

Adventuress Cup Sailing Instructions



v1
FINAL 4/21/2026

1 RULES

- 1.1 This regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 US Sailing prescriptions to the rules shall apply. US Sailing prescriptions are available [here](#) or at www.ussailing.org.
- 1.3 Changes to the rules may be noted elsewhere in the Notice of Race or Sailing Instructions. If the Notice of Race and Sailing Instructions are in conflict, the Sailing Instructions have precedence.
- 1.4 RRS 60.4(a)(2) is changed as follows, (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in and did not see the incident, or

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board at <https://www.soundexp.org/adventuresscup/>
- 2.2 The race committee may provide official communication by hail or over VHF as described in SI 3.1, 6.2, 7.2, and 11.1. A request for redress may not be based on any aspect of communication by hail or over VHS including content, timeliness, or failure to hear. This changes RRS 62.1(a).
- 2.3 **VHF Channel 69** will be used for all communication to race participants. If this VHF channel becomes congested, the race committee may make an announcement to change channels.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions will be posted on the official notice board by 0930 the day it takes effect, however, the race committee may announce additional changes on the water over VHF as needed.

4 SCHEDULE

| Friday, April 24 | |
|--------------------|---|
| 6:00pm - 7:00pm | All Participants Meeting (a.k.a. Skipper's Meeting) <ul style="list-style-type: none"> • This will be an online meeting (zoom) • Details will be sent to all registered participants (sail and power) and posted on the event website prior to the meeting |
| Saturday, April 25 | |
| 11:00 am – 12:30pm | Pick up Skipper Packets and Adventuress Cup Shirts at CYC |
| 12:45pm - 1:00pm | Muster for Parade -- outside north end of Shilshole breakwater |
| 1:00pm - 1:30pm | Parade to the Course -- led by <i>Adventuress</i> <ul style="list-style-type: none"> • All participants (sail and power) are encouraged to join |
| 1:30pm | Pre-Race Prep Time <ul style="list-style-type: none"> • Powerboats to proceed to designated observation areas per Kwindoo race tracking app |
| 2:00pm - 5:00pm | Racing <ul style="list-style-type: none"> • Start times and courses will be posted on the event website and reviewed in the All Participants meeting |
| 6:00pm | The CYC Commodore invites all participants to come to the CYC clubhouse for a post-race celebration <ul style="list-style-type: none"> • On-the-water racing awards will be announced • Beer and Wine provided • Light food and desserts provided • Raffle! Tickets available for purchase aboard <i>Adventuress</i> and at post-race celebration |

4.2 All classes will sail a single race with length determined based on conditions with the intent of having all boats finish by 5:00pm.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be made from the CYC race committee signal boat, while moored at Shilshole Marina near the CYC club house.

5.2 When flag AP is displayed ashore, the warning signal will be made not less than 30 minutes after the removal of AP unless at that time the race is postponed again or abandoned. This changes RRS Race Signals AP.

6 RACING AREA AND RACE COMMITTEE SIGNAL BOAT

- 6.1 The racing area is Puget Sound in the vicinity of Shilshole Bay.
- 6.2 The race committee signal boat will be described to all participants at the Friday evening competitors meeting. If necessary, an alternate race committee signal boat may be used and will be announced to participants over the VHF radio. The race committee signal boat will display the CYC burgee and a blue "R/C" flag or sign.

7 CLASSES

- 7.1 Flying Sails and No-Flying-Sails classes will be started and scored separately.
- 7.2 The class list and assignments will be announced as a notice to competitors issued during the competitors meeting. Subsequent changes may be made and announced through the same process as changes to the Sailing Instructions.

8 COURSES

- 8.1 The course will be signaled from a reader board on the race committee signal boat. The course description is a series of letters on one row indicating the marks and their required sequence. The first letter displayed is the starting mark buoy, the last letter is the finishing mark buoy, and the letters between are rounding marks. The class number or symbol may precede the course for that class and must be shown if there are multiple rows. Multiple classes may be listed on one row.
- 8.2 Marks are specified in Attachment A: Mark Descriptions
- 8.3 All rounding marks other than gate marks are to be left to port.
- 8.4 When S or F is used as other than Start and Finish, they may be either a mid-course gate or a rounding mark, depending on the following letter. If the letter does not require a change of point of sail (e.g. continue Upwind or Downwind, Port reach or Starboard reach), then S or F designate a mid-course gate that must be crossed between the Signal Boat and the mark. If a change of point of sail is required, the mark shall be left to port
- 8.8 Except while rounding mark "E" as a mark of the course, a boat must not enter the area near the Shilshole Marina south entrance between Shilshole Bay entrance lighted buoy G "1", entrance lighted buoy R "2", and breakwater light G "3". A boat that fails to observe this restriction may be scored NSC or protested by another boat. This area is an obstruction for a boat required to keep clear.

