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Sharing the Sailing Community

Center Sound Series

Race #2 – March 19, 2022
Race #3 – April 2, 2022

Sailing Instructions

1 RULES

1.1 This regatta will be governed by the rules as defined inthe Racing Rules of Sailing (RRS).

1.2 US Sailing prescriptions to the following rules apply: RRS 25.1, 32, 34, 60.3, 61.4, 63.1, 63.2, 64.4(b), 67, 70.5(a), 76.1, 81, 86.3, 88.2, Appendix G and R. Inclusionof additional prescriptions may be noted elsewhere in the Notice of Race or Sailing Instructions. US Sailing prescriptions are available 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 SailingInstructions 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 website 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. A request for redress may not be based on any aspect of unofficialcommunication, including content, timeliness, or failureto hear. This changes RRS 62.1(a).

2.3 Competitors shall monitor VHF radio channel 68.

2.4 Competitors are reminded that the course parallels shipping lanes & Coast Guard VTS rules needs to adhered to.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Changes to the Sailing Instructions posted on the officialnotice board will be posted by 0830 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 of races is as follows:

Race	Date
Race #1-Blakely Rock	March 5, 2022
Race #2	March 19, 2022
Race #3	April 2, 2022

4.2 The scheduled time of the first warning signal is 0930 for the Cruising Class and 1000 each day for the Racing Classes. No warning signal will be made after 1500.

5 SIGNALS MADE ASHORE

5.1 Postponement flag (AP pennant) may be flown from the CYC Clubhouse flagpole. No starting sequence may begin less than 30 minutes after lowering of the AP pennant on shore

RACING AREA AND RACE COMMITTEE SIGNAL BOAT

5.2 The racing area is Puget Sound, starting and finishinglines in Shilshole Bay.

5.3 The race committee signal boat will be the CYC M/V ***YC 5***. If necessary, an alternate race committee signal boatmay be used. The race committee signal boat will display the CYC burgee and/or a blue "R/C" flag or sign.

6 CLASSES

6.1 The class list and assignments will be announced as a notice to competitors issued by 1200 on Friday before the first race. Subsequent changes may be made with the same process as changes to the Sailing Instructions.

7 COURSES

7.1 The courses for each race are described below. An alternate course may be signaled, as described in Sailing Instructions 7.2.

Race #1 - Blakely Rock Race

Completed

Races #2 and #3

The intention is to race the traditional Scatchett Head and Three Tree Point races as part of the series, but to allow for course selection due to weather conditions. The course for Races #2 will be selected on the day of the race by the Race Committee from either the Scatchett Head or Three Tree Point courses. and will be posted on the committee boat, signaled as ***"NORTH"*** or ***"SOUTH".*** For Race #3 of the series, the Race Committee intends to run the other of the two traditional courses, if weather permits, or set an Alternate Course suitable to conditions.

NORTH COURSE: Scatchett Head Race

***Racing Classes*:** Start by leaving the starting mark buoy to port, round Scatchett Head Lighted Gong Buoy (LL#16555) to port, and finish by leaving the finishing mark buoy to port.
Cruising Classes: Start by leaving the starting mark buoy to port, round mark "U" to port, round mark "W" to port, round mark "M" to port, and finish by leaving the finishing mark buoy to port.

SOUTH COURSE: Three Tree Point Race

Racing Classes: Start by leaving the starting mark buoy to port, round the TTPYC Racing Buoy C to **starboard** (to prevent the need for close shore maneuvering), and finish by leaving the finishing mark buoy to port.
The TTPYC Racing Buoy C is a white, 6 inch diameter cylinder rising approximately 8 feet above the water located approximately 1000 feet SE of the Three Tree Point Light.
Cruising Classes: Start by leaving the starting mark buoy to port, round Duwamish Head light, mark "D" to port, mark "M" to port and finish by leaving the finishing mark buoy to port.

Alternate Course

An alternate course, replacing the course in Sailing Instructions 8.1, is in effect when flag S is displayed with the warning signal. The alternate course is as follows:

7.2

(a) The course will be signaled from a reader board onthe 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.

(b) 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 also cross the finishing line from the direction of the last mark when rounding, leaving F to port or starboard depending on the course. When mark S is used as a rounding mark following a leeward mark, a boat must also cross the starting line from the direction of the last mark when rounding.

(c) A leeward rounding mark may be a gate mark when the mark letter is repeated (XX, YY, or ZZ) in the course description. If one of the gate marks is missing, the course at that mark is to round the remaining mark to port.

