

# 2022 Foulweather Bluff Race Sailing Instructions

*Revision 1 changes in **RED** 9/3/2022*

*Revision 2 changes in **Blue** 9/26/2022*

**COVID-19 update:** All participants must follow current state and Kitsap County COVID-19 restrictions on groups. CYCE may change the rules for participants based on changes to state guidelines.

## Rules

The race will be governed by the World Sailing Racing Rules of Sailing, including US Sailing Prescriptions, except as amended by these Sailing Instructions, [the Notice of Race for this event](#), and the USCG VTS Navigation Rules. ~~Changes to these Sailing Instructions may be announced at the Skipper's Meeting.~~

## Notice to Competitors

Notices to competitors will be posted on the official Bulletin Board for Race Communication located in the KCYC Clubhouse. **There will be a competitor's meeting at 0800 on Saturday October 1st** at the Kingston Cove Yacht Club.

## Communications

Race Committee will monitor VHF channel 72. Racers should also monitor VHF channel 14 when in commercial traffic lanes.

In fairness to all competitors, the Race Committee is not required to answer any hail from contestants, but will monitor VHF Channel 72 for emergencies or unofficial communications.

## Ratings

Competing boats must have either a rating based on the PHRF-NW Speed Potential system or a current ORC certificate. ORC boats will race in their own division.

## Single-handing

Sailors racing single-handed may use any type of self-steering apparatus during this event, but competitors must maintain a watch on deck at all times.

## Starting Area

The starting area is the area within 200 feet of the starting line. A boat may be disqualified by the Race Committee if it is in the starting area prior to its division starting sequence and interferes with the start of another boat.

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## Courses

The race will start approximately 1.5 mile northeast of the Kingston marina.

Boats with a PHRF-NW rating of 181 and slower race the Short Course. **All Non-Flying Sails boats, regardless of rating, will also sail the Short Course.** All other boats race the Long Course.

There are three possible courses for this race. Course numbers will be posted on the Race Committee Boat, and will be preceded by the letters L and S to identify the Long and Short Courses.

The race may be finished at any mark of the course if the Race Committee boat or other designated support boat is at the shore side of any mark and flying code flag "S" (Shorten Course Signal). In that case all classes shall finish between the mark and Committee Boat or other designated support boat.

## Marks

Start/Finish: a temporary mark approx. 0.5 miles SW of Apple Cove Point

Foulweather Bluff: USCG buoy off Foulweather Bluff (Red #2 Bell)

Scatchet Head: USCG buoy off Scatchet Head (Green #1 Gong)

