

2023 SAILING INSTRUCTIONS | OFFICIAL PROGRAM GUIDE

raceweek

June 26-30, 2023

ANACORTES



Ben Braden and his crew of his Moore 24 *More Uff Da* took the coveted Overall Winner trophy at Race Week in 2022. The crew included Ben Braden, Dakota Braden, Kirk Utter, Melanie Edwards & Jennifer Braden.

Photo by Jan Anderson



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Welcome to Race Week 2023!

It's officially summer, and that means it's time to race, party, and play! I'm happy to welcome Charley Rathkopf and his amazing team back as our event PRO and race committee. Charley and his crew have a long history with Race Week, and we are in very good hands. My hope is that Race Week delivers an adult summer camp experience like no other, and that you and your crews have a blast!

In addition to the SIs, you'll find a piece titled, *Man Overboard Return and Recovery* in this program. Please review this important information with your crews before leaving the docks. This was prepared by Ed Padin and Richard York, Chair of the US Sailing Safety at Sea Committee in conjunction with the Storm Trysail Foundation. One of my favorite lines is, "Practice the principles, use your seamanship skills, and you can tailor your return and recovery for the specific conditions." Spending this practice time in advance can (and will) make a huge difference in an MOB victim's survival.

It takes a village to produce an event like Race Week. Big thanks to our Race Week sponsors, and all of 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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Anacortes, Washington USA

June 26-30, 2023

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. The Prescriptions are available at <https://bit.ly/2021-Prescriptions>

1.4 All boats must carry a working VHF radio and monitor Channel 72.

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 3.2) 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. COMMUNICATIONS WITH COMPETITORS

3.1 On the water, the Race Committee (RC) 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 at the base of C Dock and on-line at <https://bit.ly/2023-RW-Notice-Board>

3.3 The Regatta Office is located at the base of “C” dock.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be made from the RC boat while at the dock.

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

5. SCHEDULE OF RACES

5.1 Up to 3 races per day may be conducted.

5.2 The first warning signal each day is scheduled for 1100.

5.3 Subsequent races may immediately follow each race.

6. CLASS FLAGS

6.1 The class flags will be the signal flag numeral pennants. Class numbers will be assigned when class breaks are published.

7. RACING AREA

7.1 The racing area will be in the waters on the northeast side of Guemes Island



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7.2 The starting area will be in the approximate location 48°34.50'N, 122° 35.30W. Approximately 4.5 nm from Cap Sante Marina.

8. COURSES and MARKS

8.1 No later than the warning signal, the starting order and course for each race will be displayed on the marque on the Race Committee boat using class number placards followed by a sequence of letters indicating marks on the course. 8.2 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.

8.3 The placard "F" designates a finish at the Finish Boat.

8.4 The placard "E" designates a finish at Signal Boat.

8.5 The class placards will be displayed in the order of the starts reading from left to right and from top line to bottom line.

8.6 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.

8.7 Mark descriptions and letters are in Addendum A, of these Sailing Instructions.

9. THE START

9.1 Races will be started using RRS 26.

9.2 The starting line is between an orange flag on Signal Boat at the starboard end and the course side of the port-end starting mark.

9.3 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.

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

9.5 If a boat is subject to RRS 29.1, the Race Committee will attempt to hail her sail number and/or boat name on VHF channel 72. 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).

9.6 If there are rolling starts (when the warning signal 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

9.7 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.

10. CHANGE OF THE NEXT LEG OF THE COURSE

10.1 To change the location of a mark that has already been rounded, the Race Committee will move the original mark, or the finish line, to the new position and signal as defined in the RRS 33.

11. THE FINISH

11.1 The finish line is between a blue flag on the Finish Boat at the port end and the course side of the starboard end finish mark.

11.2 The finish may be at either the Signal Boat, or a different Finish Boat, depending on the course designation.

11. RESTRICTION OF THE START AND FINISH LINES

12.1 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.

12.2 A boat found to have violated SI 12.1 in a protest should receive a 30% scoring penalty from the protest committee. 12.3 The start line, and both finish lines are designated as obstructions.

