



Sharing the Sailing Community

## The Salish 200 – CYC Signature Distance Race

Salish Sea, Washington

### Notice of Race

The organizing authority is the Corinthian Yacht Club of Seattle (CYC).

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

#### 1 Rules

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 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.
- 1.3 Prior to the publication of the Sailing Instructions, changes to the Notice of Race will be available on the CYC website at [cycseattle.theclubspot.com](http://cycseattle.theclubspot.com). After the publication of the Sailing Instructions, changes to the Notice of Race will be available on the official notice board described in the Sailing Instructions.
- 1.4 RRS Appendix TS, Traffic Separation Schemes, Version 2, Section A and TS1 apply to the Puget Sound Traffic Separation Scheme (TSS). This changes RRS 56.2.

#### 2 Schedule of Events

2.1 The schedule of races is as follows

Date	Time	Topic
Thursday, June 20 <sup>th</sup>	6:30pm PDT	Mandatory Skippers Meeting @ CYC (Zoom link available)
Friday, June 21 <sup>st</sup>	7:00pm PDT	Starting signal off Point Hudson, 3 Port Townsend
Sunday, June 23 <sup>rd</sup>	9:00pm PDT	Race Time Limit

2.2 Perpetual trophies for each course will be awarded for the 1st overall boat in ORC and PHRF and will be presented at the annual CYC awards ceremony.

#### 3 Eligibility and Entry

- 3.1 This event is open to boats in the PHRF-NW and ORC classes.
- 3.2 Entrants must register for the series online at [cycseattle.theclubspot.com](http://cycseattle.theclubspot.com) and pay appropriate fees by the registration deadline.
  - (a) Registration fees: \$75 Member/ \$94 Non-Member
  - (b) Registration Deadline for each race is Wednesday, June 19<sup>th</sup> 23:59 PDT
  - (c) Skippers who have purchased a season pass, are still required to register online for the series or individual events.
- 3.3 Boats must be insured with valid third-party liability insurance with coverage of at least \$300,000 per incident.
- 3.4 A boat wishing to use sails with identification different from her registered sail number must receive permission from CYC by the registration deadline or when her late registration is accepted. This changes RRS 77.
- 3.5 A boat racing in a handicap class must ensure her handicap is issued and recorded by the handicap class organization before the registration deadline or when her late registration is accepted. Boats participating without a valid class certificate may not be scored and are subject to protest if scored. Such boats' entry fee may not be refunded. A change in a boat's handicap will take effect on the day it is recorded by the handicap class organization. Changes are not retroactive.
- 3.6 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 5.
- 3.7 Competitors give absolute right and permission for images and video of themselves and their boat to be published for commercial purposes by the event organizing authority and sponsors and their licensees.
- 3.8 Competitors may be required to complete release of liability, depiction release, medical consent, and medical and emergency information forms and agreements to complete the boat registration.



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#### 4 Courses

4.1 There are three scored courses. Boats may choose the direction they would like to sail from the start, North or South and clockwise or counter-clockwise:

(a) San Juan 100:

- Begin by leaving the starting line off Point Hudson.
- Lopez Island, Orcas Island, Sisters, Clark Island, Matia Island, Clements Reef, Clements Reef Buoy, Patos Island, Waldron Island, Skipjack Island, Stuart Island, Danger Shoal buoy and San Juan Island are all rounding marks to be left to Port or Starboard accordingly.
- Record GPS time at Patos Island Lighthouse when crossing Longitude 122.95 deg W north of Latitude 48.79 deg N.
- Finish off Marrowstone Lighthouse and record GPS time when crossing Latitude 48.101 deg N.

(b) Puget Sound 100:

- Begin by leaving the starting line off Point Hudson, round Vashon Island to port or starboard accordingly.
- Record GPS time at Neil Point when crossing Longitude 122.49 deg W south of Latitude 47.33 deg N.
- Finish off Marrowstone Lighthouse and record GPS time when crossing Latitude 48.101 deg N.

(c) Salish 200:

- Begin by leaving the starting line off Point Hudson
- Lopez Island, Orcas Island, Sisters, Clark Island, Matia Island, Clements Reef, Clements Reef Buoy, Patos Island, Waldron Island, Skipjack Island, Stuart Island, Danger Shoal buoy and San Juan Island are all rounding marks to be left to Port or Starboard accordingly.
- Record GPS time at Patos Island Lighthouse when crossing Longitude 122.95 deg W north of Latitude 48.79 deg N.
- Record GPS time off Marrowstone Lighthouse when crossing Latitude 48.101 deg N.
- Continue south and round Vashon Island to port or starboard accordingly.
- Record GPS time at Neil Point when crossing Longitude 122.49 deg W south of Latitude 47.33 deg N.
- Finish off Point Hudson and record GPS finish time when crossing Longitude 122.75 deg W between Latitude 48.113 and 48.116 deg N.

