



Corinthian Yacht Club of Bellingham 2017 Racing Series Race Packet

Series 1: April 13th, 20th, 27th and May 4th, 11th

Series 2: May 18th, 25th and June 1st, 8th, 15th

Series 3: June 22nd, 29th and July 6th, 13th, 20th

Series 4: July 27th and August 3rd, 10th, 17th, 24th

Slo-Pitch: August 31st (Cruisers are invited to participate!)

Long Distance Races: TBA

*All racers should re-read the Racing Instructions as posted on the CYC Bellingham website and compete in the manner they were intended. Thursday evening races are intended to be fun and casual. However, an adherence to the rules is important for all racers so that we **all** can enjoy the evening and can also avoid accidents that hurt people and/or damage boats.*

“We Sail Friendly. It's what sets us apart”

General Sailing Instructions

I. Rules

Races are to be sailed in accordance with:

1. The USSA Racing Rules of Sailing for 2017-2020 except as modified by specific reference in these instructions. See appendix C for changes.
2. The rules and regulations of PHRF and respective one design class association rules, when not in conflict with these instructions. Any changes to these instructions will be announced on VHF Channel 69 by the committee boat prior to the 1800 race time.

II. Eligibility and Entry Requirements

To be eligible to participate and compete, all yachts must have returned the completed registration form, been assigned a rating, and have paid a race packet fee prior to the start of a series.

III. PIYA Requirements

PIYA Category nearshore equipment and U.S. Coast Guard safety equipment will be required for all races unless superseded by class rules. You must have a current PIYA certificate signed and dated for the current year on board your vessel.

IV. Notices, Divisions, and Starts

The divisions and starts along with any notices to competitors will be announced prior to the first series.

V. Starting Time

Thursday Racing shall commence at 1800.

V. All times are per GPS PDT.

VI Time Limit

1. The time limit for a class shall be 120 minutes from the start or Official Sunset, whichever comes first.
2. If at least one yacht in a class finishes within the 120 minute time limit, the remaining yachts shall have an additional 15 minutes or until sunset, whichever comes first, to finish
3. If only one yacht in a class finishes with the time limits of 1 and 2 and half course times are available for all yachts, the race will be scored with half course times for that class.

VII. Racing Signals

The start sequence will be conducted as per Rule 26 in the Racing Rules of sailing. An audible signal will be given 1 minute prior to starting sequence of the race.

The course for the day will be posted on the starboard side of the committee boat prior to or with the warning signal. (See RRS 27.1)

The signal sequence for each race will be as follows:

1750 Course Declared Course Board Displayed

1759 Audible Warning 5 Horn Blasts

1800 1 Horn – Warning Signal Class Flag#1 Raised

1801 1 Horn -Preparatory Signal 1st Start - Blue Flag Raised

1804 1 Long Horn -Preparatory Flag down

1805 1 Horn – Class 1 Starts- Class Flag #1 down –Class Flag #2 Raised

1806 1 Horn -Preparatory Signal 2nd Start -Blue Flag Raised

1809 1 Long Horn- Preparatory Flag Down

1810 1 Horn –Class 2 starts –Class #2 Flag Down-Class #3 Flag Raised

1811 1 Horn Preparatory Signal 3rd Start,- Blue Flag Raised

1814 1 Long Horn- Preparatory Flag Down

1815 1 Horn- Class 3 Starts-Class #3 Flag Down-Class #4 Flag Raised

1816 1 Horn- Preparatory Signal 4th Start- Blue Flag Raised

1819 1 Long Horn- Preparatory Flag Down

1820 1 Horn –Class 4 Starts- Class Flag 4 Down- Class #5 Flag Raised

1821 1 horn – Preparatory signal 5th Start- Blue Flag Raised

1824 1 Long Horn- Preparatory Flag Down
1825 1 horn- Class 5 Starts- Class#5 Flag Down

The postponement flag and shortened course flag will be flown from the Race Committee boat as appropriate. Two horn blasts in quick succession will be sounded together with the hoisting of the AP flag for postponement. One horn will proceed lowering of the AP flag. The AP flag will be lowered 60 seconds before the next warning signal.

The Committee boat will attempt to notify any yacht that is over early by sounding one horn blast, displaying code flag X, and calling out her name or sail number on VHF 69. Failure to display the flag, or acknowledge the hail shall not constitute grounds for redress. A General Recall of a division will result in that division starting 5 minutes after the last scheduled start.

VIII. Courses

Courses are set out on the last page of this race packet. It shall be the responsibility of each participant to verify the course. In the event of a question between the written instructions and the diagram of the course, WRITTEN INSTRUCTIONS DICTATE THE PROPER COURSE. Course changes will be made and signaled in accordance with USSA rules and announced on VHF channel 69. If a short course is called, the normal short course finish line will be a line at right angles to a line from the last mark to the short course finish mark. In all cases the decision of the Race Committee will be final in establishing the short course finish line.

