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CYC Center Sound Series 2026

Puget Sound - Seattle, Washington

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 RRS Appendix TS, Traffic Separation Schemes, Version 4, Section A and TS1 apply to the Puget Sound Traffic Separation Scheme (TSS). (https://bit.ly/2025AppTS) This changes RRS 56.2. SI Attachment B & C apply.

1.3 RRS 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

1.4 Fleet rules specific to the J/105 class as described in the Rule 87 authorization letter posted to the Notice Board.

2 SCHEDULE

2.1 The schedule of races is as follows:

Race	Date
Race #1, Blakely Rock Race	February 28, 2026
Race #2, Three Tree Point Race	March 7, 2026
Race #3, Possession Point Race	March 21, 2026

2.2 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 1400.

2.3 Awards for 1st in each class will be presented after racing each day in the Clubhouse. Series awards for 1st overall per course and 1st, 2nd & 3rd in each class will be presented after race #3 in the Clubhouse.

3 NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice board online at https://cycseattle.org/regatta/gRVV6VV1Rj/#notice-board

3.2 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 61.1(a),

3.3 The marine radio channel used by race committee will be VHF69.

4 CHANGES TO SAILING INSTRUCTIONS

4.1 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.

5 SIGNALS MADE ASHORE

5.1 The postponement flag (AP) may be flown from the CYC Clubhouse flagpole. When AP is flown from shore, the warning signal will be made no less than 30 minutes after removal. This changes RRS-Race Signals

6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

6.1 The racing area is Puget Sound, starting and finishing lines in Shilshole Bay.

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/or a blue "R/C" flag or sign.

7 CLASSES

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

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8 COURSES

8.1 The courses for each race are described below.

Race #1 - Blakely Rock Race (~21nm)

Racing Classes (North wind, Course Designation signal "N" or "NORTH"): Begin by leaving the starting line, round mark "N" to **port**, round mark "K" to **port**, and finish by crossing the finish line.

Racing Classes (South wind, Course Designation signal "S" or "SOUTH"): Begin by leaving the starting line, round mark "K" to **starboard**, round mark "N" to **starboard**, and finish by crossing the finish line.

Cruising Classes (North wind, signal "NORTH"): Begin by leaving the starting line, round mark "M" to **port**, round mark "K" to **port**, and finish by crossing the finish line.

Cruising Classes (South wind, signal "SOUTH"): Begin by leaving the starting line, round mark "K" to **starboard**, round mark "M" to **starboard**, and finish by crossing the finish line.

Race #2 – Three Tree Point Race (~30nm)

Racing Classes – Full Course: Begin by leaving the starting line, round the TTPYC Racing Buoy C to **starboard** (to prevent the need for close shore maneuvering), and finish by crossing the finish line.

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.

Halfway Time: Record your rounding time when Buoy C has a bearing of 360-degrees from your position. Record your halfway time accurately to the second (e.g. using GPS time) and your position in relation to nearby boats

Cruising Classes: Begin by leaving the starting line, round Duwamish Head light, mark "D" to port, mark "M" to port and finish by crossing the finish line.

Race #3 – Possession Point Race (~25nm)

Racing Classes – Full Course: Begin by leaving the starting line, round Possession Point Lighted Bell Buoy #1 (LL#16560) to **port**, and finish by crossing the finish line.

Halfway Time: Record your rounding time when the mark has a bearing of 180-degrees from your position. Record your halfway time accurately to the second (e.g. using GPS time) and your position in relation to nearby boats

Cruising Classes: Begin by leaving the starting line, round mark "U" to port, round mark "W" to port, round mark "M" to **port**, and finish by crossing the finish line.

8.2 **Alternate Course Option**

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:

(a) The course will be signaled from a reader board on the race committee signal boat at or before a class's warning signal and may be changed up until a class's warning signal. 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.

(b) All rounding marks other than gate marks and mark F must be left to port. Unless, if "K" is the first mark, then all rounding marks are starboard. 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.

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

8.5 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 breakwater light G "3". A boat that fails to observe this restriction may be scored NSC or protested by another boat. This area is an obstruction for a boat required to keep clear.

9 THE START

9.1 [DP] 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 by hailing her sail number while passing her stern on starboard tack. No check-ins will be accepted via VHF.

9.2 Signal flags are the official designation of the class in sequence, but it is the intent to start the fastest classes first. The Race Committee will attempt to augment the flags with radio announcements of the fleets starting.

9.3 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.

9.4 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 27.3.

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 3.2.

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

9.7 [DP] 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.

10.3 If both marks of the finishing line are missing, the finishing line is a line from mark "J" 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 to racetimes@cycseattle.org.

10.4 For courses described in SI8.1, Race #2 & #3, in the events no boats finish the full course within the time limit (SI11), the self-recorded halfway times as submitted to the RC will be used. Skippers shall send their halfway GPS time by email to racetimes@cycseattle.org prior to the full course time limits stated in SI 11.

10.5 A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail, VHF or via email to racetimes@cycseattle.org.

11 TIME LIMIT

11.1 The time limit is the maximum allowable time from a boat's starting signal to her finishing time. A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.

11.2 Time limits for each race are as follows:

Blakely Rock 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 in her class sails the course and finishes.

