

CYC PNW One Design Regatta (POD)

March 29th – 30th, 2025

Shilshole Bay - Seattle, WA

Sailing Instructions – **Amendment #1 - 3/28/25**

(amended items in red bold text)

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.

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 For the J/70 Fleet Only: The Organizing Authority (OA) will include the Vakaros Atlas 2 RaceSense as required equipment for this event. Attachment A applies to all boats.
- 1.4 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 63.7.
- 1.5 RRS Appendix TS, Traffic Separation Schemes, Version 4, Section A and TS1 apply to the Puget Sound Traffic Separation Scheme (TSS). This changes RRS 56.2. Attachment D applies.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board online at <https://cycseattle.org/regatta/6KF7c9JE6B>
- 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 61.1(a).
- 2.3 Competitors shall monitor VHF radio channel 69.

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.

4 SCHEDULE

- 4.1 The schedule is as follows:

Saturday

0900 – 0930	All J/70s required to check in with Vakaros @ CYC Clubhouse
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 Target of eight races are scheduled with a target 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.



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6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 The initial racing area will be the "North Circle, the area north of Meadow Point. Racing areas are specified in Attachment 'C'.
- 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 Open to all one-design keelboat classes. Fleets with at least five boats may apply.
- 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 B: Mark Descriptions
- 8.3 All rounding marks other than gate marks are to be left to port. If S or F is a mark of the course, used between a windward and leeward mark, then the Start or Finish line (respectively) must be crossed between the windward and leeward mark, and S and F in this case are not "rounding" marks.
- 8.4 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.
- 8.5 If a starting or finishing mark is substituted by an object displaying flag M, repetitive sound signals are not required. This changes RRS 34(b).
- 8.6 After rounding the first mark, a boat shall not cross the finishing line unless she is finishing or F is signaled as a mark of the course as defined in SI8.3. 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 63.1 and A5. The finishing line and marks is an obstruction and not a mark 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 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 rule 27.3
- 9.4 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.
- 9.5 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start (DNS). This changes RRS A5.1.
- 9.6 [NP] A boat whose warning signal has not been made must avoid the starting area and boats that are racing.
- 9.7 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.



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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 changes 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 V1, Penalty at the time of an incident, applies.
- 12.6 US Sailing Prescription Appendix V2, Post-Race Penalties, applies.

13 SCORING

- 13.1 One race is required to be completed to constitute a series. **A boat's series score will be the total of her race scores, except that a boat's worst score will be excluded if six or more races are completed. This changes RRS A2.1.**
- 13.2 **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 starting, sailing the course, and finishing and not retiring or being disqualified. A boat scored DNC or DNS shall be scored points for the finishing place two more than the number boats starting, sailing the course, and finishing and not retiring or being disqualified. This changes RRS A5.2.**

14 [DP] EQUIPMENT AND OPERATING REQUIREMENTS

- 14.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.
By taking part in the event, each competitor agrees and acknowledges that:
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
 - (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
 - (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
 - (g) 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 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 The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.4 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 A boat that uses its propulsion engine under RRS42.3(h) and does not retire, shall file a report with the protest committee.

Attachment A: Vakaros and RaceSense Rules and Instructions



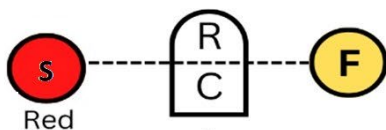
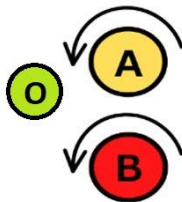
- A.1 Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in. Boats without a configured Atlas 2 may have one provided by the OA, for applicable fees. This shall be mounted on the aft side of the mast at all times while racing.
- A.2 Instructions for using the electronic Atlas 2 device will be posted on the Official Notice Board.
- A.3 Competitors shall take all reasonable measures to keep the Atlas 2 safe and operational, and promptly notify Vakaros staff on the water or ashore of any device issues.
- A.4 RRS26 is changed. The countdown to the start on the Atlas 2 from RaceSense will be the official time. Signal flags will only be used for information purposes.
- A.5 The visual identification of boats infringing RRS29 and RRS 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
- A.6 Any failure of the Atlas 2, RaceSense system, or communication systems will not constitute grounds to request redress by a boat or the Protest Committee. This changes RRS 60.1(b), 60.3(b).
- A.7 If firmware updates to Atlas 2 devices are required between scheduled race days, notice will be sent to all boats via email and/or SMS.
- A.8 Boats utilizing a loaner Vakaros Atlas 2 will be responsible for loss or damage to the Atlas 2 due to negligence.

