

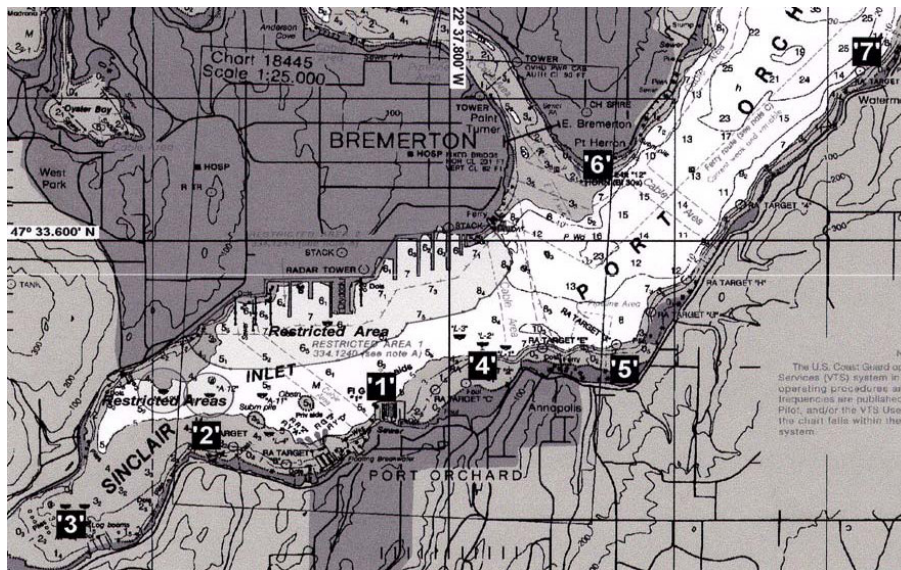
STANDARD COURSE INSTRUCTIONS FOR SINCLAIR INLET RACES

DESCRIPTION OF MARKS	COURSES ('N' start order)	
1. Club buoy (start line) – Set off Port Orchard Marina breakwater	A. 1 – 4 – 2 – 1	2.9 nm
2. Club buoy – located 300 yds south of "A-12"	B. 1 - 2B – 3 - 2B – 1	3.4 nm
3. Club buoy – located off Suldán's Marina	C. 1 – 5 – 6 – 1	3.8 nm
4. Navy mooring buoy "L-2"	D. 1 – 5 – 4 – 2 – 1	4.2 nm
5. Radar target (RA) "3"	E. 1 – 4 - 2B – 3 - 2B – 1	4.6 nm
6. Point Herron Light	F. 1 - 4B – 6 - 4B – 2 – 1	5.0 nm
7. Radar target (RA) "5" (North of Waterman Pier)	G. 1 – 5 – 6 - 4B – 2 – 1	5.5 nm
	H. 1 – 7 – 1	6.1 nm
	I. 1 – 6 - 2B – 3 - 2B – 1	6.5 nm
	J. Get course from RC	

Notes

- Race Committee (PO Marina breakwater) will display the course, number of laps, and the start direction. **EXAMPLE: G 1 S** = Course G, 1 lap (5.4 nm), Southwest start (1-2-4B-6-5-1).
- Courses are listed for Northeast starts. Reverse mark order for Southwest starts.
 N = Northeast start, leave rounding marks to PORT.
 S = Southwest start, leave rounding marks to STARBOARD.
 B = Boundary mark, pass SOUTH of indicated boundary marks.
- The course may be shortened at any mark at the discretion of the Race Committee. All finishes are from the direction from the last mark. If the shortened finish is to be a Boundary Mark, the Race Committee shall announce the new finish line prior to the lead boat rounding the previous mark. No signal will be given for a shortened course, in lieu of "Racing Rules of Sailing", Part 3, Rule 32.2.

(Not For Navigational Use!)



