

2022 SAILING INSTRUCTIONS | OFFICIAL PROGRAM GUIDE

raceweek

June 20-24, 2022

ANACORTES



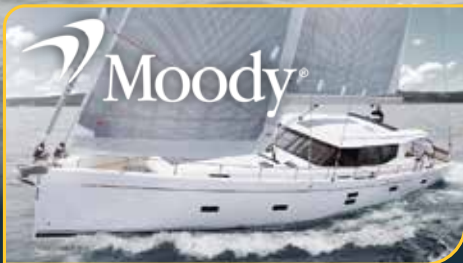
Kevin Welch and the crew of Recon (J111), took the coveted Overall Winner trophy at Race Week in 2021. The crew included Kevin Welch, Jenny Welch, Jeff Madrigalli, Mark Ivey, Ian Sloan, Serena Vilage, Austin Hanks, and Martin Lee with guest appearances by Evan Sjostedt, Simon Miles, Heather Ivey, Heather Jennings, and Amanda Hubik.

Photo by Jan Anderson

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Welcome to Race Week 2022!

It is wonderful to be back in Anacortes! May this year's Race Week event be chock full with great breeze, competitive racing, and fun memories. A special welcome to the J70 fleet, who will be conducting their Pacific Coast Championships at Race Week!

Though the racing conditions were perfect, last year was tough. Losing Gregory Mueller in the MOB incident will forever be a reminder that safety on board our boats cannot be taken for granted. In this program, you'll find the Man Overboard Return and Recovery piece, and I'd respectfully ask that all crews review this information together before leaving the docks. This information was prepared by Richard York, Chair of the US Sailing Safety at Sea Committee in conjunction with the Storm Trysail Foundation and Ed Padin, who allowed us to extract from their materials. As emphasized in this piece, "Practice the principles, use your seamanship skills, and you can tailor your return and recovery for the specific conditions." Spending this time in advance on board your own boats, with your own crews can (and will) make the difference in a MOB victim's survival.

It takes a village to produce an event the size of Race Week. Big thanks to our sponsors, and all those who work hard throughout the year to make it all happen!

Best wishes for a safe, and memorable Race Week!

Schelleen Rathkopf, Organizing Authority (OA)

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Race Committee Jury

IJ – Intl Judge
IU – Intl Umpire
NJ – Natl Judge
CJ – Club Judge
NU – Natl Umpire
RU – Regional Umpire
IRO – Intl Race Officer
RRO – Regional Race Officer
UIT – Umpire in Training
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Anacortes, Washington USA

June 20-24, 2022

SAILING INSTRUCTIONS

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2. The US Sailing Prescriptions to *The Racing Rules of Sailing* shall apply and will be posted on the event website.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions (SIs) will be posted 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. COMMUNICATIONS WITH COMPETITORS

- 3.1. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72(USA). RC communications are courtesy only and are not grounds for redress. This changes RRS 62.1(a).
- 3.2. Notices to competitors will be posted on the [Official Notice Board](#).
- 3.3. The Regatta Office is located at the base of "C" dock.

4. SIGNALS MADE ASHORE

- 4.1. No signals shall be made ashore.




5. SCHEDULE OF RACES

- 5.1. The race committee may start up to 3 races per day, conditions permitting.

6. CLASS FLAGS

- 6.1. The Class flags are as follows:

ORC 1	 - Delta
PHRF 2	 - Echo
PHRF 3	 - Golf
PHRF 4	 - Juliet
Melges 24	Class Flag
J105	Class Flag

PHRF 5	 - Kilo
J80	Class Flag
J70	Class Flag
PHRF 6	 - Oscar
PHRF Cruising	 - Quebec

- 6.2 Class assignments will be made by the OA and competitors will race with their assigned fleet. The class assignments will be posted on the official notice board on June 19, 2022. Any changes to the class assignments will be posted no later than 0900 on June 20, 2022.

