

Foulweather Bluff Race Sailing Instructions

COVID-19 update: The differences in this year's race and related activities due to COVID-19 restrictions are summarized below:

- All participants must follow current state and Snohomish County COVID-19 restrictions on groups. Currently for Phase 2, the maximum number of people in a group is five, and unless all are from the same household, all must wear masks. Alternatively, boats may submit and follow a plan for racing 6 - 12 crew that meets or exceeds the [Governors' Phase 2 guidelines for outdoor activities, Guided Fishing and Charter Boat Excursions](#). CYCE may change the rules for participants based on changes to state guidelines.
- Moorage in the Port of Edmonds is limited to the first 30 boats who indicate that they want overnight moorage with registration. With a 10 am first start, we hope that most boats moored within two hours of Edmonds choose to stay home Friday night to reduce rafting and close interaction with boats joining us from farther away.
- There will be no skippers meeting on Saturday. We will send out an email at 8 am on race day with any information that we would normally present at the skippers meeting. We too will miss the free coffee and donuts from Anthony's.
- There will be no prep flags on the committee boat at the start. We will fly class flags and the horn, and use GPS time, at the start.

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.

Communications

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

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. One design divisions will be excluded. Points are awarded as follows: first place – 3/4 point, second place, 2 points, third place 3 points, and so on.

Ratings

Competing boats must have either a current PHRF-NW rating or valid ORC certificate to participate.

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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.

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.

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.

Protests

Any protest shall be filed with the Race Committee no later than two hours after the protesting boat finishes, and will be heard as soon as practical, or when all boats have finished.

Withdrawals

A boat that withdraws from the race must contact the race committee by radio 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 CYCE Fleet captain at 206-334-8022.

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.

COVID-19 Starting Sequence

The first warning signal is at 9:55 am. The preparatory flag will not be displayed during the start sequence. The signal sequence for the first and subsequent divisions will be as follows:

Warning 5 minutes before start of division	– one horn, division flag up
4 minutes before start	– one horn
1 minute before start	– one long horn
Division Start	– one horn, division flag down, next division flag up

Division flags are shown below for divisions 1-10. Subsequent divisions (ie. 11+) will repeat this 1-10 flag sequence.

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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

COVID-19 Recalls

It shall be the sole responsibility of each yacht to start properly. For individual recalls, the committee boat will promptly hail the boat's sail numbers or boat name over VHF 72. **Skippers must monitor VHF 72 during and after the start sequence.**

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

Time Limit

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

Courses

The race will start approximately 0.4 mile north of the Edmonds ferry dock.

Boats with a PHRF-NW rating of 181 and slower race 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.

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Marks

Start: a temporary mark approx.0.4 miles north of the ferry landing

Scatchet Head: USCG buoy off Scatchet Head

Foulweather Bluff: USCG buoy off Foulweather Bluff

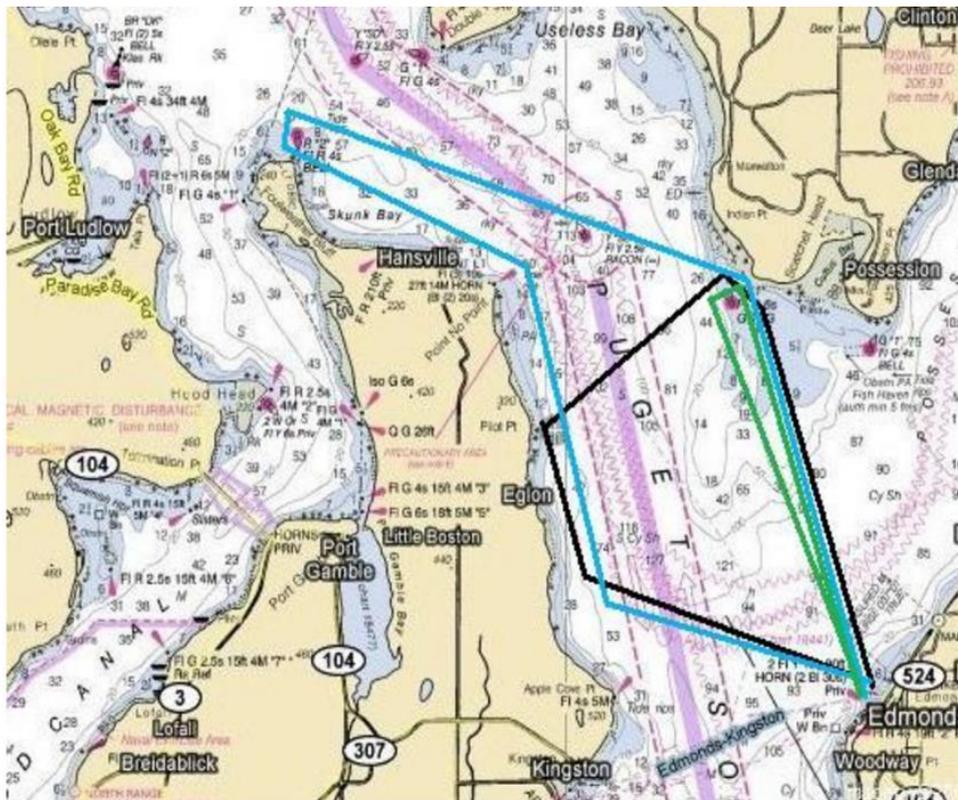
Pilot Point: a temporary mark off Pilot Pt Appx. 47 52.8 N 122 30.5 W

Courses

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

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

Course 3: Start, Scatchet Head, Finish (green line on chart)



Puget Sound Sailboat Safety Regulations

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.

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

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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.

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.

AIS Broadcast

The Coast Guard requires that vessels equipped with an AIS transponder broadcast their position.