

**2020-2021 SOUTHERN SOUND SERIES
SAILING INSTRUCTIONS**

1. COVID 19 MANDATES

The conduct of series race participants are subject to current local, state, and federal COVID 19 mandates. Every skipper is responsible for his or her own vessel and their crew compliance with Covid 19 mandates. Skippers should familiarize themselves with the Covid 19 mandates in effect at the time of each scheduled race.

Every skipper should also check the website of the Host Club for each race for any additional Covid 19 restrictions. Every skipper is responsible for his or her own vessel and their crew compliance with a Host Club Covid 19 restrictions.

Because Covid 19 mandates may restrict the number of crew on a vessel, skippers in every class have the option to participate in a race in a single-double handed class. After registering for a race, skippers should contact the Host Club by email to notify the Race Committee of the selection to participate in the single-double handed class, but no later than 48 hours prior to the start of the race. Please provide the vessel name, sail number, skipper name, skipper email and cell phone number, and whether they will be using their normal PHRF rating or non-flying sail rating (PHRF rating minus 18 second). See notes below on special rules.

2. RULES

This series of races will be governed by The Racing Rules of Sailing (2017-2020), the USSA Prescriptions, class rules (including PHRF NW class rules), these Southern Sound Series Sailing Instructions, the Individual Race Sailing Instructions published by the race's sponsoring club, and linked to www.ssseries.org, and the Notice of Race.

If there is a conflict between the Series Sailing Instructions and the Series Notice of Race, the Series Sailing Instructions shall prevail.

If there is a conflict between Individual Race Sailing Instructions and the Series Sailing Instructions, the Series Sailing Instructions shall prevail.

Cruising and Commodore Class boats are subject to Non-PHRF Classes Rules; see Appendix A below. All competitors must follow the USCG VTS Navigation Rules.

Special Rules for single-double handed category: All competitors are encouraged to wear a safety harness with tether while racing. Self-steering devices are allowed for the single-double handed race class.

3. CHANGES IN SAILING INSTRUCTIONS

Sailing Instructions may change between races.

Changes to the Sailing Instructions will be posted no later than 1 week prior to race day.

4. SIGNALS MADE ASHORE

Location of signals made ashore will be defined in Individual Race Sailing Instructions.

When the AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the Race Signal AP Rule. Regardless of the location of the AP, the starting will commence between 1 minute and 60

minutes of the lowering of the AP Flag.

5. SCHEDULE OF RACES

There will be one distance race on each race day.

Race Committee Time will be Universal Pacific Standard/GPS time.

For all races

Cruising NFS and Commodore Class warning 0925

Single and Double Handed Class warning 0940

First PHRF Racing Class warning: 0955

Depending on the number of vessels participating in a race, the Host Club reserves the right to modify the start sequence and start multiple classes together. Skippers should check the Host Club website the night before the race for a revised start sequence. Skippers when they check in with the Race Committee on the morning of the race should also inquire if the start sequence has been modified.

6. CLASS FLAGS

Class flags for each class will be the letter flag or numerical pennant flag for the class.

Classes will start together as grouped below:

Cruising NFS and Commodore "C" Flag

Single and Double Handed Class (1st Substitute pennant (yellow with dark blue top and bottom)

PHRF Classes 8 and 9 "8 and 9" pennant

PHRF Classes 6 and 7 "6 and 7" pennant

PHRF Classes 4 and 5 "4 and 5" pennant

PHRF Classes 2 and 3 "2 and 3" pennant

Class 1 – multi hulls "1" pennant

IRC Class "0 (zero)" pennant

One Design class designed flag or agreed upon letter flag

Depending on the number of vessels participating in a race, the Host Club reserves the right to modify the start sequence and start multiple classes together. Skippers should check the Host Club website the night before the race for a revised start sequence. Skippers when they check in with the Race Committee on the morning of the race should also inquire if the start sequence has been modified.