#### 5 [DP] Operating and Equipment Requirements

- 5.1 [DP] Boats must comply with World Sailing Offshore Special Regulations (OSR) Category 3. The text of these regulations is available from the World Sailing website at [Offshore Special Regs.](#)
- 5.2 [DP] Keelboats must comply with federal safety regulations concerning life jackets (33 CFR 175 Subpart B), visual distress signals (33 CFR 175 Subpart C), fire extinguishers (46 CFR 25.30), sound producing devices (33 CFR 83 Subpart D), and navigation lights (33 CFR 83 Subpart C). These are identified in US Coast Guard publication A Boater's Guide to the Federal Requirements for Recreational Boats, available at [publications.usa.gov](#) or [www.uscgboating.org](#).
- 5.3 [DP] The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 5.4 [NP] Boats are required to monitor VHF channel 14- VTS Operations in addition to VHF channel 16 during the race.
- 5.5 [NP] Boats are required to have an AIS transponder onboard and broadcasting at all times.

#### 6 Scoring

- 6.1 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 the time limit will be scored Did Not Finish (DNF). This changes RRS 35. Any time limits will be listed in the Sailing Instructions.
- 6.2 A boat scored OCS, NSC, DNF, RET, DSQ, DNE, UFD, or BFD shall be scored points for the finishing place one more than the number boats finishing. A boat scored DNC or DNS shall be scored points for the finishing place two more than the number boats finishing. This changes RRS A5.2.
- 6.3 Corrected times for PHRF-NW handicap classes will be calculated using the Time-on-Distance method.
- 6.4 Corrected times for ORC classes will be calculated using the ORC Single Number Scoring All-Purpose option for Time-on-Time.

#### 7 Sailing Instructions

- 7.1 Sailing Instructions will be available two days before the regatta on the event website at [cycseattle.theclubspot.com](#) or, optionally, on the notice board at the CYC clubhouse.



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## **8 Risk Statement**

- 8.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. Consequently, 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.



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## **Attachment B: Puget Sound Sailboat Safety Regulations**

2014 Revision as adopted by Corinthian Yacht Club of Seattle, Seattle Yacht Club, Shilshole Bay Yacht Club, and Sloop Tavern Yacht Club

We must share Puget Sound with its commercial traffic, including many deep-water vessels and tows. It is sobering to note that, if your boat is one mile dead-ahead of a freighter coming down the Sound at normal speed, and the freighter's helm is put hard over to avoid you, the freighter's bow will miss you, but her stern will not! Obviously, this implies that early and decisive action is required to keep your boat out of the path of a large oncoming vessel or tow. The requirements of this document may be incorporated into an event by reference in a notice of race.

1. Yachts must not sail across a tow line, too close ahead, or too close alongside of commercial traffic. Deep water vessels have limited ability to change course and speed. Barges under tow can yaw unexpectedly well out to the side at speeds essentially the same as they are being towed. Yachts should not pass less than one mile ahead and 1/4mile to the side of large vessels.
2. Rule 10 of the International and Inland Rules to Prevent Collisions at Sea (COLREGS) requires that no power-driven vessel less than 20 meters (66 feet) in length, and no sailing vessel (of any size) may impede the safe passage of a power-driven vessel following a Vessel Traffic System (VTS) Lane.
3. Rule 9 of the COLREGS requires that no power vessel of less than 20 meters (66feet) in length and no sailing vessel (of any length) shall impede the safe passage of any vessel which can navigate only within a narrow channel or fairway. Puget Sound can be considered a "narrow channel" for most large commercial traffic. "Impede" means to cause to alter speed or course or to take evasive action.
4. A yacht in position where it may impede commercial traffic must exit from the "danger area" immediately, under auxiliary power if necessary. If power is used, it must be reported to the Race Committee at the finish line. Also, a written report must be made on a protest form, showing the location, time, duration of power use, speed, direction of exit, and that the competitive position of the yacht was not improved. If the last item cannot be demonstrated adequately, a time penalty may be imposed.
5. 5. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.
6. 6. Observed and/or reported violations of the safety regulations may be protested. The Race Committee shall have the option of issuing a "warning" when deemed appropriate. Warnings are recorded and may be considered when judging any future reports.



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## **US Coast Guard Warning**

The following information was provided by the US Coast Guard.

**Do not approach within 100 yards of any Navy Vessel, Washington State Ferry, or Ship.**

If you need to pass within 100 yards of these vessels in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the ship on VHF-FM channel 16 or 13.  
(33 CFR 165.2030, 165.1317, 165.1313)

**You must operate at minimum speed within 500 yards of any of these vessel types.**



Violations of these Security Zones are a felony offense, punishable by up to 6 years in prison and/or up to \$250,000 in fines.