12. HEARING REQUESTS

13.1 The protest time limit is 45 minutes after the RC signal vessel ties at the dock after each day of racing.



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13.2 Hearing Requests forms can be picked up and submitted at the Regatta Office at the base of “C” dock.

13.3 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. Check in for hearings/arbitration at the protest desk located downstairs.

13.4 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 Depot Arts Center (611 R Ave, Anacortes, WA 98221).

13.5 Scoring inquiry 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.

13.5.1 The RC will review each scoring inquiry and inform the submitting boat of their findings and resulting actions if any.

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

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

13.5.4 The original scoring inquiry will be considered a request for redress in order to satisfy the requirements of RRS 62.2.

14. [DP] SAFETY REGULATIONS

14.1 A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity.

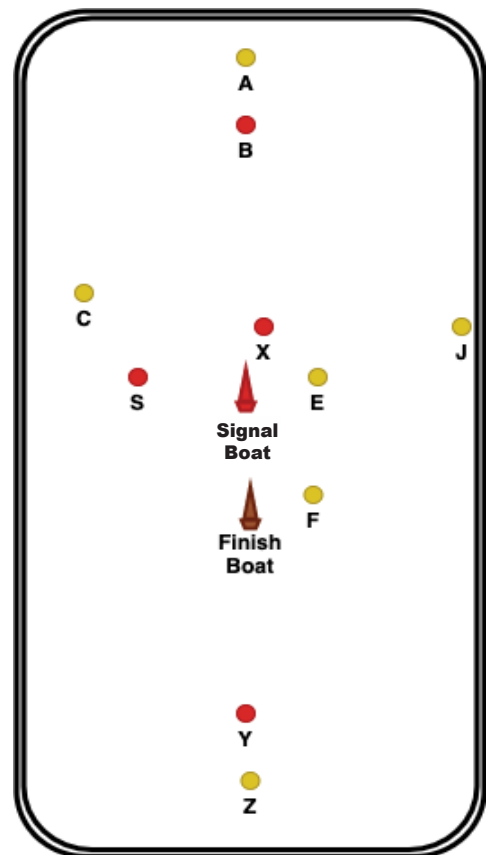
14.2 Upon arrival in the vicinity of the start area each morning before the first race, boats shall identify themselves on VHF channel 72 or by sailing past the stern of the Finish Boat and hailing class followed by sail number. All boats must check in, in this manner, no later than 10 minutes before the first warning of the day.

14.3 From 10 minutes to the first start until the first start, boats may not check in by radio, but only by voice hail while sailing by the stern of the Finish Boat.

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

SI ADDENDUM “A” – Courses

Mark	Description
Signal Boat (YC-5)	RC Signal Boat at Start and Alternate Finish (E)
Finish Boat (Foxseas)	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





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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

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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!).

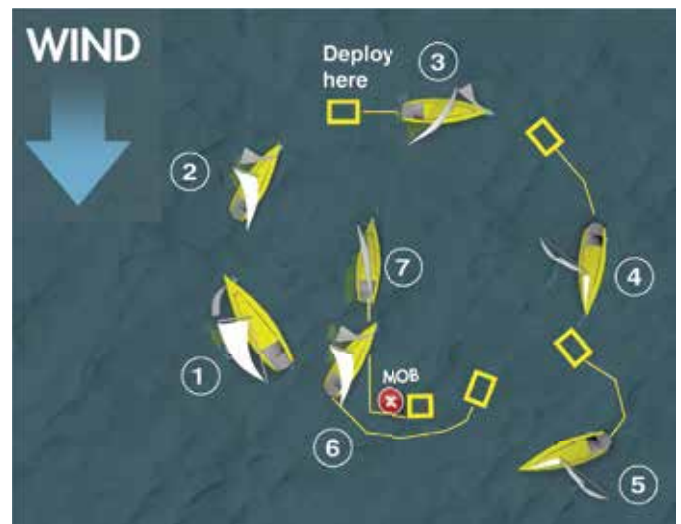
POSITION 3: Launch the LifeSling. As soon as the crew on deck is prepared, begin to bear off, staying about 2-4 lengths from MOB. Keep the jib cleated and backed.

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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