

race week

June 24-28, 2024

ANACORTES



David Jackson and crew on *MadDash* (Dash 32) took the title of Overall Winner at Race Week in 2023 (as well as 2018 and 2019!) Jackson's crew included Carmen Jackson, Joren Jackson, Tavin Jackson, Iver Jackson, Mark Lloyd, John Arnott, Derek Brown, and Leif Pederson.



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Welcome to Race Week 2024!

Nearly a quarter of a century ago in the year 2000, I participated in my first Race Week. This year marks my 10-year anniversary of owning and producing it. I love it, and am surrounded by so many of you who love it too because you love the sport, and you also love to have fun! It has been an amazing journey from Oak Harbor to Anacortes, and I'm really happy so many of you are still relishing the best week of summer!

I'm super pleased to welcome our newest sponsor, Goslings Rum to the party! And I'm also very happy to welcome the 6 Meter fleets from USA and Canada, who have chosen Race Week to conduct the fleet's North American Championships!

It takes a village to produce an event like Race Week, so big thanks to all our partners, sponsors, race committee, staffers, volunteers, and heroes!



Best wishes for a safe and memorable week ahead!
Schelleen Rathkopf, Producer

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Larry Butchart, Paul Evenden, David Jackson,
Charlie Macaulay, Steve Orsini, Cori Whitaker

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Racecourse Alpha

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Racecourse Bravo

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2024

SAILING INSTRUCTIONS

1. RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 The following rules are changed:

1.2.1 RRS 34 (b): The rule is changed to read: “substitute an object displaying the M Flag” striking out “and make repetitive sound signals.” This also changes RRS Race Signals M Flag description.

1.2.2 RRS V1 is in effect (1 turn penalties for fouls outside the “Zone”).

1.2.3 RRS V2 is in effect.

1.2.4 RRS T2 is in effect but “will” is replaced with “may” in the first sentence. This changes RRS T2.

1.2.5 RRS 47: Trash shall include water balloons.

1.2.6 Rules may be changed at other places in these Sailing Instructions.

1.3 The US Sailing Prescriptions to *The Racing Rules of Sailing* shall apply.

1.4 All boats must carry a working VHF radio and monitor Channel 72 if on **Racecourse Alpha**, or Channel 68 if on **Racecourse Bravo**.

1.5 Boats racing PHRF will be governed by the class rules defined by PHRF NW.

1.6 In any conflict between the Notice of Race, class rules, PHRF-NW Rules and these Sailing Instructions, these Sailing Instructions will take precedence. This changes Rule 63.7.

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions (SIs) will be posted on the official notice board (See SI 4.2) before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours on the day before it will take effect.

3. TWO RACECOURSES: RACECOURSE ALPHA AND RACECOURSE BRAVO

3.1 **Racecourse Alpha** is for all PHRF, ORC, J105s, J80s, any other One Design Classes, and Cruising Class. The signal boat for **Racecourse Alpha** will be YC5.

3.2 **Racecourse Bravo** is for 6 Meters and J70s. The signal boat for **Racecourse Bravo** will be the *Fox Seas*.

3.3 **Combined Racecourse**: Conditions may require that **Racecourse Alpha** and **Racecourse Bravo** be combined. In this case, the signal boat for the combined course will be YC5 and radio communication will be on Channel 72.

4. COMMUNICATIONS WITH COMPETITORS

4.1 On the water, the Race Committee (RC) intends to monitor and communicate with competitors on VHF radio: **Racecourse Alpha** or **Combined Racecourse**: Channel 72, and **Racecourse Bravo**: Channel 68. RC communications are a courtesy only and are not grounds for redress. This changes RRS 62.1(a).

4.2 Notices to competitors will be posted on the Official Notice Board at the base of C Dock and on-line. Visit www.raceweekpnw.com for links.

