

SouthEast Alaska Sailing GENERAL SAILING INSTRUCTIONS

Eligibility and registration

Sailboats at least 20' LOA with a functional engine properly installed (unless class rules allow otherwise), and capable of meeting PIYA Category III requirements are eligible to race. (Pacific International Yachting Association: The Category Certificate is available here: http://www.piyasailing.com/cat_cert.html.) SEAS Race Committee will have final authority on eligibility. (Note: While encouraged, PHRF and US SAILING membership are not required for participation in SEAS 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 Race Notices for fees). Individual race registration forms must be **received** online prior to or at the Skipper's Meeting, with applicable entry fees.

Rules

All races will be governed by the current International Sailing Federation (ISAF) Racing Rules of Sailing 2009-2012, including US SAILING Prescriptions, except as amended by these General Sailing Instructions (GSI) and Sailing Instructions contained in individual Race Notices. The GSI supersede any previous instructions and apply to all Juneau Yacht Club racing events in this calendar year.

The USCG Navigation Rules (COLREGS) govern interactions with non-competing vessels at all times.

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

Insurance

When filing an entry form, 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.

Changes to the General Sailing Instructions (GSI)

Changes affecting the GSI must be posted on the SEAS website by the scheduled time of the Skippers' Meeting on race day.

Changes to Race Notices

Changes affecting the Race Notice must be posted on the SEAS website by the scheduled time of the Skippers' Meeting on race day. If the Race Notice 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.

Responsibility

The skipper of each sailboat is responsible for any unsportsmanlike conduct on the part of the boat's crew. Infringement of ISAF rules 2, 3, or 69 (Gross Misconduct) may result in a competitor being excluded from further participation in the SEAS racing program. Occasionally, sailboat racing has resulted in injury or loss of life. All competitors of SEAS 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.

When a boat is notified that she has been selected for an inspection of required safety equipment, she shall report for and submit to the inspection. (PIYA 9.3)

Safety

All sailboats must comply with the PIYA Category III equipment requirements. PIYA Category I or II may be required as specified in particular event notices (Notice of Race) A list of these requirements is available on the SEAS website or online at: <http://www.piyasailing.com/>

All boats participating in SEAS events must meet US Coast Guard requirements for safety equipment, seaworthiness, and environmental concerns. Some of the requirements include a posted garbage notice and plan, a posted warning about oil discharges, fire extinguishers, dewatering devices (e.g. bilge pumps), ground tackle, navigation lights, Audible warning device, life jackets, flares, documents, and appropriate controls for fuels. Specific instructions for each boat can be found in the Coast Guard publications.

It is strongly recommended (and required for some races) that each boat pass a USCG Auxiliary Vessel Safety Check. See <http://www.safetyseal.net/> for more information. It is the responsibility of each racing skipper to be familiar with and observe the ISAF Racing Rules of Sailing, US SAILING prescriptions, these GSI, the Race Notice, boating safety regulations, advisory notes and applicable Juneau Harbor rules as well as the rules of the road. When filing an entry form the entrant agrees to have read, understand, and abide by these rules. Violations of any of these provisions can result in a warning, disqualification, or non-acceptance in future competition, depending on the severity of the violation. (This amends ISAF racing rule 63.1.)

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

Ratings

All handicapping will be based on PHRF Speed Potential ratings. Any sailboat that does not have a current PHRF rating will be assigned an appropriate rating by a SEAS Handicapper. Entrants must notify the appropriate Club Handicapper of any changes affecting their rating by the race entry deadline. See the PHRF Northwest website for more information: <http://www.phrf-nw.org/>

Unless otherwise indicated in specific sailing instructions for the event, races are sailed using the Time-on-Time correction method using the equation:

$$T_c = T_e * (650 / (520 + \text{PHRF}))$$

Where **PHRF** is the boat's rating, T_e is the elapsed time in seconds, and T_c is the final corrected time in seconds.

All boats must sail in their standard configuration. Removal of tables, galley or other equipment, which is normally a part of the boat's standard configuration, is not permitted.

Racing divisions

Division breaks will be determined by the Race Committee based on entries received by the cutoff date and will be announced at the skipper's meeting or posted on the SEAS website.

No flying sails (NSF) divisions

No headsail may be used that is not hanked on to a permanent headstay with a minimum of eight hanks, or inserted into a luffgroove headfoil. Whisker poles may not exceed 80% of the LP of the largest rated headsail in accordance with PHRF Rules. (PHRF Ch. 2, ¶ K #5 states that a pole can be used *only* on the side of the boat opposite the main boom.) A headsail must be lowered onto the deck before another is hoisted.

