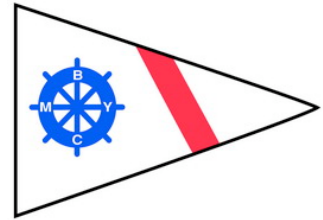


# Meydenbauer Bay Yacht Club



## 2010 Sailboat Racing

### General Sailing Instructions Waiver and Release Form

**REGISTRATION:** To enter an event, submit a completed registration form and pay the appropriate fee. The Entry Forms can be found at the MBYC clubhouse or at the club website, ([www.mbycwa.org](http://www.mbycwa.org)), Regatta - Sail section. Individual entry forms for the Winter Series and the Spring Regatta are included in the Winter Invitation and Spring Invitation packages. The Winter Series entry fee is \$20.00 per boat and covers one or both days of racing. The Spring Sail Regatta entry fee is \$30.00 and covers both days of racing. The entry fee for Both Series together is \$50.00. There is an entry form for Both Series at the MBYC website called "Both Series Entry Form".

**RULES:** The regatta will be governed by *The Racing Rules of Sailing* (RRS) for 2009-2012 Edition, International Sailing Federation, except as any of these are changed by these sailing instructions.

**NOTICES TO COMPETITORS:** Notices to competitors will be posted on the bulletin board located at the entrance to dock 3 on the day of the race, at least 90 minutes before the first warning of the race in which it will take effect.

**CHANGES IN SAILING INSTRUCTIONS:** Any changes to the sailing instructions will be posted by 1800 hours, at the west dock (dock 3) the day before it will take effect.

**SCHEDULE OF RACES:** 2010 Sailboat Races organized by MBYC are scheduled as follows:

#### Winter 2010 Sailboat Racing Series

Saturday, January 30, 2010

Race No. 1	Warning for first class:	10:00 hrs.
	Start:	10:05 hrs.

Each succeeding class will start on 5-minute intervals.

Race Numbers 2 & 3 will have their warning signal approximately 5 minutes after the finish of the last boat of the preceding race. No races will be started after 1430 hours.

Saturday, February 27, 2010

Race No. 1	Warning for first class:	10:00 hrs.
	Start:	10:05 hrs.

Each succeeding class will start on 5-minute intervals.

Race Numbers 2 & 3 will have their warning signal approximately 5 minutes after the finish of the last boat of the preceding race. No races will be started after 1430 hours.

## 2010 Spring Sail Regatta

Saturday, March 27, 2010

Race No. 1	Warning for first class:	10:00 hrs.
	Start:	10:05 hrs.

Each succeeding class will start on 5-minute intervals.

Race Nos. 2 & 3 will have their warning signal approximately 5 minutes after the finish of the last boat of the preceding race. No races will be started after 1430 hours.

Sunday, March 28, 2010

Only one race scheduled-	Warning for first class:	10:00 hrs.
	Start:	10:05 hrs.

No races will be started after 11:30 hrs. of the last day of the Spring Regatta.

When there has been a long postponement and when more than one race (or sequence of races, for two or more classes) will be held on the same day, the warning signal for the first race and each succeeding race will be made as soon as practicable. When flag "AP" - Postponement Signal is lowered, after having been displayed, to alert boats that a race or sequence of races will begin soon, an Orange Flag will be displayed with one sound for at least four (4) minutes before a warning signal is displayed and all contestants shall proceed promptly to the starting area.

**CLASS ASSIGNMENTS:** Yachts will be assigned to a class for the most effective level of handicapping, with Class A representing the flying sail PHRF boats and Class B the non-flying sail boats. The posting of the classes and the assigned class flags will be posted on the MBYC bulletin board at the entrance to dock 3 by 1800 hrs. on the Friday before each race. You may contact the Committee Boat on VHF radio, Ch. 69 on race day. The race officials can let you know what class you are in as soon as the committee boat is on station on race day.

**CHANGES IN RATING:** A change in a PHRF rating takes effect on the day it is recorded by the local handicapper. After that day, the boat's corrected time will be calculated using her new rating.

**STARTING AND FINISHING AREA:** The starting and finishing area will be in the vicinity of the Medina City Hall, Pickle Point, and the north end of Mercer Island. The start and finish line will be between the Race Committee Boat and a red/orange mark.

**RACING AREA:** The racing area will be on Lake Washington between the Evergreen Point Bridge to the north, the Mercer Island Floating Bridge/I-90 to the south, Seattle to the west, and Bellevue to the east.

**COURSES:** Each course will be signaled by a row of letters following the placards of the classes that are to sail that course. Each Letter designates a mark. The first letter displayed is the starting buoy, the last is the finishing buoy, and those in between are the rounding marks.

Every effort will be made to establish a windward, gybing, leeward type triangular course using orange or yellow inflatable triangular marks. "W" will indicate the windward mark, "G" will indicate the gybing mark and "L" will indicate the leeward mark.