4.3 The Regatta Office is located at the base of C Dock.

4.4 Skippers and crews are encouraged to join the WhatsApp group “Race Week Anacortes 2024” for announcements and to call attention to posted notices. Note that WhatsApp announcements will not be official communication but is only intended to draw competitors’ attention to official Race Week communications. Visit www.raceweekpnw.com for a link to join.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the Marina flagpole. If a signal made ashore applies only to one racecourse, it will be displayed under either Signal Flag A or Signal Flag B to indicate **Racecourse Alpha** or **Racecourse Bravo**, respectively.

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5.2 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes.' This changes RRS-race signal AP.

6. SCHEDULE OF RACES

- 6.1 There will be up to 3 races per day.
- 6.2 The first warning signal each day is scheduled for 1100.
- 6.3 Subsequent races may immediately follow each race.
- 6.4 On Friday, there will be no warning signal after 1500.

7. CLASS FLAGS

- 7.1 **Racecourse Alpha:** The class flags will be the signal flag numeral pennants. Class numbers will be assigned when class breaks are published.
- 7.2 **Racecourse Bravo:** The class flag will bear the insignia of the class.

8. RACING AREA

- 8.1 **Racecourse Alpha:** The racing area will be on the northeast side of Guemes Island.
- 8.2 **Racecourse Bravo:** The racing area will be in the vicinity of Guemes Channel / Cap Sante / Hat Island.
- 8.3 **Combined Racecourse:** The racing area will be in either the areas stated in SI 8.1 or SI 8.2.
- 8.4 The racing area may be changed by the RC Signal boat by displaying the L flag with one sound, announcing the new racing area on the VHF channel specified in SI 4.1, and moving to the new area.

9. COURSES and MARKS

- 9.1 **Racecourse Alpha:** No later than the warning signal, the starting order and course for the current and following class will be displayed on the marquee of YC5 using class number placards followed by a sequence of letters indicating marks on the course.
 - 9.1.1 Each letter designates a mark to be left to port except Jibe Mark J, which shall be left to Starboard, and finishing marks or gates. The first letter is the starting mark. The last letter is the finishing mark.
 - 9.1.2 The placard "F" designates a finish at the Finish Boat, *Fox Trot*.
 - 9.1.3 The placard "E" designates a finish at the Signal Boat, YC5.
 - 9.1.4 The class placards will be displayed in the order of the starts reading from left to right and from top line to bottom line.
 - 9.1.5 Lines may be reused after all listed classes on the line to be reused have started, starting from the top line. If a line is being reused, the line below it shall be blank to distinguish it from the lower lines that may list classes that have not started and are earlier in the starting order.
 - 9.1.6 Mark descriptions and letters are in Addendum A of these Sailing Instructions.
 - 9.1.7 When a gate (two marks of similar shape and color) is present at the leeward mark, boats shall sail between the gate marks from the direction of the previous mark and round either the port gate mark to port or the starboard gate mark to starboard. A gate at one leeward mark shall not imply that all leeward marks are gates.
 - 9.1.8 If the conditions allow for it, a Pursuit Race may be conducted for **Racecourse Alpha** competitors on one day of Race Week. The announcement of a Pursuit Race will be made between 1930 and 2000 hours the day before the Pursuit Race would happen. Competitors will be notified of a Pursuit Race plan in the following ways: 1) an announcement will be made at the Daily Awards and Post Race Party the day before, 2) a posting will be made on the official on-line Notice Board with link at www.raceweekpnw.com 3) a posting will be made on the notice board at the base of C Dock, and 4) an announcement will be made on the WhatsApp. See Addendum C for Racecourse Alpha Pursuit Race details.
- 9.2 **Racecourse Bravo:** The courses will be a standard windward/leeward course, twice around; with a gate.
 - 9.2.1 The starts and finishes will be conducted from *Fox Seas*. The signal boat will display Numeral Pennant 3 to 6 with or before the warning flag to indicate the course. For the 6 Meter class only, there will be an offset at Mark 1 designated 1a.
 - 9.2.2 Courses and course marks are described in "Addendum B Racecourse Bravo Courses and Marks."
- 9.3 **Combined Racecourses:** In the case of a combined racecourse, the course for 6 Meters will be indicated on the top line of the marquee of YC5 with numbers corresponding to the racecourse used. The J70 fleet will be assigned fleet number '9' and will sail courses as defined for **Racecourse Alpha**.
 - 9.3.1 For the 6 Meters in the case of Combined Racecourse, the start will be at YC5, and the first mark of the course will be Racecourse Alpha's A (yellow, upwind) mark. After rounding A, marks 1 and 2 should be rounded in the order indicated by the course number. Marks 1 and 2 will be set on the left side of the course, as shown in the diagram in Addendum A. The leg from mark A to mark 1 will be a reach.