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

Three Tree Point Race Course – Half Way Cutoff Time: 5 hours for the first boat in class and for other boats, the later of 5 hours or 1 hour after the first boat in her class sails the course and finishes.

Possession Point Race – Full Course: 9 hours for the first boat in class and, for other boats, the later of 9 hours or 1 hour after the first boat in her class sails the course and finishes.

Possession Point Race – Half Way Cutoff Time: 5 hours for the first boat in class and for other boats, the later of 5 hours or 1 hour after the first boat in her class sails the course and finishes.

Alternate Race Course Time Limit: 6 hours for the first boat in class and for other boats, the later of 6 hours or 1 hour after the first boat in her class sails the course and finishes.

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).

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 60.3, 61.2. 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 race committee signal boat 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 US Sailing Prescription Appendix V2, Post-Race Penalties, applies.

13 SCORING

13.1 Boats in PHRF classes that have valid PHRF certificates (except the cruising class), will be scored in Class and for overall in PHRF Fleet for each race and the series. One-design classes sailing under class rules must also have a valid PHRF certificates and sail under PHRF rules to be included in fleet scoring.

13.2 Boats in ORC classes that have valid ORC certificates, will be scored in Class and for overall in ORC Fleet for each race and the series.

13.3 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 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.

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

13.5 Corrected times for PHRF-NW will be scored under PHRF-NW Time on Time.

13.6 Corrected times for ORC classes will be calculated using ORC 5-Band windward / leeward ratings for Time-on-Time. The RC will select the band within 15 minutes of the start and broadcast it on VHF to the fleet. If conditions vary significantly in the race, the RC may update both the rating and rating class (WL, APH, etc.) prior to the first boat finishing. If it is determined that a change will be made, the RC will announce it on VHF as soon as practical. The rating used will be posted with the results.

13.7 The decision on the scoring method and scoring parameters used for a race will be at the sole discretion of the race 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 61.1(a).

14 [DP] 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 Boats shall monitor VHF channel 14- VTS Operations in addition to VHF channel 16 during the race.

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

14.4 All boats must comply with State of WA senate bill 5371 as identified in NOR 9.0.

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

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 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 60.5(c). This does not restrict a boat from requesting redress under RRS 61.4(b)(4) for the same incident.

15 CONTACT INFORMATION

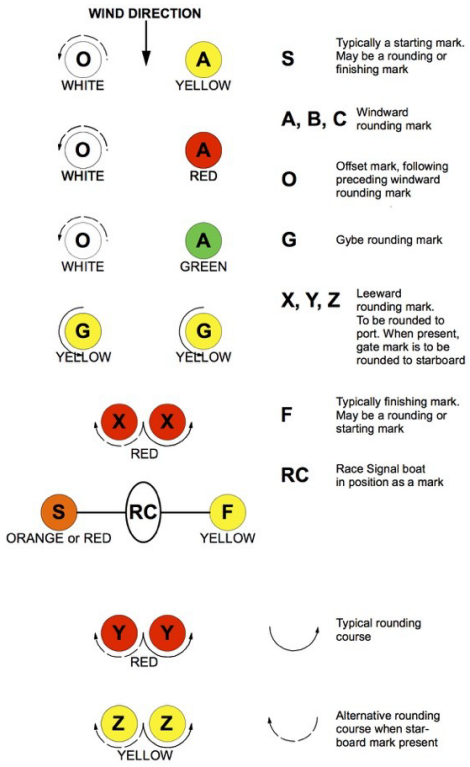
15.1

Club Primary Contact	Jonathan Anderson CYC Fleet Captain - Race	(360) 927-3759 anderjonathan@gmail.com
PRO	Charley Rathkopf (Race 1 & 3) Egor Klevak (Race 2)	charley@rathkopf.org Phone:801-PugetRC comorado@gmail.com

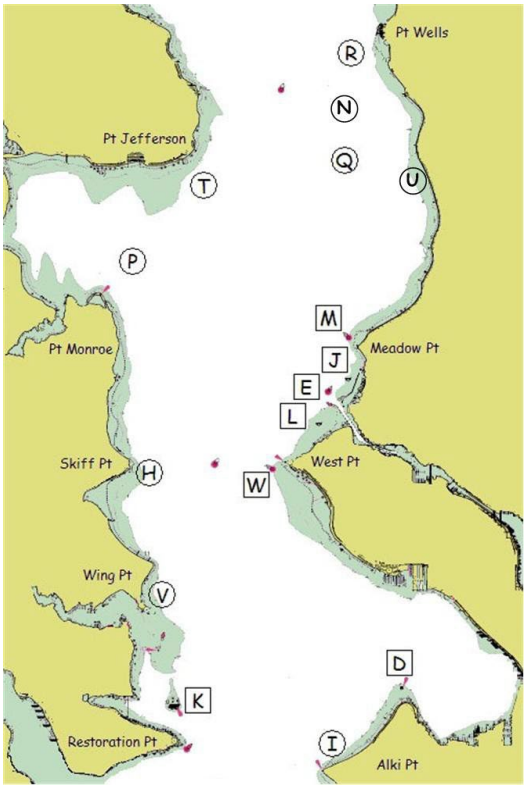
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Attachment A: Mark Descriptions

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 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.

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 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.. Buoy (LL #1680)

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Attachment B: Puget Sound Sailboat Safety Regulations

2025 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. 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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Attachment C: 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.