



CYC Puget Sound Sailing Championships - Big Boats Star Class District 6 Championships

Oct 10th-11th, 2026
Puget Sound, Shilshole Bay
Seattle, Washington

Notice of Race – **Amendment #1 (10/8/26)**

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

1 RULES

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS), **PHRF-NW Class Rules, ORC Rating System Rules, and, /the International Star Class Rules (StCR).**
- 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 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. Attachment A applies.
- 1.4 **Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or..."**

2 SAILING INSTRUCTIONS

- 2.1 Sailing Instructions will be available on the event website no later than 08OCT2026.

3 COMMUNICATION

- 3.1 The Official Notice Board (ONB) is located online at: <https://cycseattle.org/regatta/Qly201TMqZ>
- 3.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.3 A messaging service (or similar) may be used to provide supplementary communications. Information regarding sign up to this service will be provided separately.

4 ELIGIBILITY AND ENTRY

- 4.1 This event is open to boats in the following classes: one-design classes with 5 or more entrants and boats racing under the handicap rating systems of PHRF-NW and ORC.
- 4.2 Registration fees:
 - (a) Keelboats: \$248 Non-Member/\$198 Member
 - (b) Star Class: \$125 Non-Member/\$100 Member
- 4.3 Entrants must register online at the event website or by form delivered to CYC, and pay appropriate fees by the registration deadline.
 - (a) Registration Deadline: Wednesday Oct 7th 11:59pm PDT
 - (b) Registrations accepted at the discretion of the organizing authority or race committee after the deadline will be assessed a \$20 late fee.
 - (c) Skippers who have purchased a season pass are still required to register online for this event.
- 4.4 Boats must be insured with valid third-party liability insurance with coverage of at least \$300,000 per incident.
- 4.5 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.
- 4.6 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. When a boat's handicap class rating changes between races that are part of a series, the boat remains in the same class in which she started the series.
- 4.7 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 5.



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- 4.8 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.
- 4.9 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.

5 SCHEDULE

Friday	Oct 9	1600-1900	Star Class Weight & Equipment Compliance (CYC Main Floor)
Saturday	Oct 10	0800-0830 0930 1100 After racing	Star Class Weight & Compliance (CYC Main Floor) Competitors Briefing First Warning Signal Food and Social in CYC Clubhouse
Sunday	Oct 11	1100 1600 After racing	First Warning Signal No warning signal after this time Awards party in CYC Clubhouse

- 5.1 **PSSC Big Boats (Keelboats, PHRF, ORC): A target of eight (8) races total are scheduled, with up to four (4) races per day. Typical race duration is 30 to 90 minutes. Star District 6 Championship: Six (6) races are scheduled total per StCR 27 (3 races per day). The Race Committee reserves the right to run one race ahead of schedule if weather conditions warrant.**
- 5.2 Awards for 1st, 2nd & 3rd will be presented after racing Sunday in the Clubhouse.

6 [DP] OPERATING AND EQUIPMENT REQUIREMENTS

- 6.1 [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.
- 6.2 [DP] The race committee or technical committee may inspect a boat at any time before or after racing for compliance with class requirements.
- 6.3 [NP] Boats are recommended to monitor VHF channel 14- VTS Operations in addition to VHF channel 16 during the race.
- 6.4 **[Star Fleet Requirement] Team Weight Schedule & Compliance (StCR 31.1.3): All Star Class teams must demonstrate compliance with StCR 31.1.3 (crew weight formula) prior to the end of measurement at 0830 on Saturday, October 10th. Available measurement and weighing times at the CYC Clubhouse (lower floor) are Friday, Oct 9th from 1600 to 1900, and Saturday, Oct 10th from 0800 to 0830.**