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10. DAILY CHECK IN [DP]

10.1 Upon arrival in the vicinity of the start area each morning before the first race, competitors must check in with the RC and receive an acknowledgement from the RC that the check in has been registered.

10.1.2 **Racecourse Alpha:** Competitors can hail the RC on Channel 72, or sail by the stern of YC5. From 10 minutes to the first start onward, boats may not check in by radio or at YC5, but only by voice hail while sailing by the stern of the *Fox Trot*, near the F-finish of the course.

10.1.3 **Racecourse Bravo:** Competitors can hail the RC on Channel 68, or sail by the stern of *Fox Seas*.

10.1.4 **Combined Racecourse:** All boats may check in at YC5. If *Fox Seas* is on location at the finish for the **Racecourse Bravo** classes, **Racecourse Bravo** boats may check in there. From 10 minutes to the first start onward, boats may not check in by radio or at YC5, but only by voice hail while sailing by the stern of the *Fox Trot*, near the F-finish of the course.

11. THE START

11.1 Races will start using RRS 26.

11.2 The starting line is between an orange flag on the signal boat at the starboard end and the course side of the port-end starting mark.

11.3 **Racecourse Alpha:** For the first race of the day, classes will start in ascending numerical order. Subsequent races may have classes start in any order, depending on when boats have finished the previous race.

11.4 **Racecourse Bravo:** For the first race of the day, the 6 Meters will start first followed by the J70s.

11.5 **Combined Racecourses:** For the first race of the day, the 6 Meters will start first. The J70s will be assigned Number '9' and will start with the **Racecourse Alpha** classes in numerical order.

11.6 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.

11.7 If a boat is subject to RRS 29.1, the RC will attempt to hail her sail number and/or boat name on VHF Channel 72 (**Racecourse Alpha**) or Channel 68 (**Racecourse Bravo**). Failure of the RC to hail, failure of a boat to hear her number and/or name, or the order in which boats are hailed will not be grounds for redress. This changes RRS 62.1(a).

11.8 If there are rolling starts (when the warning signal of the next class is made with the starting signal of the previous class), and if the starting class has a general recall, then the class flag of the next class will be removed, and the start of the next class will be considered abandoned without further signal. This changes RRS 27.3.

11.9 A boat that does not start within 5 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A5.1.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 **Racecourse Alpha:** To change the location of a mark that has already been rounded, the RC will move the original mark, or the finish line, to the new position and signal as defined in the RRS 33.

12.2 **Racecourse Bravo:** To change the next leg of the course to the weather mark for the 6 Meters, the RC will move the original mark to a new position. If the weather mark is changed, the offset mark may be removed. To change the next leg of the course to all other marks, the RC will lay a new mark. The new mark description will be in a future amendment to these Sailing Instructions. If the leeward gate is moved, it will be replaced with a single mark.

13. TIME LIMITS

13.1 **Racecourse Alpha:** The time limit for the first boat in a class to finish is 3 hours. A boat failing the finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. In the event of a Pursuit Race, the time limit will be 1730 on the day of the start. Any boats not finished by 1730 will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

13.2 **Racecourse Bravo:** Time limits and target times are described in "Addendum B Racecourse Bravo Courses and Marks." Failure to meet target times will not be grounds for redress. This changes RRS 62.1(a).

