

GENERAL SAILING INSTRUCTIONS

1. Eligibility and registration

Sailboats at least 20' LOA with a functional engine. STYC Handicappers will have final authority on eligibility. (Note: PHRF and US SAILING membership are not required for participation in most STYC races. *However, in support of the sport of sailing, we strongly recommend membership.*

To enter an event, submit a completed registration form and pay the appropriate fee (See Notice of Race for fees). Individual race registration forms must be **received** at the Sloop Tavern Yacht Club mail box or through the web site, with applicable entry fees, no later than 1800 on the Wednesday before the race. **Late entries** may be allowed at the discretion of the Race Committee **subject to a \$25.00 late fee and a valid PHRF or STYC rating.**

2. Rules

All races will be governed by the current International Sailing Federation (ISAF) Racing Rules of Sailing (RRS), including US SAILING Prescriptions¹, except as amended by these General Sailing Instructions (GSI) and Sailing Instructions contained in each individual Notice of Race. The GSI supersede any previous instructions and apply to all Sloop Tavern Yacht Club racing events in this calendar year.

In case of conflict between these General Sailing Instructions and the specific Sailing Instructions for an event, the specific Sailing Instructions govern.

3. Insurance

When filing an entry form or registering through the web site, 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.

4. Changes to the General Sailing Instructions (GSI)

Changes affecting the GSI must be posted on the STYC website (www.styc.org).

5. Changes to Sailing Instructions and Notice of Race

Changes affecting Sailing Instructions or the Notice of Race must be posted on the STYC website (www.styc.org) by the scheduled time of the Skippers' Meeting on race day. If the Notice of Race provides for a mandatory Skippers' Meeting, changes may also be announced at that meeting. Failure to attend a mandatory Skippers' Meeting is not grounds for a protest. Any changes in accordance with this provision are binding on all competitors.

6. 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 STYC racing program.

Occasionally, sailboat racing has resulted in injury or loss of life. All competitors of STYC 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.

¹ These are published by US SAILING and are sold at local marine stores or online through US Sailing.

7. Motors

Engines are required for all STYC events. The engine must be permanently installed, and capable of moving the yacht at a speed (knots) equal to the square root of the water line length (ft.). If the engine is an outboard, it must be attached to the transom (or inboard well), and ready for immediate use at all times while the boat is racing. Mounting must be such that the motor can be quickly and easily inserted into the water and operated during severe sea and wind conditions.

A boat may not use their engine after their preparatory signal (4 minutes before their start. RRS 42.1).

8. Safety

All sailboats must comply with the World Sailing Offshore Special Regulations - for Inshore Racing (Appendix B), latest version. A list of these requirements is available online at [http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations20182019180104-\[23449\].pdf](http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations20182019180104-[23449].pdf)

The Special Sailboat Safety Regulations of Puget Sound apply to all STYC events. These can be found at the end of these sailing instructions and are part of the GSI.

It is the responsibility of each racing skipper to be familiar with and observe the RRS, US SAILING prescriptions, these GSI, Special Safety Regulations of Puget Sound, the Notice of Race, boating safety regulations, advisory notes and applicable VTS² and TSS rules as well as the rules of the road. Violations of any of the provisions of the Special Sailboat Safety Regulations of Puget Sound³ 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.

Maintaining a bow watch prior to the start signal is very strongly advised

9. Ratings

All handicapping will be based on PHRF Speed Potential ratings, or STYC club ratings. Any sailboat that does not have a current PHRF rating will be assigned an appropriate rating by an STYC Handicapper. Entrants must notify the appropriate Club Handicapper of any changes affecting their rating by the race entry deadline.

10. Racing divisions

Division breaks will be determined by the Race Committee based on entries received by the cutoff date and will be posted on the STYC website (www.styc.org) no later than 1800 the evening before the scheduled event.

² Information on the Puget Sound Vessel Traffic Service (VTS) and the Traffic Separation Scheme (TSS) may be obtained from the Coast Guard.

³ The Special Sailboat Safety Regulations of Puget Sound, appearing at the end of these rules, are a part of the GSI.

11. Class starts

Subject to the following provisions, STYC will provide separate scoring and trophies for class starts.