7.3 If not specified in the course description, marks are specified in Attachment A: Mark Descriptions.

7.4 Except while rounding mark "E" as a mark of the course,a boat must not enter the area near the Shilshole Marina south entrance between Shilshole Bay entrance lighted buoy G "1", entrance lighted buoy R "2", and breakwaterlight G "3". A boat that fails to observe this restriction may not exonerate herself. This area is an obstruction for a boat required to keep clear.

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8 THE START

8.1 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.

8.2 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.

8.3 If a boat is subject to RRS 29.1, Individual Recall, or RRS30, Starting Penalties, the race committee may attempt to hail her sail number directly and on VHF. This is unofficial communication as in Sailing Instructions 2.2.

8.4 A boat starting later than ten minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1.

8.5 A boat whose warning signal has not been made must avoid the starting area and boats that are racing.

8.6 The race committee signal boat, when a starting mark, may maneuver to maintain the starting line at any time, including while anchored.

9 THE FINISH

9.1 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.

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

9.3 If both marks of the finishing line are missing, the finishing line is a line from mark "E" extending offshore to the west at a 90 degree angle to the last leg and of the shortest practicable length. To be scored under these circumstances, a boat must at the first reasonable opportunity report to the race committee her finishing time accurately to the second (e.g. using GPS time) and her position in relation to nearby boats. This changes US Sailing prescription to RRS 34.

10 TIME LIMIT

10.1 The time limit is the maximum allowable time from a boat's starting signal to her finishing 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.

10.2 Time limits for each race are as follows:

Blake Island Race: 8 hours for the first boat in class and for other boats the later of 8 hours or 1 hour after the first boat that sails the course.

Scatchett Head Race: 9 hours for the first boat in class and for other boats the later of 9 hours or 1 hour after the first boat that sails the course.

Three Tree Point Race: 9 hours for the first boat in class and for other boats the later of 9 hours or 1 hour after the first boat that sails the course.

PROTESTS AND PENALTIES

10.3 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 orVHF until she receives an oral confirmation from the race committee. This changes RRS 61.1(a).

10.4 Written protests and requests for redress must be delivered within the protest time limit to a representative of the protest committee near the officialnotice board.

10.5 The protest time limit will be posted on the official notice board and will be 45 minutes after the end of thelast race for the class each day or 10 minutes after the posting of the time limit, whichever is later.

10.6 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 considerednotice as required by RRS 63.2.

10.7 RRS Appendix V2, Post-Race Penalties, applies.

11 SCORING

11.1 Boats will be scored in class and overall (for boats in PHRF classes that have valid PHRF certificates, except cruising class, and one design classes) for each race and the series.

11.2 A boat that did not finish (DNF, DSQ, RET, OCS, DNE, NSC, DGM, UFD, BFD)) shall be scored as two more points than the number of finishers in that race. A boat that did not start (DNC, DNS) shall be scored points for two more than the number boats that started that race, but no more than one point plus the number entered in the event. This changes RRS A5.2.

11.3 A boat's series score will be the total of her race scores. This changes RRS A2.1. One race will constitute a series.

11.4 Corrected times for handicap classes will be calculated as follows: PHRF-NW will be scored Time on Distance and ORC will be Triple Number Windward/Leeward Medium scored Time on Time.

12 EQUIPMENT AND OPERATING REQUIREMENTS

12.1 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 3, 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, technical 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.

12.2 Boats must check in with the race committee signal boatat the starting area each day before their first warning signal. Boats should check in by hail unless safety requires checking in by VHF.

12.3 A boat that retires while racing must orally notify therace committee as soon as reasonably possible after retiring by hail or VHF.

12.4 Boats must comply with the equipment requirements ofUS Sailing *US Safety Equipment Requirements* (USSER) as identified and amended in the Notice of Race.

12.5 All boats must comply with the safety regulations ofthe US Coast Guard as identified in the Notice of Race.

12.6 The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.

12.7 Competitors may put biodegradable sail stops in thewater when hoisting a sail. This changes RRS 47.

12.8 A boat rated by her handicap class in consideration ofwater ballast may use water ballast as rated. This changes RRS 51.

12.9 In addition to the requirements of RRS Part 2 preamble,a boat may not impede the passage, cross ahead within ¾ nautical miles, or continue to approach within ¼ 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.

