

Puget Sound Sailing Championship - Small Boats & J/Fest

September 26th – 27th, 2026

Shilshole Bay - Seattle, WA

Sailing Instructions

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).
- 1.2 US Sailing prescriptions apply. 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 Sailing Instructions have precedence. This changes RRS 63.5(c).
- 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"
- 1.5 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 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board online at: <https://cycseattle.org/regatta/CB5uZC5mQ4>
- 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 unofficial communication, including content, timeliness, or failure to hear. This changes RRS 61.4.
- 2.3 North Course, with Signal Vessel YC5 will use VHF Channel 69, South Course, with Signal Vessel YC6 will use VHF Channel 72

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions posted on the official notice 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.
- 3.2 The RC may make oral changes to the Sailing Instructions on the water by flying flag 'L' with one sound. The RC will announce oral changes to Sis over VHF before the warning signal. Monitor VHF or come within hail. See RRS 90.2 (c)

4 SCHEDULE

- 4.1 The schedule is as follows:
 - Saturday
 - 0930 – 0945 Competitors Briefing
 - 1100 First warning signal
 - After racing All racers are welcome at the Clubhouse by invitation of CYC Commodore.
 - Sunday
 - 1100 First warning signal
 - 1600 No warning signal after this time
 - After racing Awards for top 3 in each class at the Clubhouse by invitation of CYC Commodore.
- 4.2 Up to six races may be sailed each day with a typical race duration of 30 to 60 minutes.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore may be flown from the CYC Clubhouse flagpole.
- 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.



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6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 Two racing areas will be used: North Circle and South Circle. The racing circle will be assigned by class and posted with the Class Flags. South circle is in the vicinity of Shilshole Bay, due west of the marina. North circle is in the area north of Meadow Point. Racing areas are specified in Attachment 'B'.
- 6.2 The race committee signal boat for North Circle will be the CYC M/V YC 5, and CYC M/V YC6 for South Circle. If necessary, an alternate race committee signal boat may be used. The race committee signal boat will display the CYC burgee and/or a blue "R/C" flag or sign.
- 6.3 If needed, RC may relocate one of the racing areas by moving after displaying the 'L' flag with one sound.

7 CLASSES

- 7.1 RS Aero, ILCA, Optimist, Snipe, Tasar and any other centerboard class with 5 or more registrants. J/105, J/80, J/24, J/70, and other one-design keelboats with 5 or more entrants.
- 7.2 Class flags will be finalized and posted as a notice to competitors issued by 1600 on Friday before the regatta. Subsequent changes may be made with the same process as changes to the Sailing Instructions.

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 are to be left to port
- 8.4 When S or F is used as other than Start and Finish, they may be either a mid-course gate or a rounding mark, depending on the following letter. If the letter does not require a change of point of sail (e.g. continue Upwind or Downwind, Port reach or Starboard reach), then S or F designate a mid-course gate that must be crossed between the Signal Boat and the mark. If a change of point of sail is required, the mark shall be left to port
- 8.5 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.
- 8.6 If any race mark is substituted by an object displaying flag M, repetitive sound signals are not required. This changes RRS 34(b).
- 8.7 After completing the first leg of the course, a boat shall not cross the finishing line unless she is finishing or it is required by SI 8.4. 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 Sail the course (NSC) without a hearing. This changes RRS 60.5(b) and A5. The finishing line and marks is an obstruction and not a mark for a boat required to keep clear.
- 8.8 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 breakwater light G "3". A boat that fails to observe this restriction will be scored NSC and may not exonerate herself. This area is an obstruction for a boat required to keep clear.

9 THE START

- 9.1 Boats must check in with the race committee signal boat at the starting area each day before their first warning signal. Boats shall only check in at the Race Committee boat hailing her sail number while passing her stern on starboard tack. No check-ins will be accepted via VHF.
- 9.2 The starting line will be between a staff displaying an orange flag on the race committee signal boat and between the middle mast of an orange MarkSetBot or the course side of the starting mark buoy if it is not a MarkSetBot.
- 9.3 The South Course (centerboard classes) will use a 3-minute starting sequence in accordance with Appendix U of the RRS. The North Course (keelboat classes) will use the standard 5-minute starting sequence as described in RRS 26. The class flag of the fleet next to start will be displayed. Flag X will be used for individual recalls.
- 9.4 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. This changes RRS Race Signals, rules 26, 27.3, and 29.2
- 9.5 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 on VHF. This is unofficial communication as in Sailing Instructions 2.2.
- 9.6 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1.
- 9.7 [NP] A boat whose warning signal has not been made must avoid the starting area and boats that are racing.
- 9.8 The race committee signal boat 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 a blue 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 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.
- 11.2 Time limit is 60 minutes for the first boat in class and for other boats 30 minutes after the first boat that sails the course.