- a. A separate start may be provided if a minimum of five boats are registered to race, or if safety suggests a separate start.
- b. At the discretion of the Race Committee, a combined start with separate scoring for each class may be provided if a minimum of five sailboats are registered to race in a class.
- c. In either of the above cases, requests for class starts together with supporting entries and fees for individual boats intending to race in that start must be provided to the Race Committee one week in advance of the entry deadline. Entry forms must clearly state the intention to race in a class start.
- d. Scoring may be either level (no handicapping) or based on corrected time under PHRF rules, but the choice must be made at time of request.

Multi-hulls are authorized to use spinnakers in events that are otherwise restricted to nonflying sails.

12. Non flying sails (NSF) divisions

No headsail may be used that is not affixed to a permanent headstay for the entire hoisted height. Whisker poles may not exceed 80% of the LP of the largest rated headsail in accordance with PHRF Rules. A headsail must be lowered onto the deck before another is hoisted.

13. Flying sails (FS) divisions

Intention to sail in sails divisions must be clearly indicated on the race registration form. NFS restrictions for changing headsails listed above do not apply to FS classes. However, PHRF rules governing FS boats are applicable.

14. Identification

No sailboat may display sail numbers belonging to a different boat that is properly registered for the event. If a boat is temporarily using a sail that does not have the boat's correct sail numbers displayed, the skipper must report the change to the Race Committee Boat before the start of the race.

15. Ship Canal restricted area

Sailboats may not sail inside the Ship Canal area as defined by the following three lines:

- a. From the south end of the Shilshole breakwater northwestward to buoy C "1" (Green Can #1);
- b. From buoy C "1" southwestward to buoy N "2" (Red Nun #2);
- c. From buoy N "2" southeastward to buoy N "4".

These buoys are located at the entrance to the ship canal, near the South end of the Shilshole Marina.. A boat that enters this area may not correct her error, and will be scored **DSQ**.. (This amends RRS Rule 28.1.) This area ranks as an obstruction.

Sailboats are advised to exercise caution when sailing near the entrance to the Ship Canal due to heavy traffic and shallow depths in areas immediately SW of the entrance buoys.

If Mark "E" is used as a mark of the course, the restriction area is defined by the following two lines.

- a. From the south end of the Shilshole breakwater southwestward to buoy N "2" (Red Nun #2);
- b. From buoy N "2" southeastward to buoy N "4".

16. Start-finish area

The start-finish area is 200 feet from any point of the start or finish line. Boats not racing must remain clear. Boats that have finished racing must remain clear.

17. Fouling the committee boat

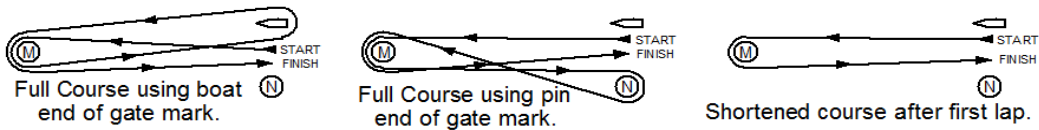
Any sailboat, while racing, that touches the Race Committee Boat on station is automatically disqualified from the race unless caused to do so by another boat as substantiated by normal protest procedures. The disqualified boat is liable for any damages to the Race Committee Boat.

18. Starting and finishing

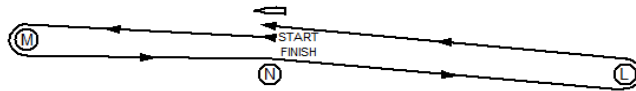
The start line is between an orange flag on the Race Committee Boat and the pin end of the line. The finish line shall be crossed in the normal direction from the last mark, regardless of which end of the line the Race Committee Boat is on. After starting, boats may not pass between the Race Committee Boat and the start pin except when finishing or when specifically directed to do so by the individual Notice of Race, or course designated on the committee boat.

In the event that the start pin is used as a mark of the course (in the middle of the race, for example NMNMN), it shall be treated as a gate mark. If it is a windward or leeward mark, you may round either the committee boat or the start pin. If it is a mark between a windward and leeward mark, just pass through the gate. In all cases, you must cross the gate (start/finish line) in a normal direction from the previous mark.