Flying sails (FS) divisions

Intention to sail in optional flying sails divisions (when offered) 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.

Identification

Sailboats without sail numbers may be assigned letters. The skipper and crew will be responsible for displaying the letters to the Race Committee when starting and finishing. Letters must be 2' high and 2' wide on a contrasting background.

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.

Juneau Harbor restricted area

Sailboats may not sail within 100 yards of moored cruise ships. Exercise caution for float plane operations in the turning basin.

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.

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.

Starting and finishing

The start line is between the Race Committee Boat and the pin end of the line. The finish line will always 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 pin except when finishing or when specifically directed to do so by the individual Race Notice.

Starting time and starting signals



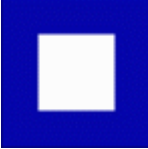



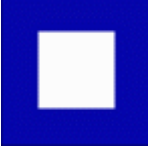

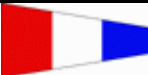
The starting time for the first division will be as shown in the Race Notice unless there is a delayed start as prescribed in these rules; the remainder of the starts follow in five minute intervals.

As specified in the Racing Rules of Sailing (RRS 2009-2012), 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.

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 RRS 2009-12.

Example of Starting Sequence:

<i>Time</i>	<i>Signal</i>	<i>Purpose</i>
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 preparatory signal accompanied by 1 sound signal
11:01	  Code Flag P	Class 2 warning 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 preparatory signal accompanied by 1 sound signal

Etc., at 5-minute intervals between starts until all divisions have started.

Note: An exception to this procedure, where boats start at specific times based on their rating may be provided for in the Sailing Instructions in a Race Notice for selected races, e.g., the Race Notice for PHRF reverse starts.

Recalls

Individual Recalls: When a boat is over the starting line early, as defined by ISAF Racing

Rule 29.1, the Race Committee Boat will sound one additional sound signal and fly the "X" flag. The flag will be displayed till all boats are clear, or for 4 minutes, whichever is earlier. The Race Committee will also attempt to hail the boat name or sail numbers of 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 Race Committee may recall an entire start at its discretion. A general recall will be signaled by the display of the code flag "First Substitute" and two sound signals. Recalled starts will start after the last scheduled start in the order in which they were recalled.

Code
Flag
First
Substitute
(Yellow
on
Blue)



Course direction

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

Course marks

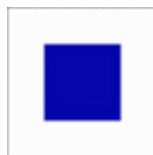
The marks for each race will be described in the Race Notice for that race.

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:

- Being on station at the rounding mark, and
- Hoisting code flag "S" as the first boat(s) approach, and
- 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.

Postponement

Failure to start a race at the time specified in the Race Notice 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 not less than one minute after code pennant "AP" is lowered.

Pennant
AP
(Red & White)



Cancellation and abandonment

Race cancellation or abandonment will be made from the Race Committee Boat by three sound signals. A race cancelled or abandoned may be rescheduled. In which case registered entrants will receive notification by phone, mail or e-mail of the rescheduled date and start time. Entry fees for cancelled or abandoned races will not be refunded.

Official Time

GPS-based Alaska Standard Time or Alaska Daylight Time will be used for all races, but in case of disagreement, the Race Committee clock governs.

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 Race Notices for time limits and extensions applicable to each race.

Withdrawals

Boats that start and choose not to finish must notify the Race Committee at the earliest opportunity (via VHF CH 16 or in person) before leaving the course. Boats that do not comply will be scored "DSQ" instead of "DNF."

Communications

Race starts are sometimes accompanied by announcements on VHF Channel 68. All announcements will be preceded by a hail on Channel 16. Be sure to return to Channel 16 following any communications on Channel 68, especially if any commercial traffic is in the vicinity.

In fairness to all competitors, the Race Committee is not required to answer any hail from contestants, but will monitor VHF Channel 16 for emergencies.

Protests

Protests will be processed in accordance with ISAF Racing Rules 60-66. For convenience, when no serious damage is caused, the 720° Turns Penalty described in ISAF Racing 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 ISAF Racing 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 ISAF Racing 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 Committee within 2 hours after finishing. It is each skipper's responsibility to respond to a protest in person at the time and place specified by the Committee.

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

Scoring for Individual races

Finish places will be computed based upon corrected time. Boats will receive points for finishing position within their assigned division based on ISAF Rule A4 Low Point System.

Note: Special scoring rules in effect for series races are covered under "Series Scoring", below in these GSI.