IX. Start and Finish Lines

1. The start/finish line will be between a temporary mark (S) and a staff displaying an orange flag on the Committee Boat (A). No yacht shall pass through the start/finish line on a downwind leg unless required to do so by the Race Committee. Yachts shall stay at least 200' clear of the start line until their preparatory flag has been raised. Yachts may be disqualified by the race committee without protest for infringement of this rule.

2. If no committee boat is on station for a start, a course or courses may be determined by the designated race officer and shall be started with a rabbit start. The start shall be conducted as a standard 5 minute sequence with sound signals, and vhf hails. The rabbit shall endeavor to cross a designated mark on a close hauled, port tack course at the start time. During the starting sequence the rabbit shall have right of way over all other yachts.

2.1 Once the start time is reached and the line opens, yachts racing shall cross a line between the stern of the rabbit and the designated mark on starboard tack in the direction of the first mark. Yachts crossing the line prior to the start time will be scored OCS. The rabbit will remain close hauled on port tack for 1 minute past the start time, and then she is free to maneuver.

2.2 In the case of light wind, or other contingencies, a rabbit may use an engine to maintain course and open the starting line in a timely manner, but shall turn off the engine at the first opportunity and shall not race for at least 2 minutes after shutting down the engine.

X. Use of Engine Propulsion

A yacht late for her start may use engine propulsion after her preparatory signal, But only to traverse to a normal, direct course from her mooring to the edge of The starting area, and shall not start until five minutes after turning off her engine.

XI. Points and Scoring

1. Points will be awarded as provided by USSA Low Point System RRS Appendix A 4.1. Yachts not finishing, not starting, starting on the course side of the line, disqualified or not competing will be scored as follows:

DNF, DNS, OCS, DSQ: Number of starters + 1

DNC: Number registered in class +1

2. Winner for the series shall be the yacht with the lowest score. A series may constitute 1 race. There will be one throw out race in each series, provided that five or more races are completed for that series. A yacht shall receive a series score if she competes in at least three of the five races, or all races if 3 or fewer are completed. DSQ's can NOT be used as throw outs.

3. A registered Captain that serves on a race committee for a series will receive a 2nd in their class for that series whether their boat is used as committee boat or not, unless the boat races with an alternative skipper.

4. Yachts registered for the season but not sailing a previous series will not be carried for scoring in subsequent series. This does not preclude them from competing, nor drop their registration.

XII. Ties

Ties will be settled using USSA RRS Appendix A 8.1 and 8.2.

XIII. Protests (we do not have a protest committee)

1.) In the spirit of fun and learning, we encourage yachts that violate the rules to Exonerate themselves from their infractions by utilizing the Alternative Turns Penalty as provided in USSA RRS 20.2, 31.2, 44.1, 44.2.

2.) The Race Committee may disqualify any yacht without protest for contact with another yacht.

XIV. Alternative Penalties

An infringing yacht may use a 360 degree, one turn penalty as provided in the Current USSA RRS 31.2 for touching a mark, and the 720 degree two turns penalty on RRS 44.1 and 44.2 and for breaking any of the rules of RRS Part 2.

XV. Miscellaneous

1. Borrowed sails may be used provided they do not affect the yacht's handicap. Borrowed sails must be registered by sail number with the Race Committee prior to starting any race in which they will be used.
2. Yachts racing in the Cruising or Non Flying Sails class may not use any "unhanked" or "flying" sails.
3. Communications between the racing fleet and the Race Committee will be on VHF channel 69.

XVI. Responsibilities of the Yacht Captain

It is the sole responsibility of each yacht's Captain to decide whether to start, Continue, or withdraw from any event. It is not the responsibility of the Race committee to point out hazards on the race course. It is the responsibility of each captain to use sufficient charts and aids for navigation as well as determine his own abilities and crew limitations for safety.

XVII. Life Jackets

All dingy competitors shall wear life jackets or other adequate personal buoyancy at all times while racing, and while traveling to and from the racecourse. In Accordance with USAA Part 4 RRS 40.1, ALL PHRF and One Design keel boat Competitors shall wear personal floatation devices when code flag Y is displayed on the Committee Boat. Failure to comply with this rule will result in a DSQ.

XVIII. Fouling Committee Boat

Any yacht hitting the Committee Boat at any time or for any reason will be disqualified from the race, without protest. Any yacht forcing another yacht to hit the Committee Boat will also be disqualified. A second violation shall result in disqualification for the series. Any damage to the Committee Boat will be the responsibility of the disqualified yacht.

XIX. Race Committee Personnel

Race Committee Personnel donate their time and effort. If you have a problem with the administration of a race, contact Sean Jones at (360) 333-7791. Any harassment of the Race Committee will result in a disqualification under USSA Section CRRS 69.