Example: Course NMNMN



Example: Course NMNLN



19. Starting time and starting signals




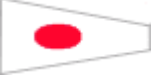


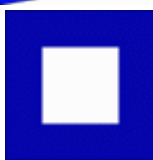


The starting time for the first division will be as shown in the Notice of Race unless there is a delayed start as prescribed in these rules; the remainder of the starts follow in five minute intervals.

Starting sequences are as specified in the Racing Rules of Sailing, except there will also be a sound signal of multiple short beeps, one minute before the warning signal of the first start.

Each numeric flag designates a class start. The class flag is shown as the warning signal followed by code flag "P" as the preparatory signal, followed by the next class flag which serves as a start signal for the current class and the warning signal for the next start. Note: The class flag remains displayed for the full 5 minute starting sequence and is replaced by the next class flag at the end of the starting sequence. For the last start, the class flag is lowered after the 5-minute starting sequence but no new flag is raised. The time between class starts is 5 minutes, unless there is a postponement or recall.

Starting signals will be as illustrated in the table following. The flag is always the correct starting signal. Disregard the failure or mistiming of a sound signal.

See insert for flag colors and meanings of other flags, or refer to the Racing Rules of Sailing.

Example of Starting Sequence		
Time	Signal	Purpose
10:54	Multiple short sound signals	Get ready for the first sound signal.
10:55	 Code Flag #1	Class 1 warning signal accompanied by 1 sound signal
10:56	  Code Flag P	Class 1 preparatory signal accompanied by 1 sound signal
10:59	 Code Flag #1	1 minute warning – Preparatory signal lowered accompanied by 1 sound signal
11:00	 Code Flag #2	Class 1 start signal AND Class 2 warning signal accompanied by 1 sound signal
11:01	  Code Flag P	Class 2 preparatory signal accompanied by 1 sound signal
11:04	 Code Flag #2	1 minute warning – Preparatory signal lowered accompanied by 1 sound signal
11:05	 Code Flag #3	Class 2 start signal AND Class 3 warning signal accompanied by 1 sound signal

Starting continues at 5-minute intervals between starts until all classes have started, unless there is a postponement or recall. Note: An exception to this procedure, where boats start at specific times based on their rating may be provided for in the Sailing Instructions and in a Notice of Race for selected races, e.g., the Race to the Straits or Single-Handed Race

20. Recalls

Individual Recalls: When a boat is over the starting line early, as defined by RRS Rule 29.1, the Race Committee Boat will sound one additional sound signal and fly the "X" flag. The flag will be displayed until all boats are clear, or for 4 minutes, whichever is earlier. The Race Committee will also attempt to hail all recalled boats that it can identify.

Failure of the over-early boat to hear the sound signal does not release her of her obligation to restart.

Code
Flag
"X"
(Blue
on
White)



General Recall: The "First Substitute" code flag will be displayed with two sound signals per RRS 29.2 to indicate a class general recall. The recalled class will begin a new sequence and the warning signal will be given one minute after the lowering of the "First Substitute" flag (one sound), and the starts for any succeeding classes shall follow the new (recalled) start.

Code
Flag
First
Substitute
(Yellow
on
Blue)



21. Course direction

All marks must be rounded on the same side as the pin (or buoy) at the starting line when starting, except when specifically stated in the Notice of Race.

22. Courses

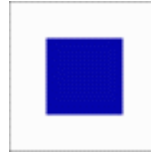
- a. Each course will be signaled by a row of letters displayed on the committee boat.
- b. Each letter designates a mark.
- c. The first letter displayed is the starting mark, the last is the finishing mark, and those in between are the rounding marks.
- d. A description of the mark letters is listed at the end of these rules.
- e. Start between the starting mark and the orange flag on the race committee boat. Pass each rounding mark in the order displayed, and on the same side as the starting mark. Finish between the finishing mark and the orange flag on the race committee boat. When a number, such as "2" or "3", follows the course letters, it signals a multiple-lap course. Sail the course as many times as is indicated by that number, crossing the finishing line at the completion of each lap.

23. Short Course

The Race Committee Boat may signal the code flag “S” before the warning, or at any rounding mark of the course prior to the first boat rounding by:

- a. Being on station at the rounding mark, and
- b. Hoisting code flag “S” as the first boat(s) approach, and
- c. Sounding one sound signal and hailing “shortened course”.