Series scoring for multiple race regattas

- a. A sailboat which serves as Race Committee Boat or whose crewmembers (some or all) serve as Race Committee volunteers, will be awarded either their actual finishing score, or not less than a score equal to the average finish for that sailboat in all other races of the series. There is no penalty for volunteering as Race Committee Boat or crew! Please do your share!!!
- b. A race that is officially cancelled or abandoned by the Race Committee (when no boats in any division finish) will not be used in computing series results. Similarly, a cancelled or abandoned race will not be counted in the total number of races in a series for the purpose of determining the number of series throw-outs allowed.
- c. Finish places will be computed based upon corrected time. Boats will receive points for finishing position within their assigned division based on ISAF Rule A4 Low Point System.
- d. Series results will be scored based on ISAF Rule A9. For purposes of posting mid season results the previous year's total number of boats entered will be used to calculate DNC points in each race.

Boats tied on cumulative points (or selective points where throw-outs are allowed and used in determining a boat's total points for a series) will be ranked by applying ISAF Racing Rule A8.1

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 will also be recognition for 1st Overall in NFS and FS divisions when applicable. At the discretion of the Race Committee, the number of trophies for an event may be limited as follows:

1-3 boats starting: 1st Place

4-5 boats starting: 1st and 2nd Place

6 or more boats starting: 1st, 2nd, and 3rd Place

Trophy presentations will be made as specified in the Race Notice, subject to timely completion of any protest hearings.

SPECIAL SAILBOAT SAFETY REGULATIONS

- Boats must not sail across a towline, too close ahead, or too close alongside of commercial traffic. Deep draft 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. Recommendations for a safe distance (danger area) are at least ½ mile ahead and ¼ mile to the side.
- A boat 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 boat was not improved. If the last item

cannot be demonstrated adequately, a time penalty may be imposed. IMPORTANT: In order to meet this requirement, your engine must be able to start promptly, If an outboard, it must be mounted and ready to start.

- Commercial vessels may sound whistle signals. 5 short blasts means "get out of my way now!"
- Radar reflectors must be flown at all times when racing and be installed not less than 4 meters (13 ft.) above the water.
- 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 will be handled by the Race Committee with the exception that the Race Committee shall have the option of issuing a "warning" when deemed appropriate. Warnings are recorded; they may be considered in judging any future reports.
- A boat may be disqualified without a protest hearing for infraction of the above safety regulations. (Amends ISAF Racing Rule 63.1).
- The above safety regulations shall not be changed without coordination with other organizations involved, such as U.S. Coast Guard.

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

COMMENTS

Following are some problems that seem to plague SEAS 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 SEAS 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, including the 2009-12 changes to Part Two of the ISAF *Racing Rules of Sailing* (to which the US SAILING prescriptions are applied). These changes alter some prior practices.

These SEAS 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 (ISFA 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 ISAF Racing Rule 61. If you pursue this avenue, keep in mind the following:

- You must fly a red protest flag *immediately* 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.
- 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 SEAS website.

- The other boat may file a counter protest.
- You must attend the Protest Hearing on time: bring all your witnesses with you. Protest times/locations will be posted at the SEAS website following filing.
- You may lose your protest or the other boat's counter protest may prevail.
- 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 but you can get out of the way of other boats before starting your turns. However, given the rather unforgiving nature of most SEAS 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, you are the only boat in your division, or you have warp boat speed and the tactical skills of Dennis Conner. In any event, make sure your insurance is paid up!

When used to wing out a jib in NSF events, spinnaker and whisker poles are allowed to extend only on the side **opposite** the boom, as prescribed by PHRF.

Only one sail may be carried forward of the mast unless the boat is specifically rated as a cutter or otherwise for double headsails. Boats rated with stays'ls may fly sails appropriate to that rating. In NFS classes, they also must lower one sail onto the deck before hoisting another *on the same stay*.

You must have an installed motor that works in order to race in SEAS events.

Respect tonnage. Don't push your "rights" with a cruise ship, a ferry or a tugboat towing 2 barges. *Know the ColRegs intimately* (see prior section).

If you are fortunate enough to have boats starting ahead of you, use them to help you understand Juneau's currents – especially in the vicinity of the Downtown, Marmion, and Point Retreat. 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?

Southeast Alaskan waters are 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 Sandy Beach., Lucky Me, Battleship Island, and Strauss 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.

SEAS's race entry form requires you to have valid insurance; don't race without it. The form also asks that you monitor VHF Channel 16 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.