

SLOOP TAVERN YACHT CLUB

GENERAL SAILING INSTRUCTIONS

Last updated 3/22/23

1. Eligibility

- a. PHRF Flying and Non-Flying Sails Divisions: Open to all boats with valid PHRF-NW certificates.
- b. Sloop Division: Open to STYC members without PHRF-NW ratings.

Sailboats in all divisions must meet the current requirements to receive a Pacific Handicap Racing Fleet of the Northwest (PHRF-NW) rating. STYC Handicapper will provide a recommendation to the Commodore and the Commodore will have final authority on eligibility.

2. Registration

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 through the website or at the Sloop Tavern Yacht Club mailbox, with applicable entry fees, no later than 2400 on the Wednesday before the race. Late entries may be allowed at the discretion of the Race Chair subject to a \$25.00 late fee.

3. Rules

All races will be governed by the rules as defined in The Racing Rules of Sailing, 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.

4. 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.

5. Changes to the General Sailing Instructions (GSI)

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

6. 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. 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.

7. 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.

8. Motors

Engines are required for all STYC events. The engine must meet current PHRF-NW requirements. These requirements require that the engine must be permanently installed and must be sufficient to drive the boat at 90% of "hull speed" in flat water. Hull speed is defined: $V \text{ (knots)} = 1.33(\text{LWL})^{1/2}$ where LWL is expressed in feet. Fuel onboard must be sufficient for two hours running at 90% of hull speed. For outboard auxiliary engines, the engine must be installed on a permanent mounting and permanently connected to securely fastened fuel tanks. The outboard auxiliary engine may be completely retracted but must be ready for instant immersion and operation.

The engine may not be used for propulsion after the boat's preparatory signal (4 minutes before the boat's start). See RRS 42, Propulsion, for exceptions. If mechanical propulsion is used, it must be reported to the Race Committee as soon as possible. Also, a written report must be submitted by email to race@styc.org or by text to 206-289-0537 describing 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 by the Race Committee.

9. Safety

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. 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.

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

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)).

10. Ratings

9.1 Handicapped Divisions will be based on PHRF-NW Speed Potential ratings. Any STYC member sailboat that does not have a current PHRF-NW rating will be eligible to race in the unrated Sloop Division.

9.2 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.

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

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

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.

12. PHRF Non-Flying sails (NFS) divisions

PHRF-NW rating is required. 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 Luff Perpendicular (LP) of the largest rated headsail in accordance with PHRF Rules. A headsail must be lowered onto the deck before another is hoisted. Intention to sail in NFS divisions must be clearly indicated on the race registration form.

13. PHRF Flying sails (FS) divisions

PHRF-NW rating is required and PHRF rules governing FS boats are applicable. NFS restrictions for changing headsails listed above do not apply to FS classes. Intention to sail in FS divisions must be clearly indicated on the race registration form.

14. Sloop divisions

The Sloop division is open to STYC members without PHRF-NW certifications. It will not use a time-correction factor, and instead be scored on time alone in relation to other boats in their class. The Sloop division is not eligible for Overall Awards. Intention to sail in Sloop divisions must be clearly indicated on the race registration form.

15. 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.

16. 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" (Red Nun #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 restricted 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" (Red Nun #4).

17. 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.

18. Fouling the committee boat

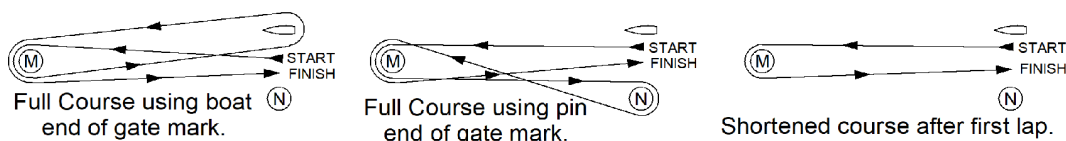
Any sailboat, while racing, that touches the Race Committee Boat on station is automatically disqualified from the race unless caused to do so by another boat as substantiated by normal protest procedures. The disqualified boat is liable for any damages to the Race Committee Boat.