Code
Flag
“S”
(Blue
on
White)



For a multiple-lap race, when the Race Committee signals a short course *before* the warning, the first lap will end at the start-finish line; the Race Committee will take times. Boats will continue on the second lap if sound signals are not made. The Race Committee may elect to use times taken at the end of lap 1 in the event of dying winds during lap 2.

24. Postponement

Failure to start a race at the time specified in the Notice of Race will be signaled by code pennant “AP” accompanied by two sound signals, and will continue until the code flag is lowered. A sound signal will accompany the lowering of code pennant “AP”. The warning beginning the delayed start sequence will be made one minute after code pennant “AP” is lowered.

Pennant
AP
(Red & White)



25. Cancellation and abandonment

Race cancellation or abandonment will be signaled from the Race Committee Boat by three sound signals. Entry fees for cancelled or abandoned races will not be refunded.

26. Official Time

Pacific Standard Time or Pacific Daylight Time will be used for all races, but in case of disagreement, the Race Committee clock governs. Whenever possible, the Race Committee will use GPS time, on an even increment of five minutes.

27. Time limit

A race will be extended 30 minutes for all remaining boats in a division when the first boat in the division finishes within the designated time limit. See Individual Notice of Race for time limits and extensions applicable to each race

28. Withdrawals

Boats that start and choose not to finish must notify the Race Committee at the earliest opportunity (via VHF CH 72 or in person) before leaving the course. Boats that do not comply will be scored “DSQ” instead of “DNF”.

29. Communications

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.

30. Protests

Protests will be processed in accordance with RRS Rules 60-66. For convenience, when no serious damage is caused, the 720° Turns Penalty described in RRS Rule 44 may be used for purposes of exoneration. To comply with the Penalty, a boat acknowledging a right-of-way infringement must sail clear of other yachts as soon as possible after the incident and complete her required turns as prescribed in RRS Rule 44.

During a race, a sailboat intending to protest another boat shall conspicuously display Code Flag "B" or a red rectangular flag. Either flag is acceptable, regardless of any alteration to this rule made in the sailing instructions. The flag shall be displayed at the first reasonable opportunity, which normally is immediately after the incident. The protesting boat must also hail its intention at the first reasonable opportunity after the infraction and comply with the provisions of RRS Rule 61. The Race Committee Boat must be notified of the protest on completion of the race. Protest must be delivered in writing to the Sloop Tavern within 2 hours after finishing. It is each skipper's responsibility to respond to a protest in person at the time and place specified on the club board at the Sloop Tavern.

The Race Committee may disqualify sailboats without protest for infringement of these General Sailing Instructions or the Notice of Race. (Amends RRS Rule 63.1).

31. Scoring

- Corrected times will be calculated using the time-on-distance method, unless the specific sailing instructions specifies another method.
- The Low Point scoring system of RRS Appendix A will apply. Boats that are OCS, did not finish, retire, RAF, or are disqualified will score points equal to the number of boats that finish in their class in that race plus one. Boats that do not start will score points equal to the number of boats that finish in their class in that race plus two. (Amends RRS A4.2 and A9).
- If a race in a series is canceled or abandoned, it will not be included in the series scoring.
- If there are five (or more) races in a series, there shall be one throw out.

Trophies

Only properly registered boats will be recorded in the race results. The boats will be competing for 1st, 2nd, and 3rd place division trophies. There may also be recognition for 1st Overall in NFS and FS divisions when applicable

Trophy presentations will be made at the Sloop Tavern at 1900 on the day of the race or as otherwise specified in the Notice of Race, subject to timely completion of any protest hearings.

Ballard Cup Race awards will be given nightly; series trophies will be presented at the Sloop Tavern the evening of the last race of the series.