13.2.1 Boats failing to finish within the time window listed in Addendum B after the first boat sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

14. THE FINISH

14.1 **Racecourse Alpha:** The finish may be at either YC5 (Mark E), or *Fox Trot* (Mark F), depending on the course designation and will be between the blue flag on the RC boat on the course side of the finish mark.

14.2 **Racecourse Bravo:** The finish line is between a blue flag on *Fox Seas* and the course side of the finish mark.

15. RESTRICTION OF THE START AND FINISH LINES

15.1 From the time a boat rounds the first rounding mark until she finishes, she shall not cross the starting line or a finish line extending from either RC boat, whether it is the finish line of her course or not. A boat that breaks this rule may be scored with a 30% scoring penalty as defined in RRS V2(b) for each infraction without a hearing if observed by the RC or may be protested by another boat. This changes RRS 63.1 and RRS A5.

15.2 A boat found to have violated SI 15.1 in a protest should receive a 30% scoring penalty from the protest committee.

15.3 The start line, and both finish lines are designated as obstructions with respect to this SI.

16. SCORING

16.1 For the 6 Meters, five races are required to be completed to constitute a regatta. For all other classes, 3 races are required to constitute a regatta.

16.2 Throwouts: When fewer than five races have been completed, a boat's series score will be the total of her race scores. When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

16.3 The Low-Point Scoring Systems as defined in RRS Appendix A4 will be used with the following modification: Scores of DNF, NSC, and RET shall be scored the number of finishers plus two. Scores DNC, DNS, OCS, UFD, BFD, DSQ and DNE shall be scored the number of starters plus two.

17. HEARING REQUESTS

17.1 The protest time limit is 45 minutes after the RC signal vessel for a boat's racecourse ties at the dock after each day of racing or 15 minutes after the protest time limit is posted, whichever is later.

17.2 Hearing Requests forms can be picked up and submitted at the Regatta Office at the base of "C" dock.

17.3 Notices will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at the Depot Arts Center (611 R Ave, Anacortes, WA 98221), beginning at the time posted.

17.4 Arbitration meetings and hearings will begin 15 minutes after the protest filing time limit. If all parties are present and ready, they may begin earlier. Arbitration meetings will take place at the Depot Arts Center (611 R Ave, Anacortes, WA 98221).

17.5 Scoring inquiry forms can be picked up and submitted at the Regatta Office and must be submitted no later than 30 minutes after the scores are posted on the official online notice board or the protest time limit, whichever is later.

17.5.1 The RC will review each scoring inquiry and inform the submitting and affected boat(s) of their findings and resulting actions if any.

17.5.2 If the submitting boat is unsatisfied, they may then file a request for redress based on its claims in the original enquiry.

17.5.3 The boat must request the redress hearing within 15 minutes of the decision being delivered to it.

17.5.4 The original scoring enquiry submission time will be used for the timing requirements of RRS 62.2.

18. [DP] SAFETY REGULATIONS

18.1 A boat that retires from a race shall notify the RC at the first reasonable opportunity.

18.2 An Emergency Action Plan (EAP) has been included in skipper bags at check in and shall be reviewed by all skippers and their crew.



