CYC Center Sound Series 2026

Puget Sound - Seattle, Washington

Notice of Race

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. 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

2 Sailing Instructions

2.1 Sailing Instructions will be available on the event website no later than 26FEB2026.

3 Communication

3.1 The Official Notice Board (ONB) is located online at: https://cycseattle.org/regatta/gRVV6VV1Rj/#notice-board

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 Schedule of Events

4.1 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

4.2 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.

4.3 Prizes for 1st in each class will be presented after racing each day in the Clubhouse. Series awards for 1st, 2nd & 3rd in each class will be presented after Race #3 in the Clubhouse. Overall perpetual course trophies will be awarded at the annual CYC awards ceremony.

5 Eligibility and Entry

5.1 This event is open to boats in the following classes with 5 or more entrants: one-design keelboats and boats racing under the handicap rating systems of PHRF-NW and ORC.

5.2 Entrants must register for the series and pay appropriate fees on the event website.

(a) Registration fees:

	Member-Fee	Non-Member
Center Sound Series: all 3 races	$200	$250
Center Sound Individual Race: all boats, per race	$83	$104

(b) Registration Deadline for each race is 48 hours prior to the first scheduled warning of each race.

(c) Registrations accepted at the discretion of the organizing authority or race committee after the deadline may be assessed a $20 late fee.

(d) Skippers who have purchased a season pass, are still required to register online for the series or individual events.

5.3 Boats must be insured with valid third-party liability insurance with coverage of at least $300,000 per incident.

5.4 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.

5.5 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. 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. This changes RRS78.2

5.6 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.

5.7 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.

5.8 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.

6 Courses

6.1 The courses for each race are described below. The starting line and full course finish line for each race is in the waters off of Shilshole Bay Marina.

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.

7 [DP] Operating and Equipment Requirements

7.1 [DP] Boats must comply with the equipment requirements of US Sailing's Safety Equipment Requirements (SER) category "Nearshore". The following additions apply to the SER Nearshore Regulations for this regatta:

(a) SER Coastal 2.7.2 required

(b) SER Coastal 3.26 required

The applicable SER with changes is summarized (for Nearshore) in the SER included as Attachment A.

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

7.3 Boats shall monitor VHF channel 14- VTS Operations in addition to VHF channel 16 during the race

7.4 If a participating vessel has the ability to broadcast AIS, per U.S. Coast Guard regulations, AIS must be broadcasting during all series races.

8 Scoring

8.1 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.

8.2 A boat that did not finish (DNF, DSQ, RET, OCS, DNE, NSC, UFD, BFD) shall be scored as two more points 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.

8.3 Corrected times for PHRF-NW handicap classes will be calculated using the Time-on-Time method.

8.4 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.

8.5 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).

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

(e) 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):

(6) reasonable actions she took to comply with NOR 9.

10 Risk Statement

10.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

10.2 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.

Attachment A: Safety Equipment Requirements

Note: Organizing Authorities may add or delete items based on the conditions of their specific races.

Effective Date: January 1, 2026, version 2025.2 valid through December 31, 2026

1	Overall
1.0.3 Definition	**Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.**
1.1	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.
1.2 Responsibility	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
1.2.1 Responsibility, Investigations	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.
1.3 Inspections	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.
1.4 Equipment and Knowledge	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.
1.5 Secure Storage	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.
1.7 Watertight Integrity	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.
2	**Hull and Structure**
2.2.3 Stability	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.
2.5.3 Dewatering pumps	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.
2.7.2 Mechanical Propulsion	A boat shall have a mechanical propulsion system that is quickly available and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for 4 hours.

3	Safety Equipment
3.1.3 Lifejackets	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.
3.3.1 Navigation Lights	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.
3.4 Fire Extinguishers	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.5 Sound Producing Equipment	A boat shall carry sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.
3.6.6 Flares	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date. Alternately a boat may carry U.S. Coast Guard approved non-pyrotechnic visual distress signals.
3.7.3 Throw Line	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.
3.7.4 Throwable Device	A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.
3.8.3 VHF	A boat shall have a VHF radio which may be fixed or handheld.
3.19.1 Compass	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.
3.23 Anchor	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.
3.24.3 Flashlights	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.
3.25 Medical Kits	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.
3.26 Radar Reflectors	A boat shall carry an 11.5" (292mm) diameter or greater octahedral radar reflector or one of equivalent performance.
3.27.2 Bucket	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.
4	**Skills**
4.2 Man Overboard Practice	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.
4.4 Crew Training	As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.
4.6 Crew Training	Lifejackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lifejackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.

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. 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.

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.