Commodore's Cup Trophy

The Commodore's Cup Trophy is awarded at the end of each year to an STYC member as follows:

Iceberg Race	Three Buoy Fiasco
Blakely Rock	Down the Sound
Race to the Straits	Single-Handed Race
Ballard Cup I	J & J Race
Ballard Cup II	Fall Regatta
Ballard Cup III	

- a. The Boat 's best five scores from the STYC races listed above will be used. If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. If no boat finishes five races, then the best four races will be used, then three, etc.
- b. For each race in each class, 1st place will be awarded 1 point, 2nd place 2 points, 3rd place 3 points, etc. In the event of a tie for any place, the points of the consecutive places will be added and then divided by the number of boats tied. For example, if two boats tie for 1st place, 1st place points (1) and 2nd place points (2) will be added and then divided by 2 giving each boat 1.5 points. The boat's best five races will be added together, and the boat with the lowest cumulative points wins.
- c. Boats scored as either DNC or DNS will not be included in the scoring.
- d. If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used. (ISAF Racing Rule A 8.1).
- e. If a tie remains between two or more boats, they shall be ranked in order of each boats score in each boats non throw out last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken.
- f. If still tied the above criteria will be used for the best six races, then seven, etc.
- g. If still tied, the lowest cumulative corrected time for all five races shall win.
- h. A sailboat serving as Race Committee Boat for any single race in this series will be given a score equal to the average finish for that boat in the remaining four best races in the series.
- i. The Commodore's Cup Award will be presented at the annual Year-End Party.

COURSE MARK DESCRIPTIONS

- B Ballard Sails Buoy, a 3.5-ft. high White Buoy located Southwest of the Ship Canal entrance, near the shore at Discovery Park (47° 40.285, 122°25.342). This is the old South Hamburger location.
 - D Duwamish Head (47° 35.933, 122° 23.267).
 - E Outer-most Green Ship Canal entrance buoy (47° 40.768, 122°24.897)
 - H Halverson Buoy, located approx. 0.5nm Northwest from the entrance to Port Madison (47° 42.698, 122°32.031)
 - I Blake Island, (47°31.600, 122° 30.000).
 - J Pt. Jefferson: Temporary mark located near Pt. Jefferson in 35 ft. of water at low-low tide (47° 44.755, 122° 28.38).
 - K Blakely Rock: (47° 35.700, 122°28.800).
 - M Meadow Pt. Buoy (47°41.783, 122° 24.583).
 - N Round metal ball with flag located near the North end of Shilshole Breakwater (47° 41.064, 122 24.679), in 87 feet of water. This is the near old North Hamburger location.
 - O Temporary mark located North of Point Monroe, in approx. 90 feet of water (47° 42.600, 122 30.450).
 - R Spring Beach: A 3.5-ft. high White Buoy located in 40 ft. of water in the vicinity of Spring Beach, approximately 2 nm N of Meadow Pt. (47° 44.387, 122 ° 22.944 W). A railroad block signal is located at Spring Beach.
 - S Skiff Point: Temporary mark located in 60 ft. of water, approx. 0.18 nm E of Skiff Point (47° 39.720, 122 ° 29.790). WARNING: It get shallow West of the Mark.
 - U Richmond Beach, UW Research Buoy NPB-1 (www.nanoos.org/data/products/npb/npb-1/overview.php), located at (47° 45.676, 122° 23.833).
 - W West Pt. Buoy (47°39.617, 122° 26.467).
- 2 or 3 This indicates a multi-lap course. Sail the course as many times as is indicated by the number, crossing the finishing line at the completion of each lap.