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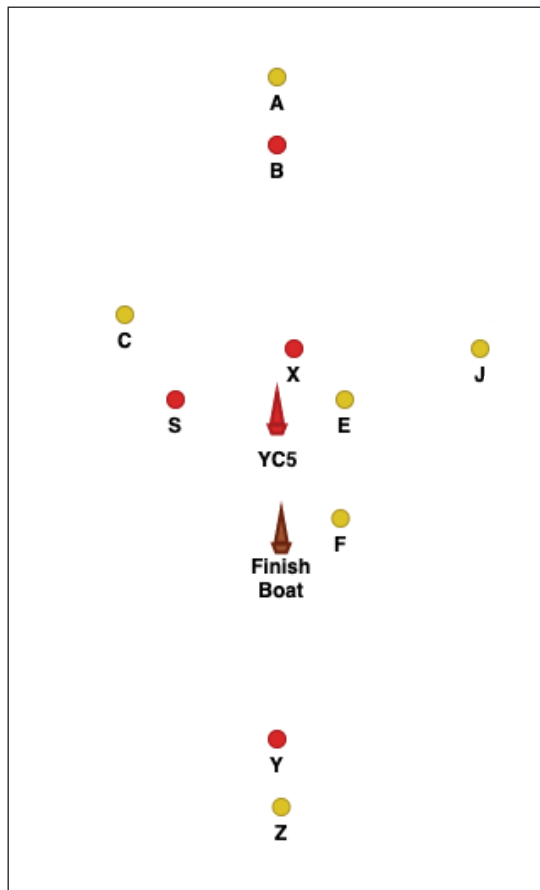
ADDENDUM A: Racecourse Alpha Courses and Marks



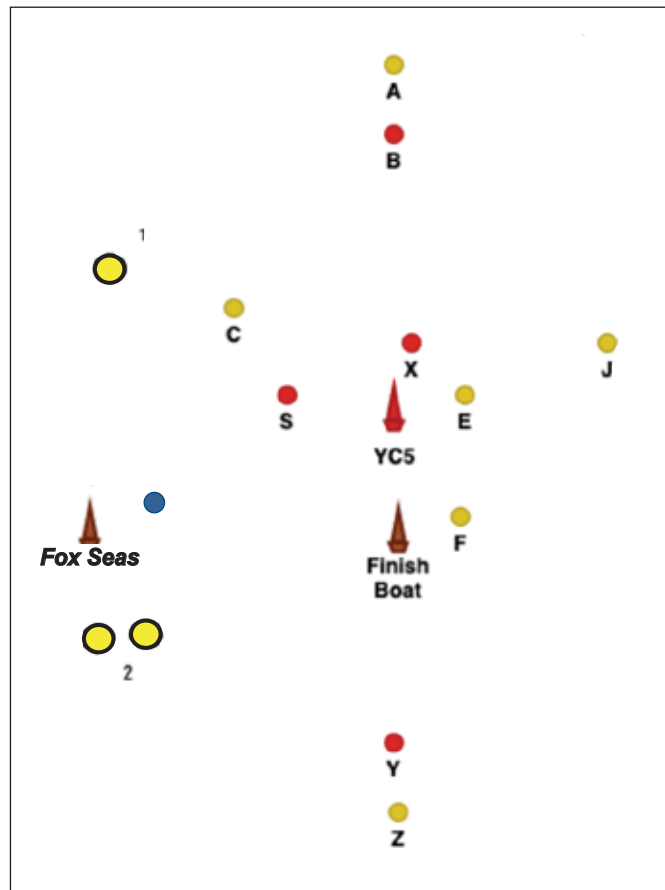
Mark	Description
Signal Boat (YC-5)	RC Signal Boat at Start and Alternate Finish (E)
Finish Boat (<i>Fox Trot</i>)	RC Finish Boat. May be windward or leeward of marks Y and Z
S	RED Starting Mark
A	YELLOW Weather Mark
B	RED Weather Mark
C	YELLOW Jibe Mark.
J	YELLOW Jibe Mark to be left to STARBOARD.
X	RED Leeward Mark to weather of YC-5
Y	RED Leeward Mark
Z	YELLOW Leeward Mark
F	YELLOW Finish Mark at Finish Boat
E	YELLOW Finish Mark at YC-5

Distance Marks		Description
J	Legoe Bay	Inflatable mark, Approx 48°42.79N, 122°42.83W
K	Lummi Rocks	Fixed mark, Approx 48°40.171N, 122°40.133W
L	Bellingham Bay	Yellow Spar "B", Approx 40°43.43N, 122°34.60W
M	Eliza Island	Approx 48°39.17N, 122°35.06N
N	Vendovi Island	Approx 48°36.62N, 122°36.37W
P	Jack Island	Approx 48°34.88N, 122°36.75W
W	R8	Permanent mark R8
G	G5	Permanent mark G5