12 PROTESTS AND PENALTIES

- 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 until she receives an oral confirmation from the race committee. This is an additional protest requirement under RRS 60.2(a)(1) and redress requirement under RRS 61.2.
- 12.2 Protests shall be filed using the online protest portal, link found on notice board. Protests and requests for redress or reopening shall be filed online within the appropriate time limit. This changes RRS 63.7(b). However, the Jury may also accept protests and requests for redress or reopening written on paper if there are good reasons to do so.
- 12.3 The protest time limit will be posted on the official notice board and will be 30 minutes after the race committee signal boat for that boat's circle docks each day 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 63.1(a)(1).
- 12.5 RRS Appendix V1, Penalty at the time of an incident, applies.
- 12.6 RRS Appendix V2, Post-Race Penalties, applies.

13 SCORING

- 13.1 One race is required to be completed to constitute a series. All races sailed will be scored. This modifies RRS A2.1
- 13.2 A boat that did not finish (DNF, DSQ, RET, OCS, DNE, NSC, UFD, BFD) shall be scored as one more point than the number of finishers in that race. A boat that did not start (DNC, DNS) shall be scored as two points more than the number of boats that started that race, sailed the course and finished but did not retire or be disqualified. This changes RRS A5.2.

14 EQUIPMENT AND OPERATING REQUIREMENTS

- 14.1 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. 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.
- 14.2 [DP] A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF.
- 14.3 [DP] The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.4 [DP] 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.
- 14.5 [DP] A boat that uses its propulsion engine under RRS 42.3(h) and does not retire, shall file a report with the protest committee.