See chartlet opposite; not intended for use in navigation

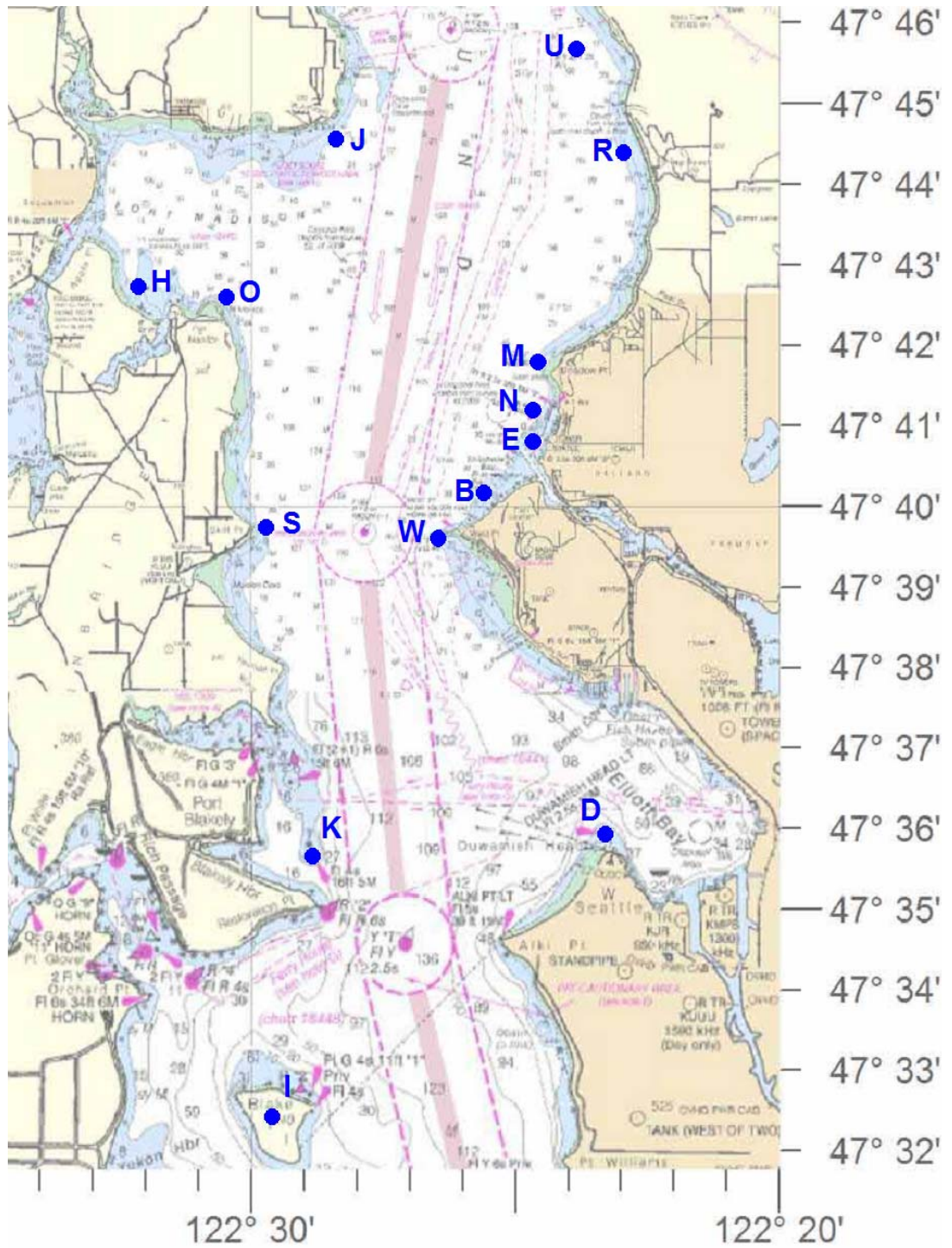
Mark-to-Mark Distance Matrix

(last updated 6/11/2017)

	B	D	E	H	I	J	K	M	N	O	R	S	U	W
B	*	5.142	0.568	5.171	9.325	4.915	5.193	1.583	0.898	4.145	4.408	3.048	5.486	1.010
D	5.142	*	5.702	9.218	6.283	9.538	3.738	6.668	6.026	8.238	9.506	5.822	10.627	4.269
E	0.568	5.702	*	5.204	9.886	4.625	5.753	1.037	0.330	4.162	3.853	3.458	4.960	1.563
H	5.171	9.218	5.204	*	12.218	3.203	7.913	5.095	5.226	1.068	6.342	3.830	6.266	5.007
I	9.325	6.283	9.886	12.218	*	13.322	4.318	10.852	10.209	11.297	13.689	8.470	14.677	8.365
J	4.915	9.538	4.625	3.203	13.322	*	9.059	3.919	4.452	2.566	3.674	5.124	3.193	5.297
K	5.193	3.738	5.753	7.913	4.318	9.059	*	6.719	6.077	6.992	9.542	4.166	10.522	4.221
M	1.583	6.668	1.037	5.095	10.852	3.919	6.719	*	0.722	4.032	2.828	4.068	3.926	2.510
N	0.898	6.026	0.330	5.226	10.209	4.452	6.077	0.722	*	4.177	3.530	3.695	4.647	1.882
O	4.145	8.238	4.162	1.068	11.297	2.566	6.992	4.032	4.177	*	5.356	2.914	5.410	4.011
R	4.408	9.506	3.853	6.342	13.689	3.674	9.542	2.828	3.530	5.356	*	6.558	1.421	5.327
S	3.048	5.822	3.458	3.830	8.470	5.124	4.166	4.068	3.695	2.914	6.558	*	7.179	2.240
U	5.486	10.627	4.960	6.266	14.677	3.193	10.522	3.926	4.647	5.410	1.421	7.179	*	6.313
W	1.010	4.269	1.563	5.007	8.365	5.297	4.221	2.510	1.882	4.011	5.327	2.240	6.313	*

