

ROUND THE COUNTY RACE INSTRUCTIONS

November 10th & 11th, 2007

RULES: The race will be governed by the 2005-2008 International Yacht Racing Rules, the prescriptions of the USSA, and these sailing instructions. Rules 44.1 and 44.2 will be in effect, Rule 44.3 will not be used. Rule 42 will be modified hereby.

ELIGIBILITY: Yachts will be PHRF rated and equipped as per the safety provisions of the PIYA Category II Equipment Standards. The skipper must be a member of a PIYA affiliated club, or if not from the PIYA area then from a similarly affiliated club in your race area.

COMMUNICATIONS: The race committee will monitor and broadcast on channel 72 VHF. All boats must check in with the race committee on channel 72 or sail by the stern of the committee boat preferably 15 minutes prior to the first warning signal. In any event, don't try to check in just before or during a 5 minute sequence. Any boat retiring from the race must inform the race committee of your intentions.

COURSE: San Juan County to **PORT**.

Saturday, November 10th Leg 1 - Start off Lydia Shoal and then leave Orcas Island, Sisters, Clark Island, Matia Island, Clements Reef and Clements Reef Buoy, Patos Island, Waldron Island, Skipjack Island, Stuart Island, and Danger Shoal buoy to **port**. Finish off of the NW corner of Pearl Island between the committee boat and the temporary red pyramid buoy. The distance of this leg used in scoring is 34.7nm.

Sunday, November 11th Leg 2 - Start off the south end of Mosquito Pass and leave San Juan Island to **port**. Leave the Salmon Bank buoy to **PORT**. Leave Lopez Island, Davidson Rock, Kellett Ledge, James Island, Blakely Island to **port**. Finish between the Lydia Shoal buoy and the temporary yellow pyramid buoy. The distance of this leg used in scoring is 31.4nm

Shortened Course - In the event of light air, the course may be shortened to finish off Alden Point, Patos Island (Leg 1), and the Salmon Bank buoy (Leg 2).

DIVISIONS: The divisions shall be as posted on the OIYC WEB page and as supplied at the skippers meeting on Friday night November 9th.

THE START: The race will start in accordance with Racing Rule 26. There will be three standard 5 minute sequences one every ten minutes. The start time for each division is shown below:

0840 - Code Flag One - Divisions II and III
0850 - Code Flag Two - Division 0, and I
0900 - Code Flag Three - Division X & M

There is a 5 minutes delay from the time of one start, to the warning signal for the next start. Prior to their warning signal boats should keep well clear of the starting area and not impede any boat that has been signaled to start.

Saturday, November 10th Leg 1 - The start line will extend from Lydia Shoal buoy to the race committee flag on the race committee boat "SUZ." Leave Lydia Shoal buoy to port. If there are difficulties in anchoring the committee boat, start between the Lydia Shoal buoy and a temporary yellow pyramid buoy. The first warning signal will be sounded at 0835.

Sunday, November 11th Leg 2 - The start line will be between the race committee boat, "JO", and a red pyramid buoy. The race committee boat will be at the south end of Mosquito Pass. The first warning signal will be sounded at 0835.

RECALLS: Rule 29 - Individual recalls will be signaled by one blast after the start signal, the hoisting of code flag "X", and hailing the yacht's sail number or name. Recall and "all clear" signals will be attempted on VHF 72 however the failure of the race committee to make a radio announcement does not exonerate an OCS start. A general recall will be signaled by the first substitute flag and two horn blasts and there will be a rolling 5 minute restart. The class flag will be rehoisted with the X flag. A general recall may be signaled if 5 or more boats have started prematurely and the race committee has difficulty seeing the line.

USE OF MOTORS: Motors should not to be used after a boat's warning signal and until after a boat has finished or withdrawn. The exceptions to this rule are: to rescue a person in the water, to assist vessels in immediate distress, to move out of the way of commercial vessel traffic, to move a boat off of a grounding, or to prevent an otherwise certain and immediate grounding. In no case should the use of the motor have reduced the distance a boat will need to sail to finish the course nor should the motor be used to place a boat in a more favorable position relative to the prevailing wind or current. At the start a motor can be used past the warning signal to transit out to the starting area, however the boat should not then cross the starting line until 4 minutes after the motor has been turned off. In the event of any of these circumstances the boat's skipper will report by radio to the race committee the fact that the motor was run after the boat's warning signal. The boat's skipper shall file a written report with the race committee, promptly after they finish the race. The report shall include the GPS coordinates and the time when the motor was started and when the motor was turned off with a full description of the circumstances and other relevant information such as water depth, boat speed and heading, and current and wind conditions. If a report is not filed clearly showing that under the circumstances fair racing was preserved as judged by the exclusive opinion of the race committee, the boat will be disqualified. This section serves to modify rule 42 of the RRS where different.