7. RACING AREA

- 7.1. The racing area will be in the waters on the northeast side of Guemes Island.
- 7.2. The starting area will be in the approximate location 48° 34.50'N, 122° 35.30'W. Approximately 4.5nm from Cap Sante Marina.



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8. COURSES

8.1. See SI Addendum A - Courses

9. MARKS

9.1. The starting marks are the motor vessel YC5 and a yellow inflatable mark.

9.2. The finishing marks are the finish vessel and a yellow inflatable mark.

9.3. Course marks are described in SI Addendum A – Courses.

10. THE START

10.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

10.2. The starting line is between a staff displaying an orange flag on the starting mark at the starboard end and the course side of the port-end starting mark.

10.3. Classes may be started in any order depending on when all boats have finished the previous race.

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

10.5. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number on VHF channel 72. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for redress. This changes RRS 62.1(a). This hail will not be made if starting under the "U" or the "Black" flag.

10.6. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1.

11. CHANGE OF THE NEXT LEG OF THE COURSE

11.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

12. THE FINISH

12.1. The finishing line is between a staff displaying a blue flag on the finishing mark at the port end and the course side of the starboard end finishing mark.

12.2. Boats shall not pass through the finish line except to finish.

13. PENALTY SYSTEM

13.1. Judge actions on the water:

13.2. A vessel that has a member of the Jury on board will display a code flag 'J.'

13.3. Protests by a boat:

13.3.1. A boat may protest another boat by acting in accordance with RRS 61.1. A judge may respond by one of the following:

13.3.1.1. No signal and remains silent. The judge did not see the incident. The protesting boat may deliver a protest in accordance with RRS 61.

13.3.1.2. The display of a green flag with a sound signal means "No penalty." The protesting boat shall remove her red flag.

13.3.1.3. The display of a red flag with a sound signal and identifying a boat by hailing means the identified boat shall take a penalty in accordance with NOR 10.1. If the boat does not take the penalty, she shall be scored DSQ without a protest hearing. This changes RRS 63.1. The protesting boat shall remove her red flag.

13.3.2. When a judge decides that a boat has broken RRS 31 and she is not exonerated, the judge will make one sound signal, display a red flag and identify the boat by hailing. The identified boat shall take a penalty by complying with NOR 10.1. If the boat does not take a penalty, she shall be scored DSQ without a protest hearing. This changes RRS 63.1.

13.3.3. Any non-action by a judge under SIs 13.3.1 or 13.3.2 shall not be ground for redress. Jury boats may be positioned anywhere in the course area and this positioning shall not be grounds for redress.



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This changes RRS 62.1(a).