MARK LOCATIONS

(See list of mark descriptions, prior page)



SPECIAL SAILBOAT SAFETY REGULATIONS OF PUGET SOUND

2002 Revision

As adopted by the Shilshole Bay, Sloop Tavern, Corinthian, and Seattle Yacht Clubs

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 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. Radar reflectors must be flown at all times when racing. A radar reflector, all metal, of the triplaner corner reflector type, each plane at least 12" square or 12 1/2 inches diameter to be carried at least 13 feet (4 meters) above the waterline. Other types of reflectors may be used provided that it has been demonstrated that they are effective under all conditions.
6. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.

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.

ABOVE ALL, THE SKIPPER IS RESPONSIBLE FOR THE SAFETY OF THE CREW AND BOAT.

COLREGS RULE 10*

1. A vessel shall, so far as practicable, avoid crossing traffic lanes but, if obliged to do so, shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow. (*Why Do This?* Not only will this practice result in a faster crossing of the traffic lanes, but will reduce the amount of time of exposure to large vessels operating in the traffic lanes....Crossing at right angles will also make you much more easily detectable both visually and by radar....)
2. A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone. (Why? Separation Zones provide areas where a vessel can "bail out" in the event of an emergency. Furthermore, fishing vessels, particularly in the Strait of Juan de Fuca, have a tendency to fish in these "medians".)
3. A vessel not using a TSS [Traffic Separating Scheme] shall avoid it by as wide a margin as possible. (Why? Recreational boats are more maneuverable than a large vessel or a tug and tow. These vessels rely on the predictability of the traffic flow....)
4. Vessels, when leaving or joining traffic lanes, shall do so at as small an angle to the general direction of traffic flow as practicable. (Why? This allows vessels to safely "merge" with existing traffic in the lanes and minimizes disruptions to existing traffic flow....)
5. A vessel of less than 20 meters (66 feet), or a sailing vessel, shall not impede safe passage of a power driven vessel following a traffic lane. A vessel engaged in fishing shall not impede the passage of a vessel following a traffic lane. **NOTE: "Shall not impede"** means a vessel must not navigate in such a way as to risk the development of a collision with another vessel (i.e. when a vessel following a TSS is forced to make an unusual or dangerous maneuver in order to avoid one of the vessels listed above, then the vessel following the TSS has been impeded.)
6. All vessels are required to keep the center of the precautionary area to port. **NOTE:** A Precautionary area is usually marked by a yellow-lighted buoy and is clearly marked on all nautical charts. (Why? This is an area where vessels following the TSS are negotiating course changes and where other vessels join or depart the TSS, therefore, all mariners must exercise caution....)

NOTE: Failure to comply with these regulations could create an unsafe navigational situation and may result in a civil penalty of up to \$5,000.

*Taken from USCG, "A Recreational Boater's Informational Guide to Puget Sound Vessel Traffic Service," January 1995.

COMMENTS

Following are some problems that seem to plague STYC races every year with some suggestions to make your sailing a little safer and much more satisfying.

This is a unique sport in which the competitors are responsible for being their own referees, umpires, and traffic cops! Initially, the STYC had very few rules. However, with the increasing number of sailboats and the potential for serious damage, we now have rules and hear protests. The intent of the rules is to prevent collisions and provide a safe environment for competitors. The protest process assures that the rules are followed. As a skipper participating in racing, it is your responsibility to read, understand, and follow the rules.

The STYC GSI provide for acknowledgment of a violation of the rules of "When Boats Meet" (Part 2, ISFA Racing Rules of Sailing) by immediately sailing clear and doing two full turns (720 ° including 2 tacks and 2 gybes as per Rule 44.2) in the same direction. However, a competitor who causes serious damage or gains a significant advantage is required to retire (RRS Rule 44.1).