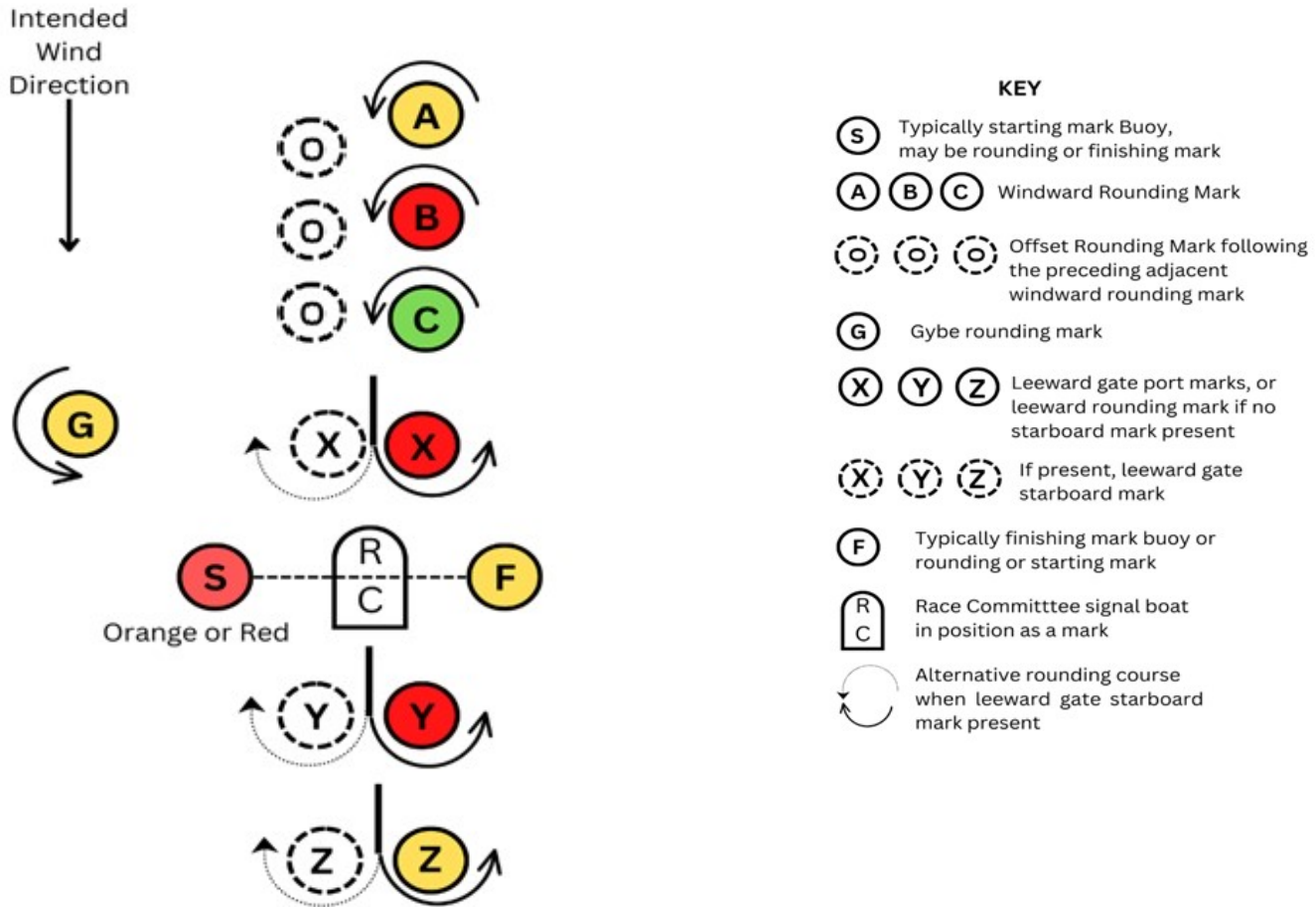
15 COACH BOATS

- 15.1 Coach boats are directed to collect their sailors outside of the start-finish area on the Starting Pin side of the race course, in an area that will not interfere with others starting or racing. Maintain clear separation from boats racing and attempting to finish.
- 15.2 Coach boats must maintain at least 100 yards of separation from racing boats and shall monitor the posted RC VHF Channel.
- 15.3 Coach boats can assist if a safety incident arises and the competitor requests help. Coach boats shall notify the RC of such incidents as soon as possible on the posted RC VHF channel.



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Attachment A: Mark Descriptions



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.

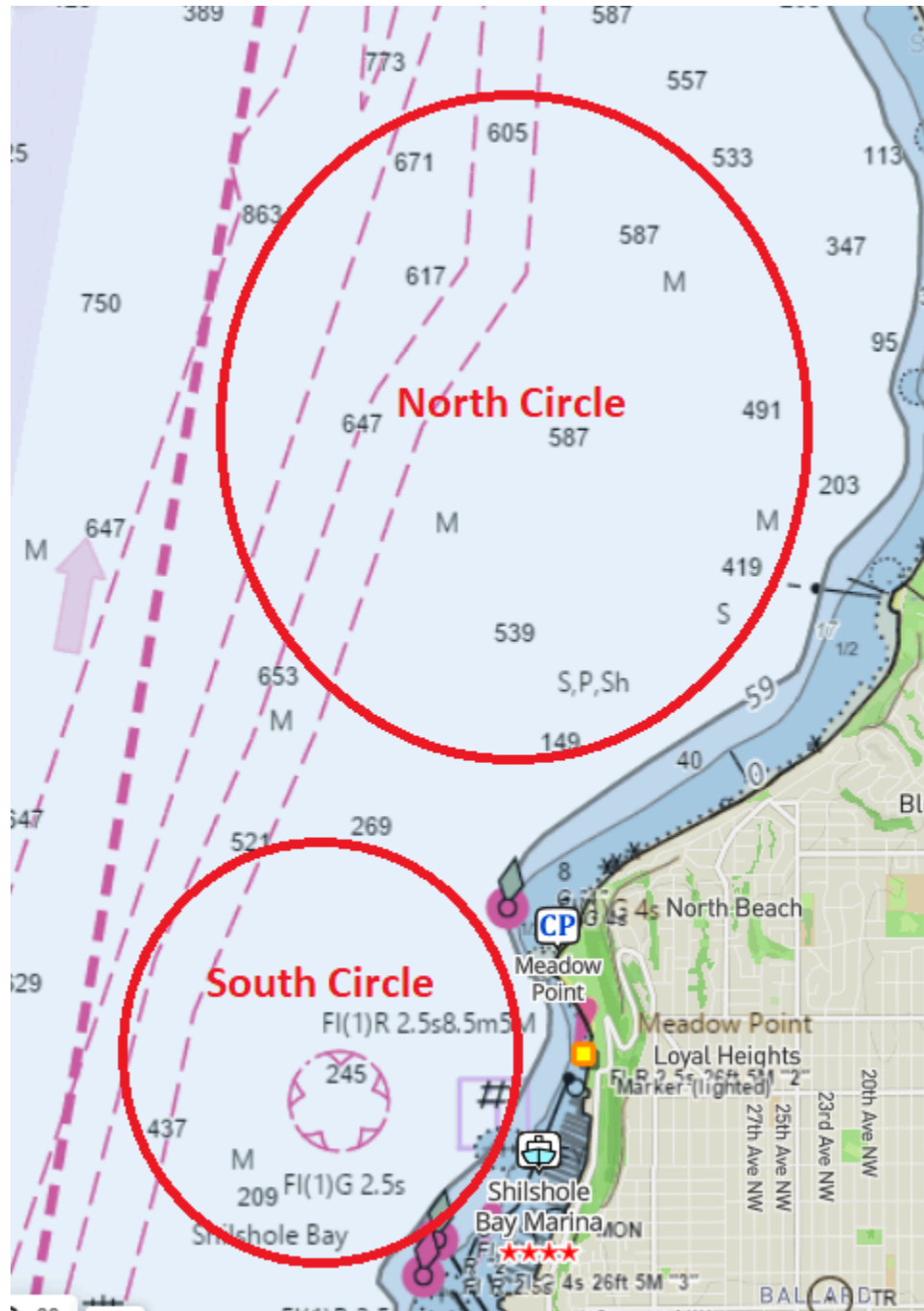
Positions are approximate and the diagram is not to scale.

Notes:

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

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Attachment B: Sound Racing Areas





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Attachment D: 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 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 a 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.

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.