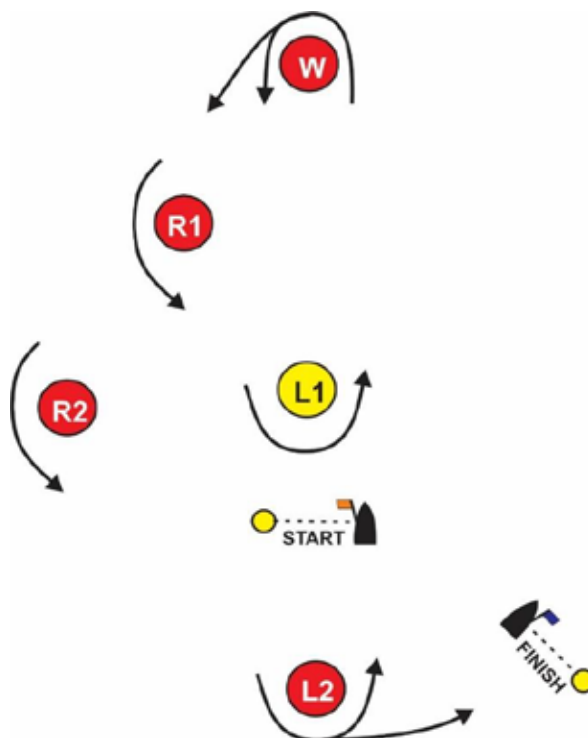
14. HEARING REQUESTS

- 14.1. The protest time limit is 45 minutes after the RC signal vessel ties at the dock after each day of racing.
- 14.2. Hearing Requests forms can be picked up and submitted at the regatta office at the base of "C" dock.
- 14.3. 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 downstairs at the Anacortes Yacht Club, beginning at the time posted. Check in for hearings/arbitration at the protest desk located downstairs.
- 14.4. Arbitration meetings and hearings will begin 15 minutes after protest filing time limit. If all parties are present and ready, they may begin earlier. Arbitration meetings will take place at the Anacortes Yacht Club, downstairs.
- 14.5. Protests will be heard by an international jury composed per RRS 91(b) and RRS Appendix N and right to appeal is denied per RRS 70.5.
- 14.6. Scoring enquiry forms can be picked up and submitted at the Regatta Office and must be submitted no later than 30 minutes after scores are posted on the official notice board.
 - 14.6.1. The RC will review each scoring inquiry and inform the submitting boat of their findings and resulting actions if any.
 - 14.6.2. If the submitting boat is unsatisfied, they may then file a request for redress based on its claims in the original enquiry.
 - 14.6.3. The boat must request the redress hearing within 15 minutes of the decision being delivered to it.
 - 14.6.4. The original scoring enquiry will be considered a request for redress in order to satisfy the requirements of RRS 62.2.

15. [DP] SAFETY REGULATIONS

- 15.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 15.2. Upon arrival in the vicinity of the start area each morning before the first race, boats shall identify themselves on VHF channel 72 by sail number and division. All boats must check in, in this manner, no later than 10 minutes before the first warning of the day.
- 15.3. An Emergency Action Plan (EAP) has been included in skipper bags at check in and shall be reviewed by all skippers and their crew.

START/FINISH AREA ONE-DESIGN & PHRF SHORT COURSE RACING AREA





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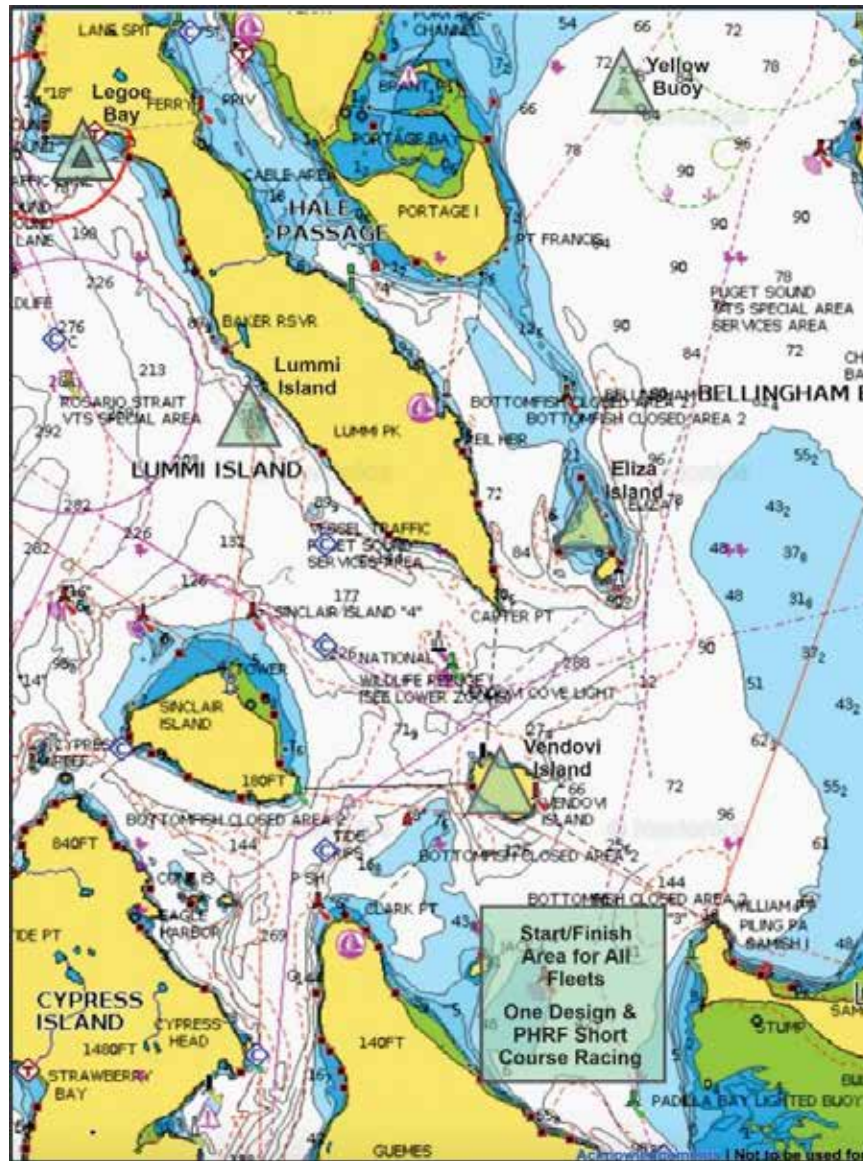
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SI ADDENDUM “A” – COURSES