We strongly encourage this alternative penalty in lieu of a protest hearing. It keeps boats racing. However, if the offending boat does not respond to your hail, you do have the option of filing a formal protest in accordance with RRS Rule 61. If you pursue this avenue, keep in mind the following:

1. You must fly a red protest flag as soon as possible and hail the offending boat, saying "Protest" loudly. If you don't own a red flag, buy one or make one. (Code Flag "B" is always acceptable.) If you fly a red object other than a flag, your intention to protest may not be understood and is not valid.
2. You are responsible for notifying the Race Committee Boat of your protest at the time of your finish; for providing the boat name and sail number of the boat being protested; and for filing a written protest on time at the Sloop Tavern.
3. The other boat may file a counter protest.
4. You must attend the Protest Hearing on time: bring all your witnesses with you. Protest times/locations will be announced following filing.
5. You may lose your protest or the other boat's counter protest may prevail.
6. The race awards may be delayed, frustrating lots of anxious Club members.

If you hit a mark, the rules require you to sail clear of the mark and do *one* full turn (instead of two) as described above to exonerate yourself. You have no rights, and you **MUST** get out of the way of other boats before starting your turns. However, given the rather unforgiving nature of STYC marks, the best advice is to allow plenty of room for rounding in the first place!

Avoid port-tacking the start unless you are very late, or you are the only boat in your division. In any event, make sure your insurance is paid up!

In NFS classes, they must lower one sail onto the deck before hoisting another *on the same stay*.

You can sail in and out of your slip if you care to ignore Shilshole's rules but you must have an installed motor that works in order to race in STYC events.

Respect tonnage. Don't push your "rights" with a freighter, a ferry, or any commercial traffic. *Know Rule 10 of the ColRegs intimately* (see prior section).







If you are fortunate enough to have boats starting ahead of you, use them to help you understand Shilshole Bay's "weak and variable" currents – especially in the vicinity of the Ship Canal, Meadow Point, and West Point. Those boats ahead of you are also a very accurate wind indicator. Are they going faster or sailing higher? Would you rather be where they are?




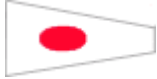











Puget Sound is very forgiving; you can usually navigate close to most shorelines without much trouble. However, unless you are planning an unscheduled bottom cleaning, pay particular attention to the tide level when sailing near Meadow Pt., West Pt., the sand bar near Eagle Harbor, and Blakely Rock (some boats find the submerged rocks every year).

If the wind gods fail you and discretion causes you to withdraw from a race, notify the Race Committee boat so they won't worry about you or disqualify you for failure to notify them of your withdrawal.

STYC's race entry form requires you to have valid insurance; don't race without it. The form also asks that you monitor VHF Channel 14 when in or near the shipping lanes. This will not only help you make more informed tactical decisions regarding commercial traffic; it could also help to ensure your boat's safety.

FLAGS

		Race Signals			
	P <i>Preparatory</i>		AP <i>Postponement</i>		
	S <i>Short Course</i>		N <i>Abandonment</i>		
	X <i>Recall</i> <i>(Over Early)</i>		1st Substitute <i>General Recall</i>		

		Example Starting Sequence	
<i>Time</i>		<i>*Signal</i>	<i>Purpose</i>
10:55			<i>Class 1: Warning Signal</i>
10:56			<i>Class 1: Preparatory Signal</i>
10:59			<i>Class 1: Prep Signal Lowered</i>
11:00			<i>Class 1: Start Signal Lowered &</i> <i>Class 2: Warning Signal Raised</i>
11:01			<i>Class 2: Preparatory Signal</i>
11:04			<i>Class 2: Prep Signal Lowered</i>
11:05			<i>Class 2: Start Signal Lowered &</i> <i>Class 3: Warning Signal Raised</i>
11:06			<i>Class 3: Preparatory Signal</i>
11:09			<i>Class 3: Prep Signal Lowered</i>
11:10			<i>Class 3: Start Signal Lowered &</i> <i>Class 4: Warning Signal Raised</i>
<i>*All signal changes are accompanied by a single sound signal</i>			

	Numeric Pennants			
	1			11
	2			12
	3			13
	4			14
	5			15
	6			16
	7			17
	8			18
	9			19
	10			20