7 SCORING

- 7.1 **Series Requirements & Discards (Drops):**
 - One (1) race is required to be completed to constitute a series.
 - PSSC Big Boats (Keelboats, PHRF, ORC): All races sailed will be scored (no race scores will be excluded/dropped). This modifies RRS A2.1.
 - Star District 6 Championship: When five (5) or more races are completed, a boat's series score will be the total of her race scores excluding her worst score per StCR 27. This modifies RRS A2.1. 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.
- 7.2 **Letter Scores Calculation: A boat scored OCS, NSC, DNF, RET, DSQ, DNE, UFD, or BFD shall be scored points equal to 1 + the number of boats starting, sailing the course, and finishing (and not retiring or being disqualified). A boat scored DNC or DNS shall be scored points equal to 2 + the number of boats starting, sailing the course, and finishing (and not retiring or being disqualified). This changes RRS A5.2 for all classes.**
- 7.3 Corrected times for PHRF-NW handicap classes will be calculated using the Time-on-Time method.
- 7.4 Corrected times for ORC classes will be calculated using the ORC Five Band Windward/Leeward ratings for Time on Time. Refer to the sailing instructions for further information on scoring.
- 7.5 The decision on the scoring method and scoring parameters used for a race will be at the sole discretion of the race



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committee. This includes the length of the course, directions of the legs and the wind details such as strength and direction. These will not be grounds for a request for redress by the boat. This changes RRS 60.1(b).

8 GUEST MOORAGE & TRAILER PARKING

- 8.1 Moorage will only be provided to boats who request moorage as part of their registration.
- 8.2 Moorage is provided from 1400 Oct 9th – 1800 Oct 11th along W dock only.
- 8.3 Boats who moor in any other location, or do not request moorage from CYC, will be responsible for any moorage fees charged by the Shilshole Bay Marina.
- 8.4 Hoist access and use is the responsibility of boat owners and access cards are rented from the Port of Seattle marina office.

9 STATE OF WASHINGTON SENATE BILL 5371 / PROTECTING SOUTHERN RESIDENT ORCAS FROM VESSELS

- 9.1 Protecting Orcas
 - (a) Washington Senate Bill (SB) 5371 governs this event (see the definition Rule (g)). SB5371 states: Operators of motorized vessels, non-motorized vessels and paddlecrafts must stay 1,000 yards (approximately one-half nautical mile) away from southern resident killer whales (SRKW) in all directions. If the SRKW approaches within 400 yards of any vessel, state law requires that the vessel disengage the transmission, luff sails, or stop paddling (if it is safe to do so) until the animal(s) moves away. Boaters who think they may be closer than 1,000 yards to SRKW, but not within 400 yards, should attempt to navigate out of the path and away from SRKW at a speed of 7 knots or less.
 - (b) However, for this event the requirements of SB 5371 shall apply to all orca whales; not just SRKW.
 - (c) Boats may be protested for breaking NOR 9.
- 9.2 If an orca is seen by the crew of a boat,
 - (a) the boat shall not enter the circular area within 1000 yards of the orca (therefore, that area is an obstruction.); and
 - (b) if the boat is within 400 yards of an orca, she shall, as soon as reasonably possible, luff (or, if motoring before or after racing, disengage her transmission) to slow to the slowest safest speed, which may be to stop, until they are no longer within 1000 yards of any orca.
- 9.3 Add to RRS Rule 32.1
 - (d) if an individual orca or orca pod is found to be in, near, or approaching the race area
- 9.4 Add to RRS Rule 61.4 (b):
 - (e) reasonable actions she took to comply with NOR 9.

10 RISK STATEMENT

RRS 3 states: ""The responsibility for a boat's decision to participate in a race or to continue racing 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. It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event."

11 CONTACT INFORMATION

Host Club Primary Contact	Jonathan Anderson CYC Fleet Captain - Race	(360) 927-3759 anderjonathan@gmail.com
Event Chair	TBD	
PRO	Charley Rathkopf	charley@rathkopf.org



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Attachment A: 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 1/4 mile 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 (66 feet) 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. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.
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.