Pilot Point: a temporary mark off Pilot Pt Appx. 47 52.8 N 122 30.5 W

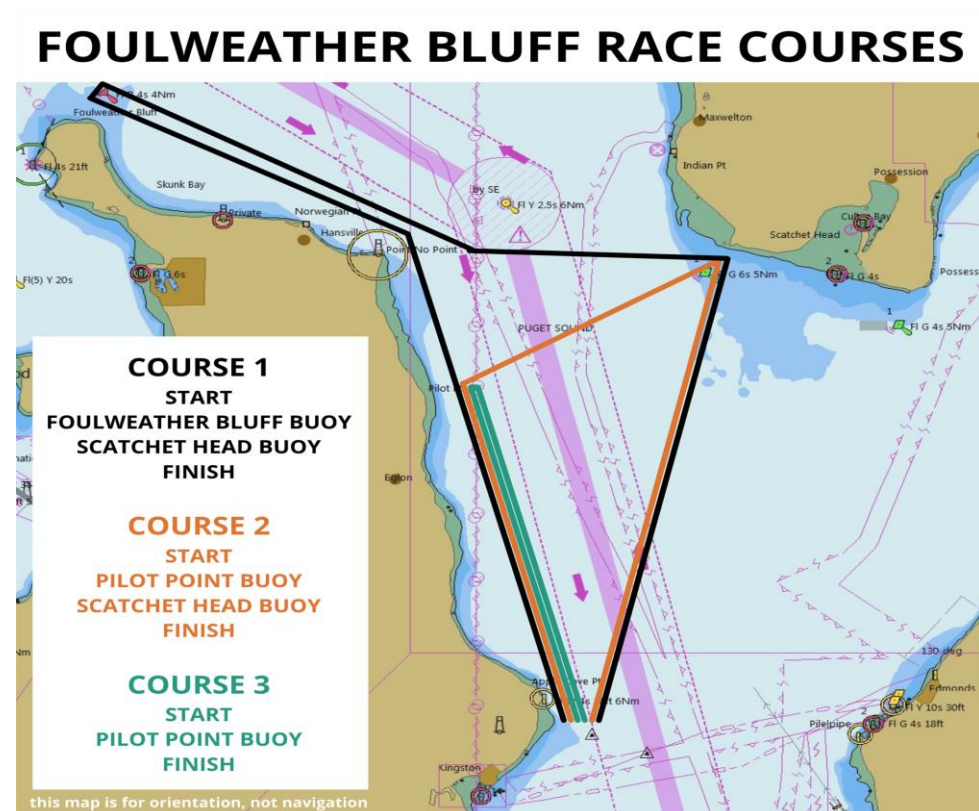
All mark roundings will be to starboard, except for the temporary finishing mark which will be passed to port.

## Courses

Course 1 (black line on chart): Start, Foulweather Bluff Buoy, Scatchet Head Buoy, Finish

Course 2 (orange line on chart): Start, Pilot Point, Scatchet Head Buoy, Finish

Course 3 (green line on chart): Start, Pilot Point, Finish



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## Starting Sequence

The first warning signal is at 9:55 am.

The signal sequence for the first and subsequent divisions will be as follows:

Warning	5 min before start of division 1 – one horn, division flag up
Preparatory	4 min before start - one horn, prep flag up
	1 min before start - one long horn, prep flag down
Div Start	Start - one horn, division flag down, next division flag up

The warning signal for each succeeding division shall be made with or after the starting signal of the preceding division.



The division flag is always the correct starting signal. Disregard the failure or mistiming of a sound signal.

Where a division count exceeds 9, the division will be indicated by two numbered flags flown with the first digit above the second digit. For example, class 10 will be indicated by the Number 1 flag flown above the Number 0 flag.

5min warning 9:55am

	Number 1	Fleet 1 flag	10:00 start
	Number 2	Fleet 2 flag	10:05 start
	Number 3	Fleet 3 flag	10:10 start
	Number 4	Fleet 4 flag	10:15 start
	Number 5	Fleet 5 flag	10:20 start
	Number 6	Fleet 6 flag	10:25 start
	Number 7	Fleet 7 flag	10:30 start
	Number 8	Fleet 8 flag	10:35 start
	Number 9	Fleet 9 flag	10:40 start
	Number 0	Fleet 10 flag	10:45 start

Alternate/substitute Flags

	First Alternate	CYCE used as recall flag
	Answering pennant	CYCE uses as postponement flag

## Recalls

A general recall shall be signaled by 2 audible signals and an announcement over VHF 72. **If a division has a general recall, the start clock will continue to run and the recalled division will re-start at the end of the**

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sequence for all other divisions. Subsequent divisions will continue to start at five minute intervals according to the original schedule.

## Use of Engine

Use of engine is allowed in an emergency to avoid grounding or colliding with a vessel or object, provided the boat does not gain a significant advantage in the race. If power is used, to avoid a time penalty, the use of power must be reported to the Race Committee at the finish line and a written report made on a protest form, showing the location, time, duration of power, speed, direction to demonstrate that the competitive position of the boat was not improved, must be submitted to the Race Committee or its representative by 7 pm on the day of the race.