BOATS FAILING TO START: The race committee may need to leave the starting area; therefore boats not having started within 30 minutes from the last start will be scored DNS.

THE FINISHES: When 3 minutes away from a finish line or a halfway finish please hail the race committee on channel 72 and convey your boat's name, sail number, identifying features, or your position relative to other boats near by. Hopefully these hails are in order of the fleet's actual crossing order. Be patient if the radio is busy.

Saturday, November 10th Leg 1 - The shortened course or halfway finish line extends north from the Alden Point light on Patos Island. The race committee will be on shore at the Alden Point light. Pass within 1/2 mile of shore and record your time when setting 160 degrees magnetic to the Alden Point light. Recording your halfway times is **MANDATORY**. The race committee will be on Patos Island and will record their time observation independently. The full length finish line, if you make it in time, will be located at the northwest corner of Pearl Island, on a line between the committee boat "Gloria" and a red pyramid buoy. Leave the committee boat to STARBOARD.

Sunday, November 11th Leg 2 - The shortened course line will extend between the committee boat and the Salmon Bank buoy. Leave the Salmon Bank buoy to PORT. Again the halfway self recording of your crossing time is **MANDATORY**. The race committee will also record their time observation independently. Record your time when the Salmon Bank buoy is in a line with the Cattle Pass Lighthouse on San Juan Island. The full length finish line, again if you make it in time, will be on a line extending from Lydia Shoal buoy in the direction of Obstruction Pass light to a yellow pyramid buoy. Leave Lydia Shoal to STARBOARD. Again please contact the race committee on VHF channel 72 as you approach the finish.

TIME LIMIT: The time limit for both days is 1800 hours for the full course distance and/or 1600 for the short course distance. Boats not finishing before the applicable time limit will be scored DNF. If you withdraw from the race, call the race committee on VHF channel 72.

SAFETY: Boats must comply with PIYA Category II requirements of the Special Regulations Governing Minimum Equipment and Accommodations Standards. Please be aware that at times you will be sailing in the Vessel Traffic Lanes. Watch out for commercial traffic! Seattle Traffic is on Channel 5A. The race committee reserves the right to cancel or postpone due to unsafe conditions. However, the fact that the race committee has not cancelled a race, nor the fact that other boats are still racing, should be interpreted to mean that conditions are necessarily safe for all vessels. **It is the responsibility of the individual yacht to decide when conditions are unsafe for their vessel and to take appropriate safety measures.**

SCORING: Scoring will be based on the combined times over the two days, (corrected or elapsed, as applicable). The yacht with the fastest time wins. Handicapping will be scored on a time on distance basis.

- 1) If no boats reach the shortened course finish line by time limit, all boats will score DNF for that leg.
- 2) If one or more boats reach the shortened course finish line by time limit and none reach the full course finish line, results are calculated on the shortened course distance. Boats not reaching the shortened course line will score DNF for that leg.
- 3) If five or more boats out of the entire fleet have finished the full course within the time limit, results will be calculated using the full course. Boats not reaching the line by 1800 will be scored DNF for overall scoring. However, divisional scoring will be calculated on short course finishes, if there are no divisional full course finishers
- 4) If there are no finishers on one leg of the course, only the leg with finishers will score.
- 5) DNF will be scored with a time equal to the slowest corrected finish time plus one hour.
- 6) There will be overall and divisional scoring.

PROTESTS: The protest committee will hear protests at the conclusion of each leg of the race.

Leg#1- Deliver protests to the race committee at the dock at Roche Harbor as soon as possible and no later than two hours after finishing.

Leg #2 - Deliver protests to the race committee or other race official at the OIYC clubhouse as soon as possible.

AWARDS: Trophies will be presented at the awards banquet, Sunday night following the race at the OIYC clubhouse.