Racecourse Alpha



Combined Racecourse





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ADDENDUM B: Racecourse Bravo Courses and Marks

Mark	Classes	Description
Signal Vessel	All	Fox Seas
Start	All	RED
Finish	All	BLUE flag on pole
Windward	6mR	YELLOW
Offset	6mR	YELLOW
Windward	J70	RED
New Mark	J70	TBD
Gate Marks	All	YELLOW

Time Limits (In Minutes)				
Class	Mark 1	Race Target Time	Race Time Limit	Finish Window
6mR	60	75	180	20
J70	45	60	180	20

Course Layouts

The course number indicates the number of primary rounding marks.

Downwind Finishes:

Numeral 3



S - 1 (1a) - 2 - 1 (1a) - F

Numeral 5



S - 1 (1a) - 2 - 1 (1a) - 2 - 1 (1a) - F



Upwind Finishes:

Numeral 4

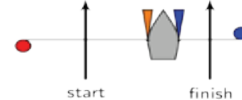


S - 1 (1a) - 2 - 1 (1a) - 2 - F

Numeral 6



S - 1 (1a) - 2 - 1 (1a) - 2 - 1 (1a) - 2 - F





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ADDENDUM C: Racecourse Alpha Pursuit Race

MARK	DESCRIPTION	APPROXIMATE LOCATION
Start / Finish Line	YC5	48.513329 N / 122.590255 W
Lummi Rocks	Multiple rocks reaching surface west of Lummi Island	48.6909653 N / 122.6577545 W

AC RACECOURSE ALPHA PURSUIT RACE PLAN

- AC.1 The start will be located just east of the point at Cap Sante.
- AC.2 Boats will start at their assigned start time, which will be calculated based on each boat's handicap rating and the course distance. Start times and offsets from the first pursuit start will be posted using the communication channels defined in SI 9.1.7 by 2030 on the day before the Pursuit Race.
- AC.3 The first start will be at 1100 hours.
- AC.4 The race will be started with the following signals:
 10:55 Warning signal for the first start (RW Pursuit Flag with one sound)
 10:56 Preparatory signal for the first start (P Flag with one sound)
 10:59 Preparatory signal dropped (P Flag down with one long sound)
 11: 00 First start, signaled (one sound, RW Pursuit flag will remain flying)
- AC.5 The Pursuit Race Flag is an orange rectangular flag, with a black image of a roadrunner and coyote, and will be displayed continuously throughout the starting sequence until the starting signal for the last boat scheduled to start has been made. This SI changes RRS 26.
- AC.6 When boats are scheduled to start, there will be a single horn. Immediately before or after the start time, the RC will attempt to announce the time offset from the first start time as a courtesy and unofficial announcement. This announcement will not be grounds for redress. This changes RRS 62.1 (a).
- AC.7 [DP] The time of each boat's preparatory signal will be 4 minutes before her starting time. Boats whose preparatory signal has not been made shall avoid the starting area. A breach of this instruction will not be grounds for protest by a boat. This changes RRS 60.1(a).
- AC.8 If there is a postponement before the first start, all starts will be later than their published time by the length of the postponement. Any postponement time will be announced on the radio and in the WhatsApp Announcement channel.
- AC.9 Individual recalls will be signaled with 1 long sound. The X flag will not be displayed. This changes RRS 29.1 and RRS Signals. The RC will attempt to hail the sail numbers of boats that have been identified OCS on VHF 72. Failure of equipment, failure to hear a hail, delay in hailing, or the order in which boats are hailed will not be grounds for redress. This changes RRS 62.1 (a)
- AC.10 The finish is a line between a blue flag on YC5 at the port end of the line, and the course side of the starboard end finish mark.
- AC.11 A boat's score is determined by the order in which it crosses the finish line, since all handicaps are accounted for by the start times assigned in Sailing Instructions AC.2.