## Withdrawals

A boat that withdraws from the race must contact the race committee by radio (VHF channel 72) or otherwise inform the race committee boat of her withdrawal, before the time limit for that boat. The boat must obtain acknowledgment of withdrawal from the committee boat in order to successfully withdraw. If a response from the committee boat cannot be obtained by VHF, please call or text the Principle Race Officer at 206-556-1617. Boats that do not comply will be scored "DSQ" instead of "DNF"

## Time Limit

Any boat not finishing within 8 hours from the start of its division shall be scored DNF.

## Scoring

The race is scored time on time.

The Foulweather Bluff Perpetual Trophy is presented to the yacht club with four yachts scoring the least number of total points. Individual awards will be given to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place finishers in each division as well as "bullet" awards for the first boat over the finish line on each race course. Points are awarded as follows: first place – 3/4 point, second place, 2 points, third place 3 points, and so on.

## Sail numbers

If a competitor is using a sail with a number that is different than those specified in the entry form, the competitor shall inform the race committee of the different numbers.

## Protests

Completed protest forms shall be delivered to a representative of the protest committee located in the KCYC Clubhouse within 1 hour after the protesting boat finishes. The time and place of any protest hearing will be announced on a Bulletin Board for Race Communication located in the KCYC clubhouse. Hearings may commence at any time if parties are present and prepared; otherwise hearings may be scheduled as early as 15 minutes after the protest time limit.

## Alternate Penalties

When no serious damage is caused, the "360° or 720° turns" penalty described in the Racing Rules of Sailing Rule 44 may be used, and are encouraged, for purposes of exoneration. Under Rule 44, a boat exonerating herself subsequent to an infringement must sail clear of other boats as soon as possible and then complete her required turns, using a 360° turn for hitting a mark, and a 720° turn for other infractions. See rule 44 for the exact rules.

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## Safety

It is the responsibility of each racing skipper to be familiar with and observe the RRS, US SAILING prescriptions, these Sailing Instructions, Special Safety Regulations of Puget Sound, boating safety regulations, advisory notes and applicable VTS and TSS rules as well as the rules of the road. 2 This includes the Fundamental Rule from the RRS that "A boat, competitor or support person shall give all possible help to any person or vessel in danger." Violations of any of the provisions of the Special Sailboat Safety Regulations of Puget Sound can result in a warning, disqualification, or non-acceptance in future competition, depending on the severity of the violation. This amends RRS Rule 63.1. The USCG has requested that all vessels transiting the Vessel Traffic Lanes monitor Channel 14 on the VHF radio in Puget Sound. These can be found at the end of these instructions. All sailboats must comply with the World Sailing Offshore Special Regulations - for Inshore Racing (Appendix B), latest version ([https://www.sailing.org/tools/documents/4OSR2020AppB11122020-\[26843\].pdf](https://www.sailing.org/tools/documents/4OSR2020AppB11122020-[26843].pdf)). [Vessels with an Automated Identification System \(AIS\) shall broadcast their position.](#)

## Responsibility

The skipper of each sailboat is responsible for any unsportsmanlike conduct on the part of the boat's crew. Infringement of RRS rule 69, Gross Misconduct, may result in a competitor being excluded from further participation in the CYC Edmonds racing program. Occasionally, sailboat racing has resulted in injury or loss of life. All competitors of CYC Edmonds events participate at their own risk. It is the responsibility of the skipper to inform the crew of the risks of sailboat racing; to make sure they understand and accept those risks; to determine the seaworthiness of the boat; to determine whether the crew is competent and adequate for the event under existing weather/sea conditions; and to decide whether to start or continue in a race.

## Insurance

When filing an entry form or registering through the website, the entrant represents to the club that the sailboat has liability insurance currently in effect covering property damage, personal injury, and death in an amount not less than \$300,000 per occurrence; and that the policy covers racing activities.

## Puget Sound Sailboat Safety Regulations

2020 Revision as adopted by Shilshole Bay Yacht Club, Sloop Tavern Yacht Club, Corinthian Yacht Club of Seattle, Seattle Yacht Club and Corinthian Yacht Club of Edmonds.

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)

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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.**

**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.**