9 THE START

- 9.1 The starting/finishing line will be between a staff displaying an orange flag on the race committee signal boat and the course side of an inflatable temporary starting/finishing mark anchored nearby.
- 9.3 If a general recall for a preceding class is signaled after the warning signal of a succeeding class, then the visual signals for the succeeding class will be removed and the start of the succeeding class will be considered abandoned without further signal.
- 9.4 If a boat is subject to RRS 29.1, Individual Recall, or RRS 30, Starting Penalties, the race committee may attempt to hail her sail number directly and on VHF. This is unofficial communication as in Sailing Instructions 2.2.
- 9.5 A boat whose warning signal has not been made must avoid the starting area when other boats are racing but have not yet started.
- 9.6 The race committee signal boat, when a starting mark, may maneuver to maintain the starting line at any time, including while anchored.

10 THE FINISH

- 10.1 The finishing line will be between a staff displaying a blue flag on the race committee signal boat

and the course side of the starting/finishing mark anchored nearby.

10.2 A boat that retires while racing must orally notify the race committee as soon as reasonably possible after retiring by hail or VHF.

11 TIME LIMIT

11.1 The time limit is until 5:00PM, or later if so announced by the Race Committee boat via VHF and/or verbal hail. A boat that does not finish within her time limit will be scored Did Not Finish (DNF). This changes RRS 35.

12 PROTESTS AND PENALTIES

12.1 A boat intending to protest or request redress for an incident that occurred while racing must orally notify the race committee on the signal boat as soon as reasonably possible after retiring or finishing (and no later than 5 minutes after the race time limit) by hail or VHF until she receives an oral confirmation from the race committee. This changes RRS 61.1(a).

12.2 All protests will be handled using the "Three Minute Justice" approach. The procedure will be as follows:

12.3 The protesting and protested skippers must meet immediately after the race, and will each select another member of the fleet to act as a juror. The use of fleet members is a key feature of Three Minute Justice. We rely on the continuity and camaraderie of our fleet to overcome potential conflicts of interest. In exchange we gain knowledge of the boats and the sailing conditions of the just completed race. We obtain a quick decision and retain the congenial atmosphere that characterizes our sailing and racing. The jury will consist of the two selected fleet members plus the protest committee chair as appointed by the organizing authority.

12.4 The two skippers and the jurors are all notified of the hearing via VHF and invited to a private meeting via the email they used to register for the event by the protest committee chair and given fifteen minutes to join the meeting.

12.5 The protester has one minute to describe the incident including when and where it occurred and the rule believed broken.

12.6 The protestee then has one minute to present his/her side of the case. The protesting parties and the jurors may question each other. If any of the four want a witness to resolve a matter of fact, the witness has one minute to present his/her testimony.

12.7 The jurors plus the protest committee chair then have one minute to reach a decision. If the jurors are unable to agree on a resolution because of the complexity or difficulty of the protest, the protest will be thrown out.

12.8 The protest committee informs the Race Committee of their decision.

13 SCORING

13.1 Boats will be scored in each class separately using the high point scoring system as follows:

- No Flying Sails (PHRF)
- Flying Sails (PHRF)

Points will be awarded per the "high point" system as follows:

- Each boat gets (1 point for every boat she beats in her class +1) x100. For example: If there are 10 boats in a class and a boat finished second (beating 8 boats), she would get (8+1) x 100 = 900 points.
- The boat with the highest on-the-water score + fundraising points + Wind in Your Sails challenge points is the winner.
- The more boats you have in your class, the higher your score will be.
- If a class races more than one race (i.e. dinghies) then scores will be averaged

13.2 A boat that did not start (OCS), did not finish (DNF), retired (RET), or was disqualified (DSQ, DNE, DGM, UFD, BFD) will be scored zero points.

13.3 Corrected times for handicap classes will be calculated as follows: PHRF Time on Distance.

14 EQUIPMENT AND OPERATING REQUIREMENTS

- 14.1 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. It is their responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.
- 14.2 Keelboats racing in handicap classes must comply with the equipment requirements of US Sailing *US Safety Equipment Requirements* (USSER) as identified and amended in the Notice of Race. These requirements do not apply to boats racing in one design classes.
- 14.3 Keelboats must comply with the safety regulations of the US Coast Guard as identified in the Notice of Race.
- 14.4 The race committee or technical committee may inspect a boat at any time before or after racing for compliance with requirements.
- 14.5 All boats are reminded of RRS 47, "**A competitor shall not intentionally put trash in the water**". The penalty for putting trash in the water will be disqualification.
- 14.6 A boat rated by her handicap class in consideration of water ballast may use water ballast as rated. This changes RRS 51.
- 14.7 In addition to the requirements of RRS Part 2 preamble, a boat may not impede the passage, cross ahead within $\frac{3}{4}$ nautical miles, or continue to approach within $\frac{1}{4}$ nautical miles (approximately 1500 feet) to the side of a commercial or government vessel over 30 meters in length (including tug and tow) either following a traffic lane or traveling over 15 knots. Boats must follow instruction from the race committee to alter course to avoid vessels based on the race committee's interpretation of these requirements.