19. Starting and finishing

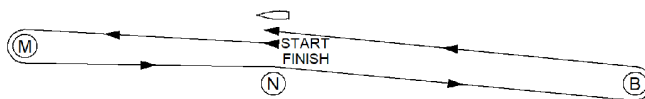
The start line is between an orange flag on the Race Committee Boat and the pin end of the line. The finish line shall be crossed in the normal direction from the last mark, regardless of which end of the line the Race Committee Boat is on. After starting, boats may not pass between the Race Committee 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, boats 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, boats must cross the gate (start/finish line) in a normal direction from the previous mark.

Example: Course NMNMN



Example: Course NMNBN



20. Starting time and starting signals









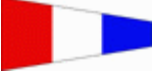
The starting time for the first division will be as shown in the Notice of Race unless there is a delayed start as prescribed in these rules; the remainder of the starts follow in five minute intervals.

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.

Example of Starting Sequence		
<i>Time</i>	<i>Signal</i>	<i>Purpose</i>
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 #1 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 #2 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.

21. 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.



22. 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.

23. Courses

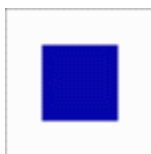
- a. Each course will be signaled by a row of letters displayed on the committee boat.
- b. Each letter designates a mark.
- c. The first letter displayed is the starting mark, the last is the finishing mark, and those in between are the rounding marks.
- d. A description of the mark letters is listed 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.

24. Short Course

The race committee 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.

25. 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)**



26. 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.

27. 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.

28. 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

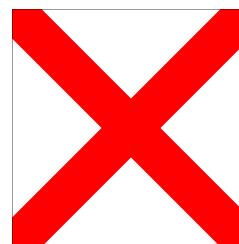
29. Withdrawals

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”. If necessary, a text stating the boat name, sail number, and “Withdrawing from Race” can be sent to 206-289-0537, but this phone number is not monitored during the race.

30. 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.

Note that RRS 2021-2024 now has a new rule 37 that calls for the RC to fly the Code flag V (white with red X) in case there is a need for racers to help assist a person or boat in danger. “When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.”



31. 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 must be notified of the protest on completion of the race. Protests must be written out clearly using the [US Sailing Protest Form](#). Completed protest forms must be emailed to race@styc.org and commodore@styc.org within 4 hours after the time limit specified for the last race of the day in the NOR. This modifies RRS 61.3 Any protest received in time, will be announced on the [STYC Virtual Bulletin Board for Race Communication](#) to inform the community. Information about a formal protest meeting will follow by emails to the specified parties. It is each skipper’s responsibility to respond to a protest in person at the time and place specified by the PRO or Race Chair.

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).

32. 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 A 5.2 and A9).

If a race in a series is canceled or abandoned, it will not be included in the series scoring.

If no boats finish in a series race (DSQ doesn't count), 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 unless otherwise specified

33. Commodore's Cup Trophy

The Commodore's Cup Trophy is awarded at the end of each year to the boat with the best total overall score in the following fleet races. Every boat that enters any of the races is eligible.

1. Iceberg Race
2. Freshwater Race
3. Blakely Rock Benefit Race
4. Ballard Cup I
5. Ballard Cup II
6. Moonlight Madness
7. Three Buoy Fiasco
8. Women at the Helm
9. Ballard Cup III
10. Women at the Helm: going the distance
11. Fall Regatta
12. Great Pumpkin Race

Total Overall Scoring: Each boat will receive a race score of the square root of their overall position for each race (as shown in the results). If a boat does not register for a race, it will be scored as DNC for that race. Each boat will earn a cup score of the sum of their race scores. The boat with the smallest cup score will be given the award. In equations, if Boaty McBoatface has overall positions P_1, P_2, \dots, P_{12} in the 12 races, then his/her cup score is

$$\text{cup score}(\text{Boaty}) = \sqrt{P_1} + \sqrt{P_2} + \dots + \sqrt{P_{12}}$$

May the best boat win!