A shorter course may be established by using "X" for the windward mark and "U" for the leeward mark. This shorter course may be assigned to the slower starting class. Courses will be designated by letter cards on the reader board displayed on the Race Committee Boat.

Direction of mark rounding will be noted on the reader board displayed on the Race Committee Boat.

Start between the starting buoy and the orange flag on the Race Committee Boat. Pass each rounding mark in the order displayed. Finish between the finishing buoy and the orange flag on the Race Committee Boat. When a number, such as "2" or "3", follows the course letters, it signals a multiple-lap course. Sail the course as many times as is indicated by that number, crossing the finishing line at the completion of each lap.

Legs of the course will not be changed after the Warning signal for the first class.

Warning: The Race Committee Boat may use its engine to hold position, and it may do so even when apparently anchored.

CHECK-IN, CHECK-OUT: The Race Committee would like all boats to sail by the Race Committee Boat to check in and hail with their sail number. A boat that withdraws or retires, should notify the race committee at their earliest opportunity via VHF Ch. 69.

THE START: Races will be started using the following signals. Times shall be taken from the visual signals: the absence of a sound signal shall be disregarded.

<u>Signal</u>	<u>Flag and Sound</u>	<u>Minutes Before Starting Signal</u>
Warning	Class Flag; 1 sound	5*
Preparatory	P,I,Z,Z with I, or black flag; 1sound	4
One-Minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

\*or as stated in the sailing instructions  
Starting sequence also referred to as "5,4,1,GO"

The warning signal for each succeeding class shall be the starting signal of the preceding class.

The starting line will be between an orange flag on the Race Committee Boat and a red/orange ball at the other end of the line.

IMPORTANT RESTRICTIONS: Boats whose preparatory signal has not been made shall keep clear of the starting area and clear of all boats whose preparatory signal has been made.

A yacht late for her start may use engine propulsion after her preparatory signal, but only to transverse a normal direct course from her mooring to the edge of the Starting Area and she shall not start until five minutes after turning off her engine.

A boat shall not start later than 10 minutes after her starting signal.

The race committee may attempt to hail the sail numbers of recalled boats. Failure to do so or failure to hear the hail will not constitute grounds for redress.

The race committee may give a hail to the next class whose warning signal is about to be made. Failure to do so or failure to hear the hail will not constitute grounds for redress.

**THE FINISH LINE:** The finish line will be between an orange flag on the race committee boat and the nearby red/orange ball at the opposite end of the line.

The finish line shall always be crossed in the normal direction from the last mark. After correctly starting, a yacht may not cross a starting or finishing line unless she is:

- Finishing, or
- Completing a lap of a multiple-lap course (as indicated by a number following a designated course), or
- Rounding the buoy at the end of the starting or finishing line when such a rounding is required by the course.

Any yacht which fails to observe the above restrictions will be automatically disqualified. Yachts may not correct these errors.

**PENALTIES AT THE TIME OF AN INCIDENT:** Refer to the "Racing Rules of Sailing".

**RRS - 44.1 Taking a Penalty:** A boat may take a Two-Turns Penalty (720°) when she may have broken a rule of Part 2 while racing or a One-Turn Penalty (360°) when she may have broken Rule 31.

However,

- (a) When a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (b) If the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

**RRS - 44.2 One-Turn and Two-Turns Penalties:** After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

**RSS Part 2: "When Boats Meet".** RSS - Rule 31: Touching a Mark

**TIME LIMIT:** The time limit for all yachts is 2-½ hours for each yacht on all Saturday races and 3 hours for each yacht on all Sunday races.

**PROTESTS:** Protests shall be written on forms available at MBYC and delivered there within 1-½ hours after the last race of the day. Protests will be heard as soon as possible in approximately the order of receipt. Two copies of the protest form for each boat protested must be delivered to the Yacht Club marked "*Attention Protest Chairman*".

A \$25.00 deposit must accompany all protests. This deposit will be returned if the protest is upheld.

**SCORING:** The low point system, Rule A2, will apply, modified so that each boat's series score will be the total of her race scores, with her worst score discarded if: in the Winter Sailboat Race Series, 4 races have been completed; and in the Spring Sail Regatta, 3 races have been completed. Six races are scheduled for the Winter Series, of which 1 race shall be completed to constitute a series. Four races are scheduled for the Spring Regatta, of which 1 race shall be completed to constitute a series.

Points shall be scored for each yacht recorded on the official race results as follows: 1<sup>st</sup> place, 3/4 point; 2<sup>nd</sup> place, 2 points; 3<sup>rd</sup> place, 3 points; etc.

- Yachts recorded as DNF shall score N+1 points, where N equals the number of yachts finishing that race.
- Yachts recorded as DSQ shall score N+2 points, where N equals the number of yachts starting that race.
- Yachts starting any valid race series, but not starting a given race, will be recorded as DNS for each race missed. Each DNS will be scored as N+1, where N equals the number of yachts starting that race.

