

SAILING INSTRUCTIONS

J/FEST NORTHWEST 2018

Presented by:



Friday June 22nd, Saturday, June 23rd and Sunday, June 24th, 2018

1. RULES

- 1.1 This regatta will be governed by the Racing Rules of Sailing (RSS), the prescriptions of US SAILING, the Class Rules of each individual class, the Notice of Race (except as any of these are altered by these sailing instructions), and these Sailing Instructions.
- 1.2 Any questions regarding these sailing instructions must be submitted in writing. The question and any answer will be posted on the Regatta Notice Board.

2. ELIGIBILITY

- 2.1 All J/Boats are eligible to sail. There will be Starts for J/PHRF and One Design starts for J/24, J/80, J/97e, J/105, and J/109.

3. ENTRY

- 3.1 All boats must have completed registration and paid all fees with the regatta organizing authority before becoming an official competitor. See the Notice of Race for entry information.

4. NOTICE TO COMPETITORS

- 4.1 Notices shall be posted in the window or display case at the CYC Clubhouse entrance.

5. CHANGES IN SAILING INSTRUCTIONS

- 5.1 Any change in the sailing instructions after the skippers meeting will be posted before 1000 hours the day it will take effect, except that any change in the Schedule of Races will be posted before 2100 hours the day before the change is to take effect.

6. SAFETY

- 6.1 When code flag “Y” is flown by the Race Committee, all competitors must wear a PFD.
- 6.2 All yachts shall comply with the US Sailing Safety Equipment requirements for Nearshore and/or their Class Requirements.

7. SCHEDULE OF EVENTS

Friday June 22nd

1830 Warning Signal for Friday Fun Race. ½ Fast boats start first followed by a second start for Fast Boats.

For example – if your PHRF rating is around 120 and above you are in the ½ fast start, if your rating is 119 and below you are in the fast start.

2000 Party at Sail Northwest! Light BBQ dinner and refreshments/libations provided in the courtyard in front of the Sail Northwest office (NW corner of the main building at Shilshole)

Saturday, June 23rd

0900 Registration

1000 Mandatory Skipper’s meeting at CYC Shilshole Club House

1200 Warning signal for the first race. Subsequent races will be started at the discretion of the Race Committee. No starts after 1700

Immediately after racing, social activities at the CYC Shilshole Club House, Dinner, day's results and the door prize extravaganza.

Sunday, June 24th

1100 Warning for first race. Subsequent races will be started at the discretion of the Race Committee. No starts after 1600

Immediately after racing, awards will be presented at the CYC Shilshole Club House.

8. RACING AREA

- 8.1 The racing area will be as shown in the illustration attached.

9. COMMUNICATION

- 9.1 Race Committee will be monitoring VHF channel 69

10. START

- 10.1 Races will be started as follows:

Races will be started by using RRS rule 26 except a blue shape will replace flag P.

10.2 The starting sequence for the first race Saturday and Sunday shall be J/109, J/105, J/97e J/80, J/24 & J/PHRF for subsequent races each day the starting order may change.

10.3 Class placards will be placed on the Committee boat showing the order of start. Classes will be designated by the following placards list:

1 = J/109	Code flag 1
2 = J/105	Code flag 2
3 = J/97e	Code flag 3
4 = J/80	Code flag 4
5 = J/24	Code flag 5
6 = J/PHRF	Code flag 6

Classes will start in the order in which class placards are displayed, reading from left to right and from the top line to the bottom line on the race committee boat reader board.

10.4 Warning: The Race Committee boat may use its engine to hold on station, and it may do so even when apparently anchored.

11. COURSES

11.1 Courses shall be signaled by a sequence of letters following the placards of the classes that are to sail that course. Each letter designates a mark. The first letter displayed is the starting buoy, the last is the finishing buoy, and those in between are rounding marks. Mark descriptions and locations are attached.

Committee Boat reader board example:

P1	SXWMWF
P2 P3 P4	S X Z X F
P5	S A C F

11.2 The starting mark shall be designated by the first letter in the sequence of letters used to signal the course

11.3 The start line shall be between the orange flag on the Committee Boat and the starting mark

11.4 For subsequent races each day, the placard on the reader board for the starting class will be displayed and the class will sail the course posted on the reader board. Per 10.2 & 10.3.