DESCRIPTION OF MARKS

Courses will be displayed by numerical pennant no later than each fleet’s warning signal. Course designation will be lowered at end of each fleet’s preparatory period.

Course	Marks (All marks taken to PORT)		
1	Start - W - L2 - Finish	Legoe Bay	Inflatable mark, approx 48.42.794N 122.42.832W
2	Start - W - L1 - W - L2 - Finish	Lummi Rocks	Fixed mark (Fl R 6S), approx 48.40.171N 122.40.133W
3	Start - W - R1 - L1 - W - L2 - Finish	Eliza Island	approx 48.39.172N 122.35.045N
4	Start - W - R2 - L2 - Finish	Vendovi Island	approx 48.36.621N 122.36.374W
5	Start - W - R2 - L2 - W - L2 - Finish	Jack Island	approx 48.34.884N 122.36.747W
6	Start - Jack - L2 - Finish	W	Inflatable mark (color Red)
7	Start - Vendovi - L2 - Finish	R1	Inflatable mark (color Red)
8	Start - Vendovi - Jack - Vendovi - L2 - Finish	R2	Inflatable mark (color Red)
9	Start - Legoe Bay - L2 - Finish	L1	Inflatable mark (color Yellow)
10	Start - Lummi - L2 - Finish	L2	Inflatable mark (color Red)
11	Start - Eliza - L2 - Finish		
12	Start - Eliza - L1 - Eliza - L2 - Finish		
13	Start - “B” - L2 - Finish		

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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 flotation 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!).

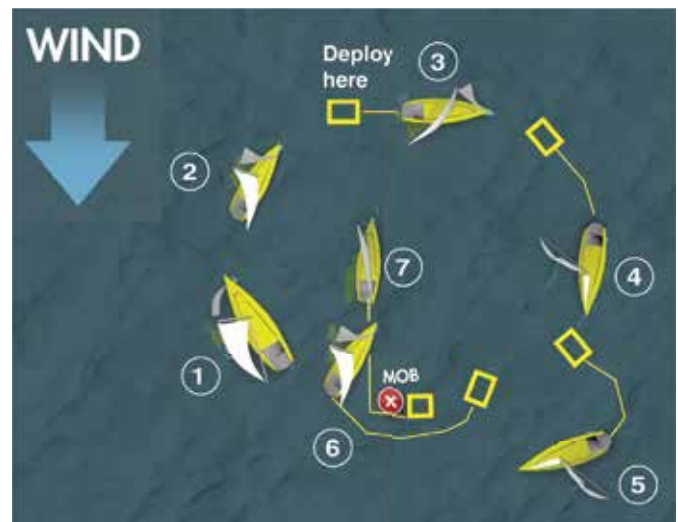
POSITION 3: Launch the LifeSling. As soon as the crew on deck is prepared, begin to bear off, staying about 2-4 lengths from MOB. Keep the jib cleated and backed.

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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