PHRF corrected times will be calculated using the time-on-time method.

**TIES:** When there is a tie in series between two or more boats, the tie will be broken in favor of the boat with the most first places, or, if the tie remains, the most second places, or lower places if necessary, using only the scores for each boat that count for her series score. When a tie still remains, it will be broken in favor of the boat with the best score in the last race in which the tied boats raced and scored differently, using only the scores for each boat that count for her series score.

**TROPHIES:** Awards will be made to each of the skippers placing first, second and third in each of the two regattas for classes with an average of five or more starters in each race. Only the first place trophy will be awarded for classes with an average of less than five starters. Trophies for the two regattas will be awarded after the Spring Regatta on Sunday afternoon, March 28, 2010, at the Clubhouse.

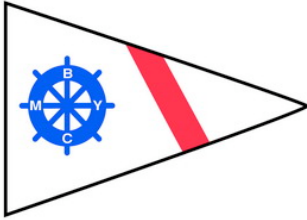
**RESPONSIBILITY:** Occasionally, sailboat racing has resulted in injury or loss of life. All competitors in MBYC events participate at their own risk. It shall be the responsibility of the skipper to inform the crew of the risks of sailboat racing, to make sure that they understand and accept those risks, to decide whether the crew is competent and adequate for the event, and to decide whether to start or continue in the event.

The skipper and boat owner agree to defend, indemnify, and hold MBYC harmless from any loss, damage, or injury resulting from the acts or omissions of MBYC, participants and boat owners. All entrants must sign the MBYC: Waiver, Release and Indemnification document found at the end of these General Sailing Instructions.

**INSURANCE:** Each participating boat shall be insured with valid third party liability insurance covering bodily injury and property damage with a minimum combined single limit of \$300,000 or the equivalent. Entry documents must be accompanied by Proof of Insurance for each vessel; for example, a copy of the Yacht Policy which shows the Name and Address of Insured, Name and Description of Yacht, Policy Effective Dates as well as Coverages.

**SAFETY REGULATIONS:** All boats shall comply with the PIYA Category IV requirements.

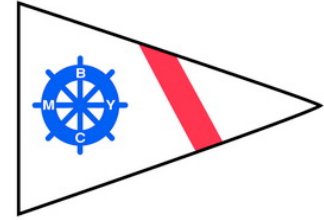
**SAFETY INSPECTIONS:** It is a condition of entering Meydenbauer Bay Yacht Club races that the registered yacht is seaworthy and the requisite safety equipment is aboard and is in operable condition. Yachts may be picked at random for inspection of category requirements by the race committee before each race or the race committee may inform a yacht when finishing to report to an appropriate area for inspection. A yacht which is found not to comply, will be scored with a DSQ.



# Meydenbauer Bay Yacht Club

## 2010 Sailboat Racing

### Waver, Release and Indemnification



I, \_\_\_\_\_, Skipper of the yacht,

\_\_\_\_\_, accept full responsibility for the conduct of each member of my crew and guests during the activities associated with Meydenbauer Bay Yacht Club (MBYC) 2010 Sail Regattas.

I acknowledge that I have sole responsibility for the safety of my crew and yacht. The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone. Competitors participate in the regatta entirely at their own risk.

MBYC Race Committee, and/or any other sponsor of the MBYC 2010 Sailing Regattas are in no way to be held responsible for accidents, damage, injury, or death to persons, property or to yachts, crew or guest arising from any cause prior to, during or related to any race or activities of the 2010 Sailing Regattas. Each Skipper and his crew must evaluate weather and sea conditions and each participant is responsible for determining whether it is safe for him to participate. The responsibility of wearing a life jacket rests upon the Skipper and his crew. If a Committee vessel and/or personnel provide assistance, it is at the risk of the participants.

I hereby agree to all of the Conditions for the 2010 MBYC Sail Regattas and shall inform each member of my crew of these Conditions. I hereby warrant that my yacht will be outfitted, equipped and handled in accordance with these Conditions; that she will have all of the required equipment aboard; that she is seaworthy in hull, rig and gear; that she will be completely manned. I agree that the rating with my entry as filed with the Committee will be the applicable rating for the yacht at the time she starts the race.

In consideration of your accepting my Entry for the MBYC 2010 Sailing Regattas, I do for myself, my executors, my administrators and assigns waive and release any and all claims that I have against MBYC, Race Committee, and any other sponsor, officers, directors, members, committeemen, volunteers, employees and agents, or any one or more of them or their executors, administrators, heirs, next of kin, successors, or assigns, including pre-start and post-finish operations and shore activities together with any costs and expenses including attorney's fees that may be incurred as a result of any such claim whether valid or not, and I do hereby agree to indemnify and hold harmless each of them against any such claims that any officer, member of my crew or one of my guests (or the executors, administrators, heirs, next of kin, and assigns of any of them) may have or assert together with any cost and expenses including attorney's fees with respect thereto.

Executed,

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date