7. CLASSES

The Class breaks for this year's Series are as follows below: except that the RC may assign boats to a class based on the boat's design, when in their opinion it would make for fairer racing.

PHRF Classes

Class 1: Multi Hulls (we have not had any entrants to this class so far this year)

Class 2: PHRF 30 and less

Class 3: PHRF 31 - 66

Class 4: PHRF 67 - 77

Class 5: PHRF 78 - 90

Class 6: PHRF 91 - 119

Class 7: PHRF 120 - 143

Class 8: PHRF 144 and higher Class breaks for this year's series are as follows below.

Cruising Classes

No Flying Sails

Commodore

2020-2021 Single-Doubled Handed Class

In the event of a handicap change during the Series which would result in the boat's assignment to a different class:

- If the skipper does nothing the boat will remain in the class to which she was originally assigned. Her scores in already sailed races stand.
- If her skipper wishes to transfer to the new class, the skipper must obtain approval from the Race Chair for the next race in the series prior to the registration deadline for that race. The boat's scores in already sailed races will still be counted in the old class and not transferred to her new class.

8. Courses

Courses will be defined in the Individual Race Sailing Instructions but are approximately:

Winter Vashon. Race Starting and ending near the Tacoma Yacht Club racing around Vashon Island. Approximate distance 30.7 nm

Duwamish Head. Race starting and ending at Des Moines Marina going around Duwamish Head and Blakely Rock. Approximate distance 30.8 nm

Toliva Shoal. Start between the Race Committee Boat and the east marker of the Olympia Shoal in a northerly direction. Proceed leaving Dofflemyer Point and Johnson Point to starboard; then the government mark #3 off Nisqually Delta, the Toliva Shoal buoy, Eagle Island, the government mark #1 at the west end of Balch Passage, Johnson Point, and Dofflemyer Point to port. Finish in a southerly direction between the race committee boat and the east marker of the Olympia Shoal. Approximate distance 38.4 nm

Islands Race. Start and end outside of Gig Harbor entrance up Colvos Passage to a mark at the north end of Blake Island and returning down Colvos. Approximate distance 29.5nm.

9. START

Races will be started in accordance with Racing Rule 26 with class starting sequence in the following order: Cruising NFS and Commodore classes then followed by the slowest PHRF classes. (Reverse starts) The starts will be indicated class flags and may be announced over VHF 72.

TIME LIMIT

Official time limits will be codified in the Individual Race Sailing Instructions.

Preliminary time limits are:

Winter Vashon 13 hours after each start

Duwamish Head 13 hours after each start

Toliva Shoal 13 hours after each start

Islands 13 hours after each start

No boat shall finish after the time limit. Finishing after the time limit will be scored DNF.

9. SCORING

9.1 PHRF time corrections will be calculated using Time-On-Distance.

9.2 If 4 races are completed, a boat's worse score will be excluded. This changes Rule A2.

9.3 All handicaps will be checked with the handicapping authority. Any boat whose handicap cannot be verified within 14 days after each race will not be scored.

9.4 Boats scored DNF, RAF, OCS, or DSQ will be scored the number of boats that *finished* the race plus 1. This changes Rule A4.2.

9.5 Boats scored DNC or DNS will be scored the number of boats that *finished* the race plus 2. This changes Rule A4.2.

Series Ties

A tie shall be broken in favor of the boat with the best excluded score (throw-out). If a tie remains, then Rule A8.1 and Rule A8.2 will be applied.

10. SHORTENED COURSE OPTION:

Individual race sponsors may elect to use a shortened course option in the Individual Race Sailing Instructions.

11. CHECK-IN AND RETIRING

Boats must check in with the race committee signal boat at the starting area prior to their first warning signal according to the Individual Race Sailing Instructions. A boat that retires while racing must orally notify the race committee as soon as possible after retiring by hailing, or using the VHF or telephone number provided in the Individual Race Sailing Instructions.