12. FINISH

12.1 The finish line shall be between an orange flag on the Committee Boat and the finish mark.

12.2 The finish mark shall be the last letter in the sequence of letter used to signal the course.

12.3 Caution: boats from separate classes may be finishing upwind and downwind at the same time.

- 12.4 **IMPORTANT RESTRICTION:** After completing the first leg of the course, a boat shall not cross the line between the finish mark (see 12.2)RR and the committee boat unless she is:
- (a) finishing,
 - (b) rounding the buoy end of the finishing line when such a rounding is required by the course for her class or completing a lap of a multiple lap course.

A boat failing to observe this restriction may exonerate herself by making a 720 degree penalty as described in RR 44.2. This changes RRS rule 28.1. The finishing line is an obstruction for boats that are subject to this restriction. A boat that fails to exonerate herself will be scored DNF without a hearing, this changes RRS 63.1 and Appendix 5.

13. RECALLS

- 13.1 Individual recall will be signaled in accordance with RRS 29.2. In addition, the Race Committee may attempt to hail sail numbers of each individual boat on VHF 69. Failure to do so, hear the hail, or the order in which boats are hailed, will not constitute grounds for redress.

14. SCORING

- 14.1 The Low Point Scoring System, RRS Appendix A, as modified herein, will be used.

- 14.2 No scores shall be discarded.

15. ALTERNATIVE PENALTIES

- 15.1 RRS V1 is in effect (360 turn penalty outside the zone.)

16. PROTEST

- 16.1 The red flag of RRS 61.1 (a) shall have a hoist of not less than 150mm and a fly of not less than 200mm, and be flown from the backstay or leg of the backstay.

- 16.2 Protest shall be written on US Sailing forms available at the CYC Clubhouse and lodged with the Race Organizers within the protest time, which will be one hour from the time of the docking of the Race Committee Boat. The Protest time limit will be posted on the Notice Board.

- 16.3 Protest Notices will be posted as received.

- 16.4 Protest will be heard as soon as possible after the completion of the day's races and in the order in which they were received.

17. TIME LIMITS

- 17.1 The time limit will be two hours for the first boat in each class. If one boat in a class finishes within two hours, all boats in her class must finish within 30 minutes of the first boat to finish or within two hours whichever is longer.

18. SHORTENED COURSE

18.1 If the Race Committee displays code flag S over a class flag, the course is shortened at that mark for the class(es) flag is displayed.

18.2 The Race Committee may shorten the course for different classes at different marks.

19. ABANDONMENT

19.1 If the Race Committee displays code flag N over a class flag, the race for that class is abandoned.

19.2 The Race Committee may abandon the race for only one class or for multiple classes.

20. SIGNALS MADE ASHORE

20.1 Signals made ashore will be displayed by a race committee boat docked near the northern most dock at Shilshole Bay Marina or at her berth behind CYC, or from the flagpole on the CYC clubhouse

20.2 When the AP flag is flown ashore, the first start warning will be no sooner than 30 minutes after the lowering of the AP flag.

Puget Sound Sailboat Safety Regulations

2014 Revision as adopted by Shilshole Bay Yacht Club, Sloop Tavern Yacht Club, Corinthian Yacht Club of Seattle, and Seattle 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.

US Coast Guard Warning

The following information was provided by the US Coast Guard.