COURSE MARK DESCRIPTIONS

The course mark descriptions and matrix is also available online at https://race.styc.org/race_info/course_length/course_length_web.cgi

- 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** Outermost 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).
 - P** Wing Point Reef Buoy 2 near the entrance to Eagle Harbor (47° 36.731, 122° 29.133). It is a red nun, not the red marker on a multi-pile structure. **WARNING:** It gets shallow North of the Mark.
 - 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). 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 gets 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).
 - Z** PMYC Buoy near Jefferson Point (47°44.4N, 122°29.4W). It is a white cylinder.
- 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.

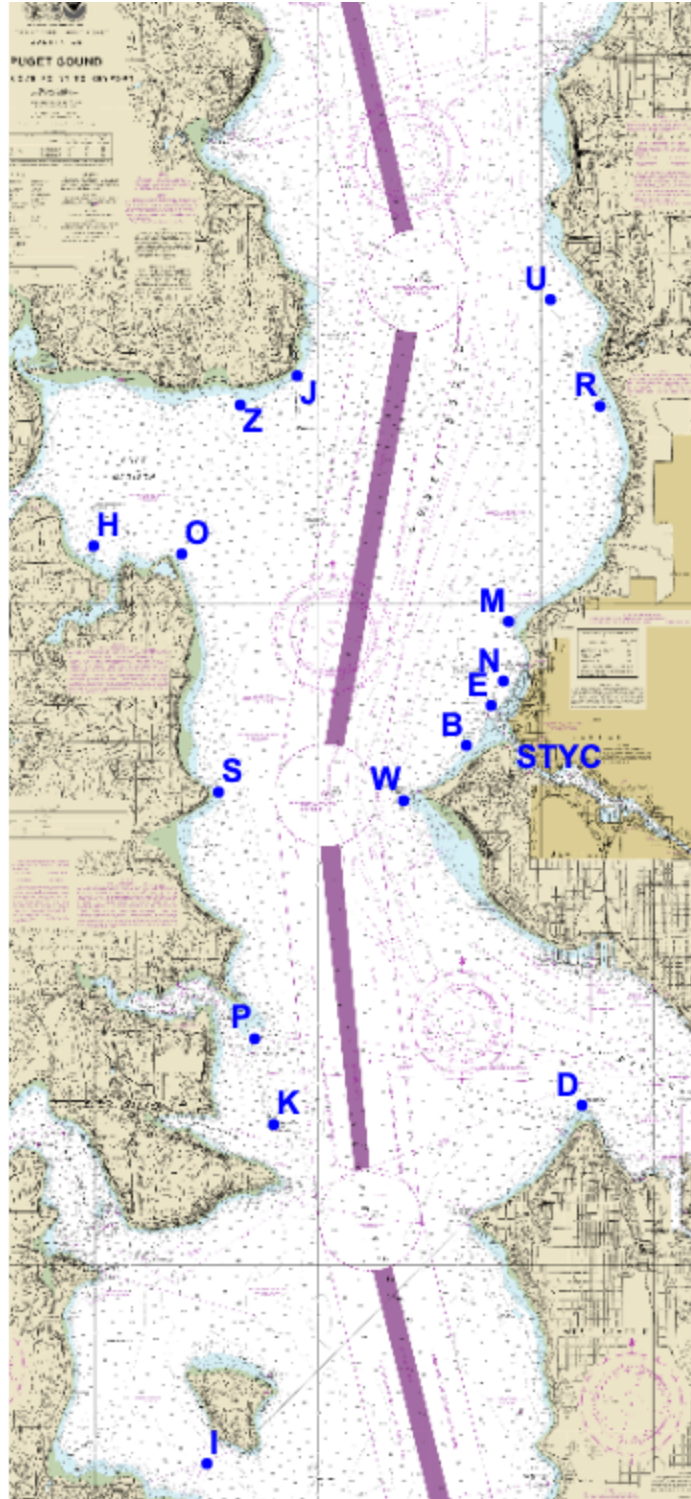
Mark-to-Mark Distance Matrix

(last updated 7/25/2021)