*Due to the increased Security measures in affect at Puget Sound Naval Shipyard,
**all racers are advised to stay 500 yards away from all
 Naval ships and the shipyard pier heads.**
 Coast Guard and Shipyard Police boats will enforce this zone!!*

STANDARD SAILING INSTRUCTIONS FOR SINCLAIR INLET RACES

SPECIAL INSTRUCTIONS - Current USSA rules - "The Racing Rules of Sailing" and PHRF rules shall apply, except as may be amended herein. Remember that you are out to have fun. Collisions and sharp words are not fun. Give the beginning racers some nicely worded advice, relax, and enjoy. **GOOD LUCK!!**

SAFETY - Each skipper/owner is solely responsible for the safety of his/her own boat and crew. The wearing of PFDs topside is intelligent and encouraged.

OBLIGATIONS TO PREVENT INTERFERENCE WITH TRAFFIC - Interference with COMMERCIAL, OR ANY OTHER NONRACING TRAFFIC IS STRICTLY FORBIDDEN, and may result in disqualification. Puget Sound Traffic Service Guidelines, Traffic Separation Scheme Rules, and International Regulations for Prevention of Collisions at Sea, 1972, apply. Participants are to monitor VHF Channel 14 and 16 from the beginning and until the completion of this event.

RULES: The **Racing Rules of Sailing 2005 - 2008** will be used, except as modified in these instructions and in the individual Race Notices.

PROTESTS - A red flag must be affixed to the rigging as soon as practical; the skipper of the protested boat and the Race Committee must be notified as soon as possible, and a written protest submitted to the Committee within one (1) hour of the last yacht's finish. However, protests are discouraged. Use the 720-degree rule to exonerate a rule infraction and 360-degree rule to exonerate hitting a mark on the course.

USE OF ENGINE - Engines shall not be run for propulsion purposes except as necessary to avoid non-racing traffic or to aid in rescue of a boat or crew, in which case the yacht shall report in (writing) all pertinent details to the Race Committee within one (1) hour after finishing. The Race Committee, at its discretion, may then adjust that yacht's finishing time.

POSTPONEMENT/CANCELLATION - In the event of a postponement, it shall be signaled by multiple horn blasts and the lowering of any sequence flag that may be flying. A new starting sequence shall be preceded by multiple horn blasts at least one (1) minute prior to raising the yellow flag. These signals are in lieu of Part 3, rules 32.1 and 32.2. In the event the race is canceled, it will be rescheduled on a later date, or all entry fees refunded at the Club's option.

RECALL - Individual recall shall be attempted by one (1) horn blast and hailing of sail numbers or yacht name for yachts over early. Responsibility for correct start remains with the individual skipper. General recall shall be signaled by three (3) horn blasts and lowering of the start flag. These signals are in lieu of Part 3, rules 29.2 and 29.3.

SCORING - Scoring shall be based on standard PHRF **Time-On-Distance** and the Low Point system for series of Appendix A of "The Racing Rules of Sailing".

START FINISH - The start / finish will be depicted by a line from the orange flag on the committee boat to the Orange Club marker off the Port Orchard Marina breakwater. The committee may shorten the course at any mark. Finish shall be between the committee boat and the mark from the direction of the last mark.

START TIME, START SEQUENCE and TIME LIMIT - See specific instructions for individual races.

SIGNALS - Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Minutes before starting signal</i>		<i>Signal Flag</i>	<i>Sound</i>
5 minutes	Warning Preparatory	Division flag;	1 sound
4 minutes		P flag;	1 sound
1 minute	Start	P flag removed;	1 long sound
0 minute		Division flag removed; next Division flag raised	1 sound

NOTE - The warning signal for each succeeding Division shall be made **with** the starting signal of the preceding Division.

DIVISIONS - Divisions shall be based on PHRF-NW ratings as follows, with Division III ineligible for WSSA Series overall awards.

DIVISION I	140 and under	Pennant 1 (<i>white w/red oval</i>)
DIVISION II	141 and over	Pennant 2 (<i>blue w/white oval</i>)
DIVISION III	No Flying Sails	Pennant 3 (<i>red, white, blue</i>)