$ nautical miles (approximately 1500 feet) to the side of a commercial or government vessel over 30 meters in length (including tug and tow) either following a traffic lane or traveling over 15 knots. Boats must follow instruction from the race committee to alter course to avoid vessels based on the race committee's interpretation of these requirements.
- 14.10 Competitors (all people aboard) must wear personal floatation devices, as in RRS 40, while on the water, except briefly while changing or adjusting clothing or personal equipment.
- 14.11 No auto pilots or wind vanes are allowed.

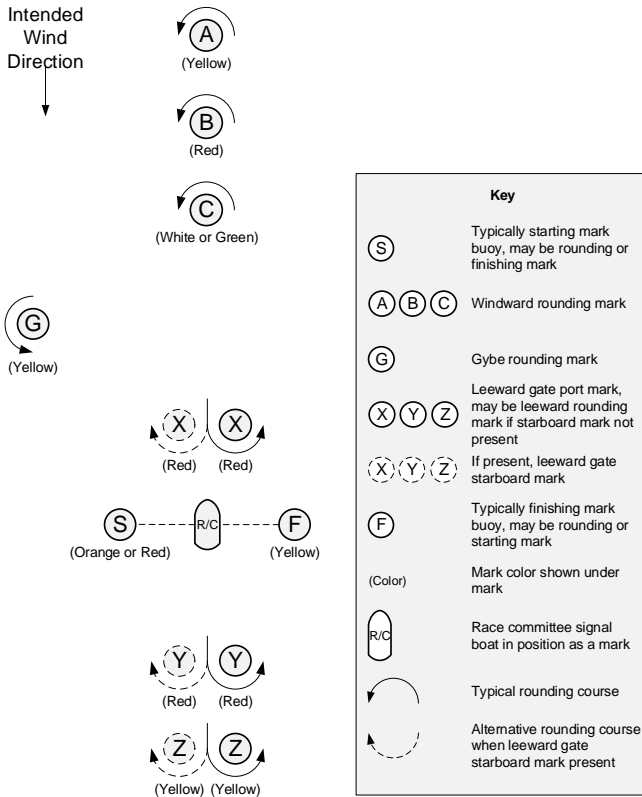
15 SOCIAL ACTIVITIES AND AWARDS

- 15.1 Party and awards at the CYC clubhouse after racing. Awards will be presented for 1st, 2nd, and 3rd in class.

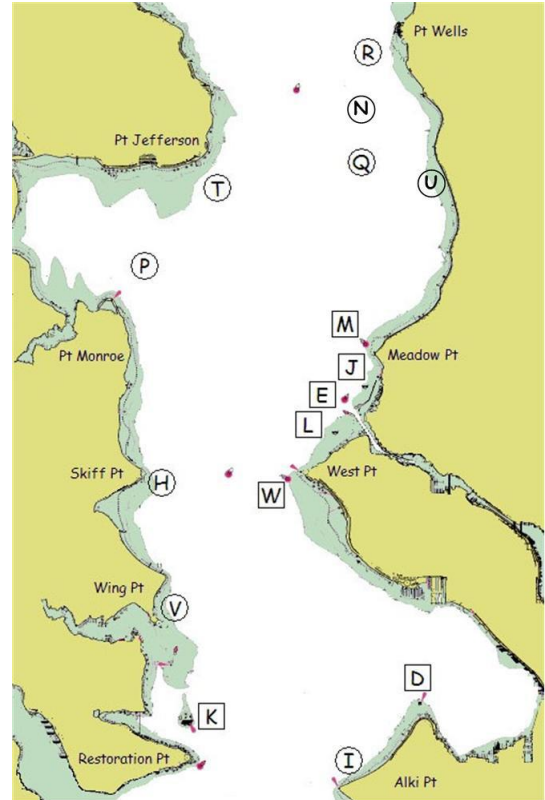


Attachment A: Mark Descriptions

Buoy Course Marks (position relative to R/C)



Geographic Marks (position based on location)



The course diagram for buoy course marks shows the general orientation of the race committee signal boat ("R/C"), other marks (identified by the letters S, A, B, C, 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.

Notes:

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

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.

- D Duwamish Head Lt. (LL #16910)
- E Shilshole Bay Approach Buoy (LL #16785)
- H Temporary mark 0.3 NM E of Skiff Pt.
- I Temporary mark 0.5 NM N of Alki Pt.
- J Shilshole Bay ACOE N Mooring Buoy 0.25 NM SSW of N entrance
- K Blakely Rock (LL #16830)
- L Shilshole Bay ACOE S Mooring Buoy 0.5 NM SW of S entrance
- M Meadow Pt. Buoy (LL #16765)
- N Temporary mark 1.0 NM E of Traffic Separation Lane Lighted Buoy SF (LL #16745)
- P Temporary mark 0.5 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
- U White spar buoy 2.9 NM bearing 6° from Meadow Pt. Buoy at 47° 44.4N, 122° 22.95W
- V Temporary mark 0.3 NM NNE of Wing Pt.
- W West Pt. Buoy (LL #16805)