12.10 A boat that uses its propulsion engine under RRS 1.1and 42.3(g) or to avoid a collision with a vessel or danger must either retire or file a report with the protest committee under the same requirements as filing a protest. The report must include the reason for using the propulsion engine and distance and direction traveled. The protest committee may then protest the boat to 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(i) and changes RRS 64.2. This does not restrict a boat from requesting redress under RRS 62.1(c) for the same incident.

13 SOCIAL ACTIVITIES AND AWARDS

13.1 Awards for 1st, 2nd, and 3rd in class for each race. Series awards for 1st, 2nd,and 3rd in class, and 1st overall for the fleet based on performance against the top 5 boats in each class and the competitiveness of each class.

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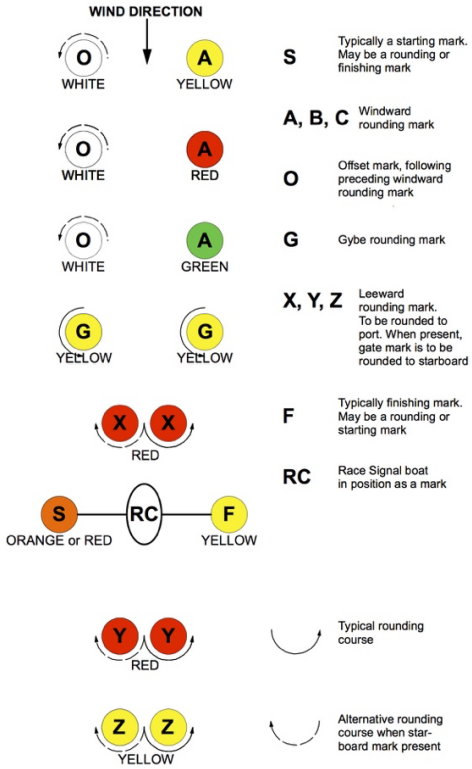
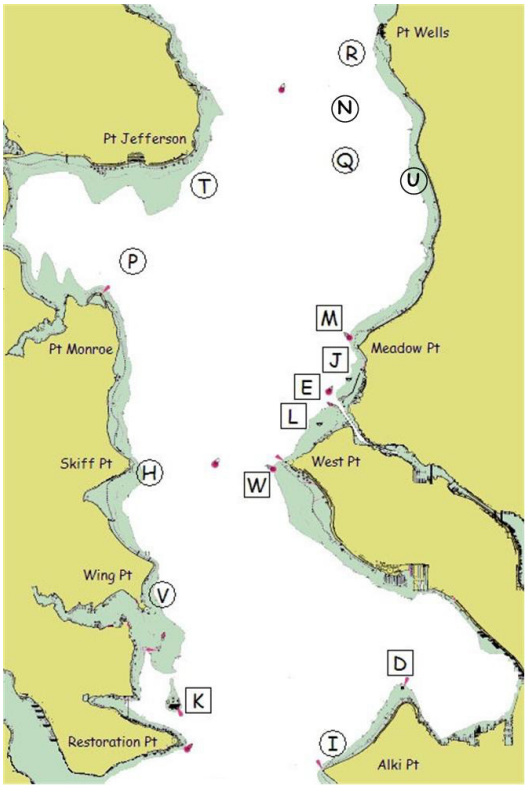
Attachment A: Mark Descriptions

Buoy Course Marks: Position Relative to R/C



Geographic Mark Locations



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, O, G, X, Y, Z and F), and the intended wind direction. All buoy course marks other than the race committee signal boat are inflatable buoys. Positions areapproximate 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.
XX When XX is signaled in the course description, mark X may be agate.
YY When YY is signaled in the course description, mark Y may be agate.
ZZ When ZZ is signaled in the course description, mark Z may be agate.

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 Entrance Lighted Buoy G "1" (LL #18125)
H Temporary mark 0.3 NM E of Skiff Pt.
I Temporary mark 0.5 NM N of Alki Pt.
J Round ball buoy with flag 0.25 NM SSW of marina N entrance
K Blakely Rock (LL #16830)
L White buoy 0.5 NM SW of marina S entrance
M Meadow Pt. Buoy (LL #16765)
N Temporary mark 1.5 NM E of Traffic Separation Lane LightedBuoy 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)

Special Additions to Sailing Instructions

Autopilot Use: Specific to boats sailing Cruising Class or Short-Handed ONLY.
RRS 52, Manual Power, is amended to include: Boats registered as Cruising Class, or registered as Shorthanded (single- or double-handed) are allowed to use auto-pilot mechanisms for sail changes and other situations where having one crew member assigned to steering the yacht may compromise the safety of crew and craft.