XX. Trophies and Awards

Trophies will be awarded to the top three finishers in each division. In addition the "TOP BANANA" trophy will be awarded to the boat with the best overall performance, THE MIDELEST to the Boat with closest to overall average performance, and THE GOLDEN B-HIND to the boat with the most room for improvement.

XXI. Entry Fees and Registration

The entry fee for participation in CYC of Bellingham's racing calendar is \$45 (\$75 for non-members). This includes all Thursday night series and any CYC sponsored long distance races.

For cruisers interested in racing, a \$15.00 fee (\$25 for non-members) for one series of racing is available. First time racers who have completed the registration form and acknowledged receipt of the 2017 Race Packet will pay no fee for their first race or series.

Registration will require proof of Liability Insurance to \$300,000.00 USD and a current PHRF certificate. If your yacht doesn't have a current PHRF rating, please state so on your registration and a fair rating will be determined by CYC of Bellingham and the Race Committee. If you require a PHRF certificate, please contact Todd Koetje at todd.koetje@wwu.edu

xxii. XXII. BYC Long Distance Series

2017 CYC members who have paid the full \$75 fee are eligible to participate in all BYC long distance and Wednesday night races. No a la carte long distance fee is being offered this year. Please contact Jon Knowles at sailfleet@byc.org for registration details.

Appendix A

****PLEASE NOTE****

PUGET SOUND ORCA WHALE AVOIDANCE

WASHINGTON STATE LAW RCW 77.15.740 MAKES IT ILLEGAL TO:

- 1) Cause a vessel or other object to approach, in any manner, within two hundred yards of a southern resident orca whale.
- 2) Position a vessel to be in the path of a southern resident orca whale at any point located within four hundred yards of the whale. This includes intercepting a Southern resident orca whale by positioning a vessel so that the prevailing wind or water current carries the vessel into the path of the whale at any point located within four hundred yards of the whale.
- 3) Fail to disengage the transmission of a vessel that is within two hundred yards of a southern resident orca whale; or
- 4) Feed a southern resident orca whale.

Appendix B

The Ten Commandments of CYC Racing

1. Thou shalt not take anything other than safety too seriously. If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what? Over early? No big deal. Too windy? Quit. Not enough wind? Break out the beverages. The point is to have fun, but stay safe. As the ad says, "Safe boating is no accident"
2. Thou shalt honor the racing rules if you know them. The 2017-2020 US Sailing Racing rules is the current rules bible. Few sailors have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For CYC racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward shall

avoid leeward ones; an outside boats shall give room at the mark). Stay out of the way of bigger boats, pay your insurance premiums, and keep a low profile unless you are sure you know what you're doing. Like most things, it boils down to common sense.

3. Thou shalt not covet thy competitor's boat, sails, equipment, crew, or PHRF rating. No excuses or whining; if you're lucky enough to own a sailboat, just go use it! You don't need the latest widgetry or unobtainium sailcloth to have a great time out on the water with friends. Even if your boat is less than competitive, make modest goals and work toward improving on them from week to week, or don't. The goal is to have fun.
4. Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for a real race. If you're going to lose it in a Thursday nighter, you're going to run out of crew, not to mention friends in a big hurry.
5. Thou shalt not protest thy neighbor. This is extremely tacky at this level of competition and should be avoided. Perhaps it's justified if one's boat is damaged and blame needs to be established. If an infraction has occurred then do your turns on the course and exonerate yourself. Remember there is no protest committee.
6. Thou shalt not mess up your boat. Everybody knows some hardcore racer who ripped up his sails on a Thursday evening and had to sit out race week. The point is that it's not worth risking your boat and gear in such casual competition: As the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.
7. Thou shalt always go to the favorite watering hole afterwards. Etiquette demands that you congratulate the winners, as well as buying a round for your crew. Besides the bar is where the results are calculated and announced. Also the bar is a great place to see old friends and to make new ones.
8. Thou shalt bring you spouse, kids, friends, and whoever else wants to go. CYC Thursday evening races are great forums for introducing new people to sailing, such as our neighbors, out of town visitors, co-workers and maybe even the family dog. Always bring your significant other along. Co-ed crews are happy crews, and don't just make newcomers watch. Give them a job on the boat. Get every one involved.
9. Thou shalt not worry; be happy. Leave the cell phone in the car, bring some tunes. Lighten up, it's not the America's cup.
10. And above all remember Bill's tenth commandment "In the event of a potential conflict assume that the other skipper is less knowledgeable than you and that his boat is less maneuverable than yours. Have Fun!"

Notes: _____

***January 19, 2017 CYC Racing Chairman Sean Jones - Cell 360-333-7791
Corinthian Yacht Club of Bellingham "We Sail Friendly. It's what sets us apart."***