MAN OVERBOARD RETURN AND RECOVERY

A summary of the current thinking about MOB Return and Recovery

Every Man Overboard (MOB) incident is different, but some principles still hold. Add these skills to your seamanship and you will have a better chance of recovering an MOB.

The key principles: **FIRST**, drop floatation to help the MOB and mark the spot. **SECOND**, quickly stop the boat near the MOB. **THIRD**, return the boat in a controlled manner, being careful you do not hit the MOB with the boat. **FINALLY**, pick up the MOB with a LifeSling (or other means).

It is important that you practice a variety of MOB maneuvers with your own crew aboard your own boat, as each boat is different. Practice the principles, use your seamanship skills, and you can tailor your return and recovery for the specific conditions.



UPWIND QUICK STOP, USING A LIFESLING RECOVERY

POSITION 1: Shout "Man Overboard!" Pull the pin on the MOM 8; throw other flotation. Assign one crew as "Pointer", who shouts the bearing and range to the MOB continuously. The helmsman or navigator shall push the "MOB button" for five seconds. Begin your quick stop by having the helmsman shout "Hold on! Tacking!"

POSITION 2: Tack the boat. In the tack, the jib sheet is not released, nor is the main. With a backed jib the boat "heaves to", and slows and stays close to the MOB—the desirable position. Start the engine, but keep it in neutral (check for lines in the water before putting it in gear!).

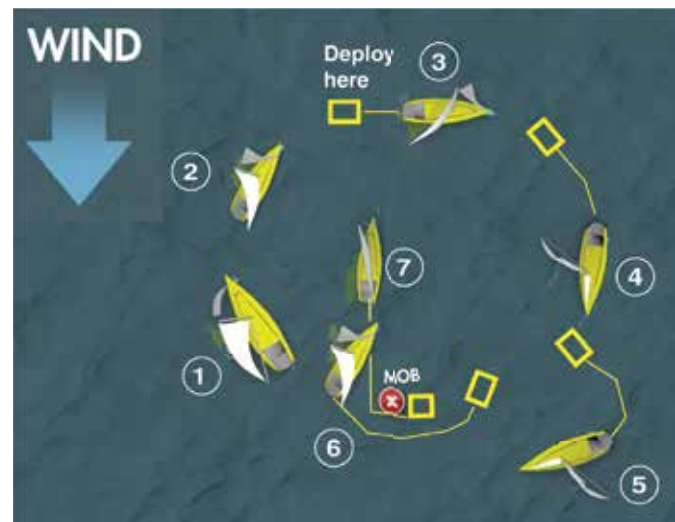
POSITION 3: Launch the LifeSling. As soon as the crew on deck is prepared, begin to bear off, staying about 2-4 lengths from MOB. Keep the jib cleated and backed.

POSITION 4: Bear off to a dead run, and gybe the main.

POSITION 5: When the boat is 1-1.5 boat lengths below the MOB, the helmsman luffs toward the MOB, onto a close reach,

using the engine as needed. (The Pointer should move forward to the mast to keep MOB in sight and to guide the helmsman). Begin to luff and circle the MOB staying away from them; keep the boat from hitting the MOB.

POSITION 6: Circle the MOB "water skier pickup style", without touching the sheets insofar as possible. Once the MOB makes contact with the floating line, free sheets to stop the boat immediately; you don't want to pull the MOB with the boat at speed. The MOB should slip the sling part of the Lifesling over their head and under their armpits.



POSITION 7: Douse, furl or flog all sails. Pull the MOB to amidships where you can secure the MOB next to the boat. Attach a halyard to the Lifesling bridle (or a knot you tied about 12 feet above the bridle). Hoist the MOB on deck.

If you are NOT using the Lifesling for a pickup, then:

In **POSITION 4:** Strike or furl the jib on the run. (n.b. some boats may need to leave it up for control.)