12. PENALTY SYSEM

The 'Two Turn Penalty' is replaced with a 'One Turn Penalty' thus modifying Rules 44.1 and 44.2. Rule 44.3 shall not apply.

13. RACE SIGNALS

Signal flag 'N' and/or signal flag 'N' over a class flag means abandonment. Since there is only a single race possible per day, any abandonment will be the end of racing for the day for the effected classes.

14. PROTESTS

Protests MUST be emailed AND ACKNOWLEDGED within 48 hours of the boat's full course time limit. An email address for each race will be posted in the Individual Race Instructions.

The Protest Committee will make every effort to hear protests the Thursday following the event and boats should be prepared for a hearing at that time.

Series request for Redress. In the event a request for redress is lodged pertaining to the Series, as opposed to an individual race, a redress committee consisting of one member each from TYC, TTPYC, SSS/OYC, and GHYC will be appointed to hear the request. The time limit for receipt of a series request for redress is two weeks from the date of the last series race. Series protests may be mailed to: Southern Sound Series Protest Committee, PO Box 1102, Olympia, WA 98507

In addition to following the rules of Part 5, a boat intending to protest or request redress as a result of an incident on the race course shall inform the Race Committee of her intent using VHF, Hail, or telephone within 10 minutes of her finish.

15. SAFETY REGULATIONS

Safety requirements US Sailing Nearshore, except that any single or double-handed crews must wear a PFD at all times.

16. COMMUNICATION WITH RACE COMMITTEE

Race Committee will monitor VHF Channel 72 during the race.

The Race Committee's cell phone number will be published in the Individual Race Sailing Instructions and may be used during the race as an alternative to VHF channel 72.

17. PRIZES

See the Notice of a Series of Races

APPENDIX A

Non-PHRF CLASS RULES

A Cruising Class-NFS and a Commodore Class-FS will be offered at each race venue. These classes will be scored independently and will not be eligible for series overall or team awards. **Handicaps are as assigned by the Cruising/Commodore Class Handicapper, Richard Bigley (E-mail: bigleyre@gmail.com).** It is each boat's responsibility to obtain a handicap from Richard before registering to race. If and when a boat receives a PHRF rating, it will be used for the entire series. If a boat has received a previous handicap from Richard, and no modifications have been made to the boat, that handicap may be used.

Commodore Class boats must comply with PHRF rules and regulations, except that membership in PHRF is not required. Boats may fly such sails as spinnakers, mizzen staysails, streakers, drifters flown from their own temporary stays, etc. Boats will be assigned rating based on PHRF rules.

Cruising Class-NFS boats must comply with PHRF rules and regulations for "No Flying Sails" rating, except that membership in PHRF is not required. This includes, but is not limited to, rules on whisker pole length and the rules listed below.

To be eligible for a "No Flying Sails" rating, boats must use working sails only: attached by their luff to permanent stays or spars. Not less than 90% of the luff length must be attached to the permanent stay or spar with not less than eight (8) snaps or sail track slides distributed evenly along the luff; or, alternately, attachment may be by a luff-rope groove. Only one (1) working sail luff may be attached to each permanent stay or spar.

Only one sail may be used forward of the main mast on Sloops, Cutters, Yawls, and Ketches unless the yacht is specifically rated for carrying additional sails. When changing jibs, the "up" – hoisted – jib must be fully lowered to the deck before the replacement jib is raised. Before lowering the "up" jib, the replacement jib may be hanked on the forestay, or started in the second head foil groove up to five feet above the deck. The second halyard may be attached before lowering the "up" jib. Jibs may NOT be attached to temporary or detachable stays. NFS ratings exclude such sails as spinnakers, mizzen staysails, streakers, drifters flown from their own temporary stays, etc.

The above was excerpted from Pacific Handicap Racing Fleet of the Northwest PHRF-NW web site, No Flying Sails Rating.