Attachment B: Mark Descriptions



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Intended
Wind
Direction



KEY

(S) Typically starting mark Buoy, may be rounding or finishing mark

(A) **(B)** Windward Rounding Mark

(O) Offset Rounding Mark following the preceding adjacent windward rounding mark, if present

(G) Gybe rounding mark

(X) **(Y)** **(Z)** Leeward gate port marks, or leeward rounding mark if no starboard mark present

(X) **(Y)** **(Z)** If present, leeward gate starboard mark

(F) Typically finishing mark buoy or rounding or starting mark

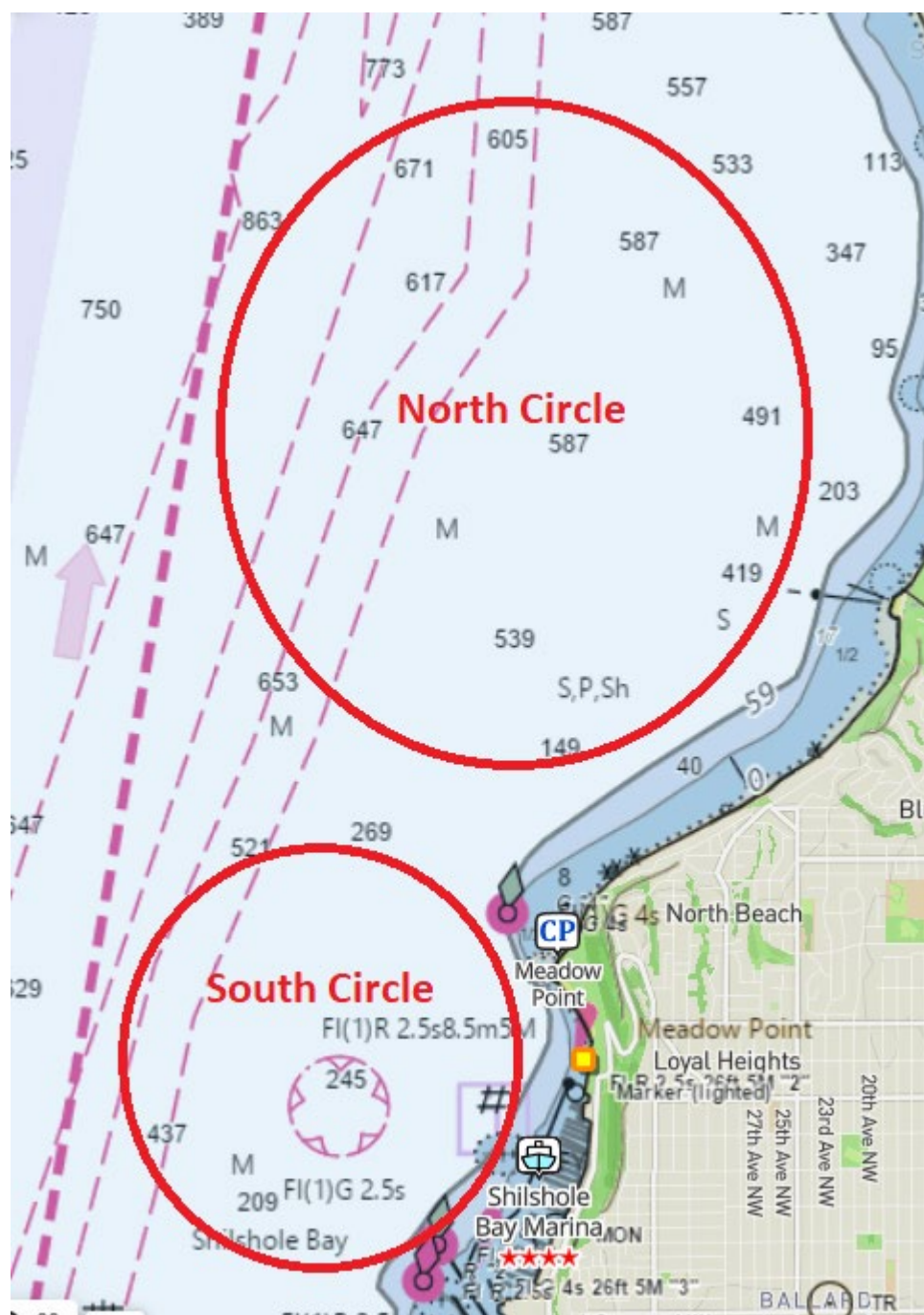
(R/C) Race Committee signal boat in position as a mark

Alternative rounding course when leeward gate starboard mark present

Attachment C: 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



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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.