In **POSITION 6:** Decide whether to pick up the MOB on the windward or leeward side and tell your crew. Foredeck readies the throw bag. Trim and ease the mainsail to control speed, and/or use the engine engaged to control boat speed (1-2 knots maximum as your bow passes the MOB).

POSITION 7: As your bow passes MOB, toss the throw bag; the MOB will be pulled in amidships as they move aft. Stop the boat. Lower the Lifesling to MOB and with a halyard on the Lifesling bridle (or a knot on the line above the bridle), hoist the MOB on deck. Or, grapple the MOB aboard (less recommended as you may lose contact with MOB)



QUICK STOP RECOVERY WHEN SAILING DOWNWIND

POSITION 1: Shout “Man Overboard!” Pull the pin on the MOM. Throw flotation. Hit the MOB button. Assign the “Pointer”. The helmsman shouts: “Hold on! Coming up!”

POSITION 2: On boats with poles: Ease pole to headstay, trim foreguy. On both pole and sprit boats: do not let the tack run. The trimmer should give a quick luff to the spinnaker sheet to unload the sail. Crew holds on as helmsman luffs up until the spinnaker is flying just off the spreaders.

POSITION 3: Quickly ease the spinnaker halyard, assuring there are no jams! Pull the spinnaker sheet tight as the crew grabs the foot of the chute and pulls it on deck. Control it with the guy until you can stuff it below.

POSITION 4: Start the engine and keep it in neutral; check for lines in the water. Tack up towards MOB using the engine to gain speed and steerage.

FOLLOW POSITIONS 5, 6 & 7 as in the previous recovery — Upwind Quick Stop Return.



PRACTICE THESE SKILLS ON YOUR BOAT WITH YOUR CREW IN DIFFERENT CONDITIONS—ONLY THEN YOU WILL BUILD YOUR SKILLS

MORE INFORMATION: LIFESLING, DOWNWIND QUICK STOP

The Lifesling is a floating sling,

connected by a bridle to a long, yellow, floating line.

- We recommend you tie a figure-8 or other loop knot about 12 to 20 feet above the sling's bridle. This will let you secure the MOB to a cleat and at the same time have a length of line on which to clip the halyard.
- Also, add a water-activated light on the sling if you will be sailing at night.

The Lifesling is required for all coastal and ocean races, and it is a “must-have” for any short-handed crew, double-handers, or cruisers. Just a few advantages include: The Lifesling does not require a precise, close approach; once the MOB is in the Lifesling, you won't lose contact with them; and it is easier to get the MOB aboard if they are in the sling. Fully crewed race boats should practice recoveries with and without a Lifesling.

Shorthanded and cruising crew should focus on Lifesling recoveries.

Use your engine appropriately to provide critical maneuverability during a recovery. The racing rules allow this.

If the MOB is unconscious or weak, the MOB will not be able to grab and secure the Lifesling. If the MOB appears compromised once close aboard, a fully-crewed boat may lower a tethered “Rescue Crew” in a bosun's chair or foredeck harness by halyard to water level as you come alongside the MOB. This crew can clip onto the MOB and then you hoist both aboard.

For Downwind Recoveries in heavy air. Depending on your boat's characteristics, a downwind Quick Stop in heavy air (over 25 knots more or less) could risk serious damage or injury, delaying the return

to the MOB. Each boat and crew must establish their own threshold of wind and waves. Before these takedowns (both routine and emergency), we recommend an extra sheet be rigged to the clew and over the boom for a “letterbox” takedown.

GO TO THESE KEY RESOURCES

- US Sailing Safety at Sea Courses www.ussailing.org/education/adult/safety-at-sea-courses-2022
- From Storm Trysail Foundation – Man Overboard Recovery www.YouTube.com/Practical MOB Recovery
- Advances in MOB Recovery www.YouTube.com/Advances in MOB Recovery 2021
- UK Sailmakers letterbox video www.YouTube.com/The Letter Box Takedown



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