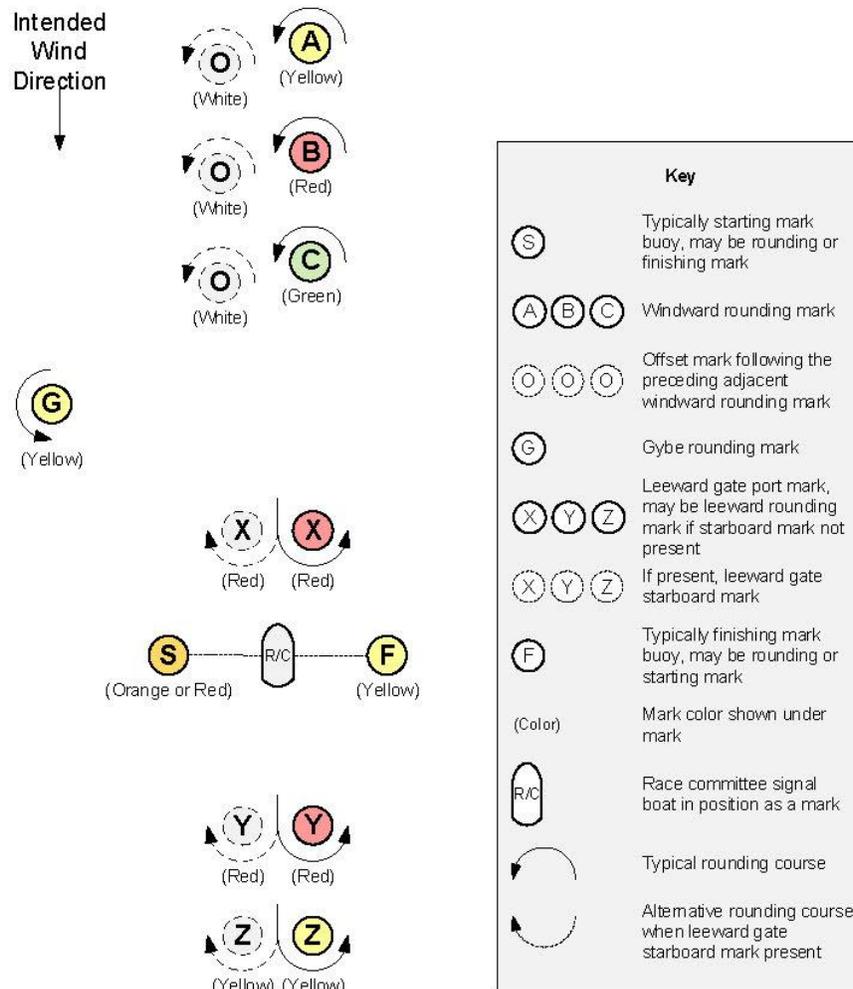
Do not approach within 100 yards of any Navy Vessel, Washington State Ferry, or Ship. If you need to pass within 100 yards of these vessels in order to ensure a safe passage in accordance with the Navigation Rules, you must contact the ship on VHF-FM channel 16 or 13. (33 CFR 165.2030, 165.1317, 165.1313)

You must operate at minimum speed within 500 yards of any of these vessel types.



Buoy Course Marks (relative positions)

This is a typical configuration. Please note that the Sailing Instructions for a particular regatta may use modified or different mark descriptions.

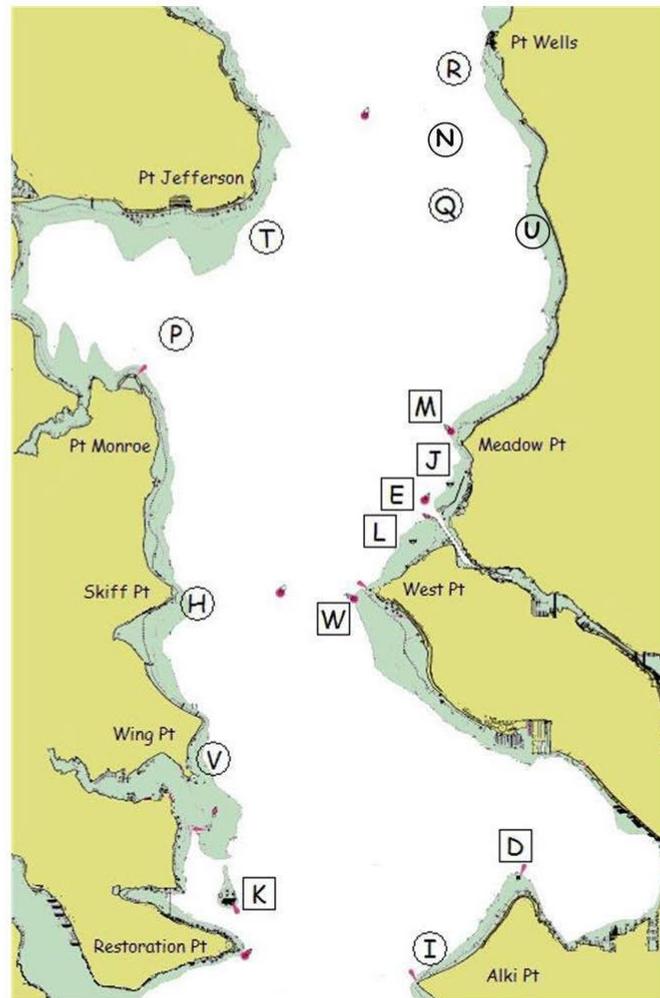


The course diagram for buoy course marks shows the general orientation of the race committee signal boat ("R/C"), other marks (identified by the letters S, A, B, C, G, O, X, Y, Z and F), and the intended wind direction. All buoy course marks other than the race committee signal boat are inflatable buoys. 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.

Puget Sound Geographic Marks (fixed positions)



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 1.0 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.
- W West Pt. Buoy (LL #16805)