



## North Designate Regatta – Sailing Instructions

### 1. RULES

1.1 This regatta shall be governed by the current Racing Rules of Sailing (RRS), the prescriptions of US Sailing, ICSA Procedural Rules, ICSA Collegiate Dinghy Class Rules, PCCSC Standing Rules, and the Notice of Race, except as modified by these Sailing Instructions.

### 2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 10:00 AM on the day it will take effect.

### 3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on Tech Score AND announced verbally on the water and/or at the rotation dock.

3.2 On the water, the race committee will make any attempt to communicate verbally directly with competitors.

### 4. SCHEDULE OF RACES

#### Saturday, March 22, 2025

- 9:00 AM – Report Time
- 10:00 AM – Competitor Meeting
- 10:30 AM – Leave Dock
- 11:30 AM – First Warning

#### Sunday, March 23, 2025

- 9:00 AM – Report Time
- 10:00 AM – Leave Dock
- 11:00 AM – First Warning
- 3:00 PM – No starting sequence will be initiated after this time

## **5. RACING AREA**

5.1 The racing area will be on Lake Washington, directly adjacent to Sail Sand Point.

## **6. FORMAT**

6.1 The regatta will be a combined division event, with scores from both days determining the final regatta standings.

6.2 A first-place finish will result in one point scored, second place will receive two points, and so on, regardless of which divisional boat is scored.

6.3 If possible, the event will be sailed in a combined division with 16 races scheduled.

6.4 The race committee reserves the right to modify the format if conditions prevent completion of the intended number of races.

## **7. COURSES**

7.1 The course will be a W4 with a leeward gate directly to windward of the line. A diagram will be displayed at the boat basin. It will also be on Tech Score, and sent in an email.

## **8. MARKS**

8.1 All marks will be orange or white balls.

## **9. THE START**

9.1 Races will be started using a three-minute dinghy sequence following a repeater.

9.2 An automatic starting horn will be used for the start. If the horn should fail, a whistle will be used instead.

9.3 Boats OCS will be notified via flag. Individual verbal notification will be attempted, but not guaranteed.

## **10. STARTING SYSTEM**

10.1 Races will be started in accordance with PR 18(b)(i).

## **11. RECALLS**

11.1 Individual recalls will be signaled in accordance with Procedural Rule 18(b)(ii).

## **12. THE FINISH**

12.1 The finish line will be the same as the starting line, with downwind finishes.

12.2 Boats may be scored in place to facilitate timely races.

### **13. BOATS AND EQUIPMENT**

13.1 Boats are supplied to teams by request and per availability. Do not adjust the standing rigging. Competitors have the option of rigging the mainsheet purchase either 3:1 or 4:1.

13.2 Boats are to be identified by sail numbers only.

13.3 Competitors shall report all damage or loss of equipment, however slight, to the Race Committee.

### **14. PROTESTS**

14.1 Written protest forms shall be presented to the Race Committee within 20 minutes of their final return to shore after racing for the day. Protest forms will be available in the SSP office.

### **15. RISK STATEMENT**

15.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.