

# OAK HARBOR YACHT CLUB

## ROUND WHIDBEY RACE

May 7-8, 2022

## SAILING INSTRUCTIONS

### 1. RULES

This race will be governed by the rules as defined in current *The Racing Rules of Sailing, 2021-2024*, the current Pacific Handicap Racing Fleet of the Northwest Class Rules, the 2022 'Round Whidbey Safety Equipment Requirements (SER's), the 2022 'Round Whidbey Notice of Race, and these Sailing Instructions. In the event of conflict between the NOR and Sailing instructions, the Sailing Instructions take precedent.

### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the head of the dock at Coronet Bay State Park.

### 3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 7:00 a.m. on Saturday, May 7, 2022.

### 4. THE COURSE

The committee boat will be anchored off West Beach at Deception Pass, within 0.5 nm south of Deception Island. The course then proceeds down the west side of Whidbey Island to its southern tip at Possession Point, then north up the east side of Whidbey Island to the entrance of Oak Harbor. **The green buoys at Partridge Point, Double Bluff, Scatchet Head and Possession Point must all be kept to port.** The course is 65 nautical miles.

**Alternate course: "Along Whidbey"** In case the winds are too high to sail out Deception Pass as determined by the race committee, the start will be in the vicinity of the Committee Boat, around the northeast end of Whidbey Island (Hoypus Point) and race down the east side of Whidbey Island, to round Gedney

Island in either direction and return to the posted finish line. The distance is approximately 54 nautical miles.

## **5. THE START**

The start line will be between an orange flag on the Committee Boat and an orange or yellow inflatable mark within 200 yards of the Committee Boat. The starting area will be within 0.5 nm south of Deception Island.

The start sequence shall be in accordance with RRS 26 with the warning signal at 9:00 a.m.

## **6. THE FINISH**

The finish line is between an anchored Race Committee Boat and the Coast Guard buoy G-5 at the entrance to Oak Harbor. If finishing at night, shine light on sail number for identification by the Committee Boat. Notify the committee boat approximately 15 minutes from the finish by radio (channel 72). In the unlikely event that there is no Committee Boat on station at the finish, record your finish time in GPS time when buoy G-5 bears 250 degrees magnetic.



## 9. PROTESTS AND REQUESTS FOR REDRESS

Protest forms must be filed with the race committee no later than 4:00 p.m. Sunday May 8, 2022, and by contacting the Race Committee on VHF 72.

### 9.1. ALTERNATE PENALTIES

A boat may take a One-Turn Penalty in accordance with RRS 44.2 when she may have broken one or more rules of Part 2 or has hit a mark in an incident while racing. This changes RRS 44.1.

## 10. SCORING

Scoring will be by lowest corrected time in each class, using time on distance (65 nautical miles for complete course). The shortened course scoring will be calculated using time on distance (36 nautical miles).

## 11. SAFETY REGULATIONS

**A boat that retires from a race shall notify the race committee as soon as possible**, by radio (channel 72) or by calling the race committee at **360-202-1401**. Other boats shall relay notice of withdrawal to the committee boat if communications difficulties are encountered.

Any boat interfering with commercial traffic in the shipping lanes may be disqualified. All boats will have aboard navigational charts of the course, marked with Vessel Traffic System (VTS) shipping lanes and buoys marked, on the west side of Whidbey Island.

Entrants shall meet the following eligibility requirements:

- (a) All yachts must have a current valid PHRF/NW rating or be assigned a “Windseeker” rating by the OHYC handicapper.
- (b) All yachts competing in the Round Whidbey Race will be required to meet the 2022 ‘Round Whidbey Safety Equipment Requirements.
- (c) Participants must comply with the USCG traffic separation scheme regulations and Puget Sound Sailboat Safety Regulations, and are required to monitor channel 14 and 5A as appropriate while transiting vessel traffic zones
- (d) Yachts will carry a minimum of **two** persons (no single-handing).

## **SPECIAL SAILBOAT SAFETY REGULATIONS**

Introduction: We must share Puget Sound with its commercial traffic, including many deep-water vessels and long 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 towline, too close ahead, or too close alongside 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. Rule 9 of COLREGS requires that no power vessel of less than 20 meters (66 feet) in length and no sailing vessel (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 cause to alter speed or course or to take evasive action. Yachts in or near the VTS lanes must monitor VHF channel 14 for vessel safety communications.
3. A yacht in a 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. 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. (Redress is not given for time spent, under power or otherwise, avoiding commercial shipping.)
4. Radar reflectors shall be flown at least 13 feet above the waterline at all times when racing in impaired visibility.
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.

## **12. USE OF ENGINE**

Use of engine for thrust is prohibited while racing except:

- (a) To help another vessel in distress.
- (b) To avoid impeding commercial traffic.
- (c) To avoid an imminent grounding.

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.

## **13. RADIO COMMUNICATIONS**

The Race committee will monitor channel 72. All racing boats will check in with Race Committee prior to the warning signal either by radio or by coming close astern the Committee Boat. While racing, boats will monitor channel 16. Channel 5a will be monitored while boats are in the shipping/ferry lanes north of Bush Point and channel 14 south of Bush Point.

## **14. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. The organizing authority, its directors, staff or volunteers will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

## **15. INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000.

# 2022 'ROUND WHIDBEY CHECK-IN CARD

Please record your Scatchet Head halfway point time (crossing 122 26.00' W), and your full race finishing time.

Alternatively, Nav screen shots or photos of the GPS (with time and position) can be sent to the Race Committee by text at 360-202-1401 (please include boat name and sail number in text)

<b>Boat Name:</b>	<b>Sail No.</b>
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**Scatchet Head** – 36 nm

GPS Time (Hrs:Min:Sec):

\*Record your time when crossing 122 26.00' W latitude.

**Finish** – 65 nm

GPS Time (Hrs:Min:Sec):

**Thank you for your participation.**