15 AWARDS

- 15.1 Awards for on-the-water performance will be announced at the CYC club house after the event.

Appendix A: Fixed Marks (position based on location)



Bearings are magnetic. Distances are nautical miles (NM). Bearings, distances, and positions are approximate. Each temporary mark is shown with its label in a circle. Each permanent mark is near its label in a square box.

E Shilshole Bay Entrance Lighted Buoy G "1" (LL #18125)

L White buoy 0.5 NM SW of marina S entrance

M Meadow Pt. Buoy (LL #16765)

U White spar buoy 2.9 NM bearing 6° from Meadow Pt. Buoy at 47° 44.4N, 122° 22.95W

W West Pt. Buoy (LL #16805)

Puget Sound Sailboat Safety Regulations


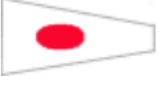
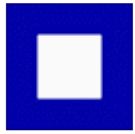
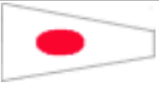


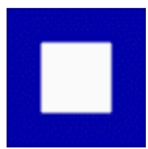

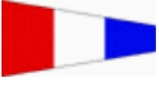
2014 Revision

as adopted by Shilshole Bay Yacht Club, Sloop Tavern Yacht Club, Corinthian Yacht Club of Seattle, and Seattle Yacht Club

We must share Puget Sound with its commercial traffic, including many deep-water vessels and tows. It is sobering to note that, if your boat is one mile dead-ahead of a freighter coming down the Sound at normal speed, and the freighter's helm is put hard over to avoid you, the freighter's bow will miss you, but her stern will not! Obviously, this implies that early and decisive action is required to keep your boat out of the path of a large oncoming vessel or tow.

The requirements of this document may be incorporated into this event

1. Yachts must not sail across a tow line, too close ahead, or too close alongside of commercial traffic. Deep water vessels have limited ability to change course and speed. Barges under tow can yaw unexpectedly well out to the side at speeds essentially the same as they are being towed. Yachts should not pass less than one mile ahead and 1/4 mile to the side of large vessels.
2. Rule 10 of the International and Inland Rules to Prevent Collisions at Sea (COLREGS) requires that no power-driven vessel less than 20 meters (66 feet) in length, and no sailing vessel (of any size) may impede the safe passage of a power-driven vessel following a Vessel Traffic System (VTS) Lane.
3. Rule 9 of the COLREGS requires that no power vessel of less than 20 meters (66 feet) in length and no sailing vessel (of any length) shall impede the safe passage of any vessel which can navigate only within a narrow channel or fairway. Puget Sound can be considered a "narrow channel" for most large commercial traffic. "Impede" means to cause to alter speed or course or to take evasive action.
4. A yacht in position where it may impede commercial traffic must exit from the "danger area" immediately, under auxiliary power if necessary. If power is used, it must be reported to the Race Committee at the finish line. Also, a written report must be made on a protest form, showing the location, time, duration of power use, speed, direction of exit, and that the competitive position of the yacht was not improved. If the last item cannot be demonstrated adequately, a time penalty may be imposed.
5. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.
6. Observed and/or reported violations of the safety regulations may be protested. The Race Committee shall have the option of issuing a "warning" when deemed appropriate. Warnings are recorded and may be considered when judging any future reports.

| Example of Starting Sequence | | |
|------------------------------|---|--|
| <i>Time</i> | <i>Signal</i> | <i>Purpose</i> |
| 10:54 | Multiple short sound signals | Get ready for the first sound signal. |
| 10:55 |  Code Flag #1 | Class 1 warning signal accompanied by 1 sound signal |
| 10:56 |   Code Flag P | Class 1 preparatory signal accompanied by 1 sound signal |
| 10:59 |  Code Flag #1 | 1 minute warning – Preparatory signal lowered accompanied by 1 sound signal |
| 11:00 |  Code Flag #2 | Class 1 start signal AND Class 2 warning signal accompanied by 1 sound signal |
| 11:01 |   Code Flag P | Class 2 preparatory signal accompanied by 1 sound signal |
| 11:04 |  Code Flag #2 | 1 minute warning – Preparatory signal lowered accompanied by 1 sound signal |
| 11:05 |  Code Flag #3 | Class 2 start signal AND Class 3 warning signal accompanied by 1 sound signal |

NOTE: Times above are an example only. Actual start times will follow the schedule in section 4. Starting continues at 5-minute intervals between starts until all classes have started, unless there is a postponement or recall.