	B	D	E	H	I	J	K	M	N	O	P	R	S	U	W	Z
B	*	5.142	0.568	5.197	9.325	4.915	5.193	1.583	0.898	4.145	4.387	4.408	3.048	5.486	1.010	4.939
D	5.142	*	5.702	9.265	6.283	9.538	3.738	6.668	6.026	8.238	4.042	9.491	5.802	10.495	4.269	9.431
E	0.568	5.702	*	5.221	9.885	4.625	5.753	1.037	0.330	4.162	4.948	3.853	3.458	4.960	1.563	4.730
H	5.197	9.265	5.221	*	12.263	3.203	8.009	5.099	5.239	1.068	6.954	6.342	3.938	6.266	5.047	2.455
I	9.325	6.283	9.885	12.263	*	13.294	4.256	10.852	10.209	11.253	5.318	13.674	8.336	14.676	8.364	12.956
J	4.915	9.538	4.625	3.203	13.294	*	9.059	3.919	4.452	2.566	8.034	3.674	5.124	3.193	5.297	0.772
K	5.193	3.738	5.753	8.009	4.256	9.059	*	6.719	6.077	6.999	1.062	9.542	4.082	10.522	4.221	8.709
M	1.583	6.668	1.037	5.099	10.852	3.919	6.719	*	0.722	4.032	5.907	2.828	4.068	3.926	2.510	4.165
N	0.898	6.026	0.330	5.239	10.209	4.452	6.077	0.722	*	4.177	5.271	3.530	3.695	4.647	1.882	4.606
O	4.145	8.238	4.162	1.068	11.253	2.566	6.999	4.032	4.177	*	5.944	5.356	2.928	5.410	4.011	1.934
P	4.387	4.042	4.948	6.954	5.318	8.034	1.062	5.907	5.271	5.944	*	8.714	3.027	9.627	3.398	7.665
R	4.408	9.491	3.853	6.342	13.674	3.674	9.542	2.828	3.530	5.356	8.714	*	6.558	1.421	5.327	4.342
S	3.048	5.802	3.458	3.938	8.336	5.124	4.082	4.068	3.695	2.928	3.027	6.558	*	7.179	2.240	4.687
U	5.486	10.495	4.960	6.266	14.676	3.193	10.522	3.926	4.647	5.410	9.627	1.421	7.179	*	6.313	3.955
W	1.010	4.269	1.563	5.047	8.364	5.297	4.221	2.510	1.882	4.011	3.398	5.327	2.240	6.313	*	5.174
Z	4.939	9.431	4.730	2.455	12.956	0.772	8.709	4.165	4.606	1.934	7.665	4.342	4.687	3.955	5.174	*

MARK LOCATIONS

(See list of mark descriptions, prior page)



Puget Sound Sailboat Safety Regulations 2016 Revision as adopted by the Shilshole Bay, Sloop Tavern, Corinthian of Seattle, and Seattle Yacht Clubs

We 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 in a 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 boat may use its propulsion engine as described in RRS 42.3(i) for any purpose described in 42.3(h), or to stay clear of a vessel not participating in the race. The use of a propulsion engine shall be reported to the Race Committee with the reason for the use and description of any benefit to the boat's position resulting from said use.
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.

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

Puget Sound Orca Safety Regulations

U.S. Coast Guard Advisory

The U.S. Coast Guard has requested that you be aware of Washington State Law RCW 77.15.740

which makes it illegal to:

1. Cause a vessel or other object to approach, in any manner, within two hundred yards of a 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.

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 Separation 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.