

General Sailing Instructions – 2021



Corinthian Yacht Club of Tacoma

On behalf of the members of Corinthian Yacht Club of Tacoma, we would like to thank you for taking the time to read and participating in our racing program for 2021

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CYCT Racers of the Year – 2021

PHRF, Challenger and Windseekers Class



(Photo Credit Jen Ihlen)

**Romeo Charlie - All Volunteers that helped support
our racing program**

CYCT Race Calendar – 2021 Race Season

<u>Date</u>	<u>Race</u>	<u>Club</u>
1/23/2021	Harbor Series #1	CYCT
2/6/2021	Harbor Series #2	CYCT
2/27/2021	Harbor Series #3	CYCT
4/3/2021	Spring Single / Double Handed Race	CYCT
4/6/2021	CYCT Race Seminar - Early Evening	CYCT
4/14/2021	Spring Series #1	CYCT
4/21/2021	Spring Series #2	CYCT
4/28/2021	Spring Series #3	CYCT
5/5/2021	Spring Series #4	CYCT
5/12/2021	Spring Series #5	CYCT
5/19/2021	Late Spring Series #1	CYCT
5/26/2021	Late Spring Series #2	CYCT
6/2/2021	Late Spring Series #3	CYCT
6/9/2021	Late Spring Series #4	CYCT
6/12/2021	Three Hour Tour #1	CYCT
6/16/2021	Late Spring Series #5	CYCT
6/23/2021	Summer Series #1	CYCT
6/30/2021	Summer Series #2	CYCT
7/7/2021	Summer Series #3	CYCT
7/14/2021	Summer Series #4	CYCT
7/21/2021	Summer Series #5	CYCT
7/24/2021	Three Hour Tour #2	CYCT
7/28/2021	Late Summer Series #1	CYCT
8/4/2021	Late Summer Series #2	CYCT
8/11/2021	Late Summer Series #3	CYCT
8/14/2021	Three Hour Tour #3	CYCT
8/18/2021	Late Summer Series #4	CYCT
8/21/2021	Vashon Challenge	CYCT
8/25/2021	Late Summer Series #5	CYCT
8/28/2021	CYCT Awards Race	CYCT
9/11/2021	Point Series #1	CYCT
9/18/2021	Pink Boat Regatta - Tacoma	CYCT Supporting
9/25/2021	Point Series #2	CYCT
10/9/2021	Memorial Single Hand	CYCT
10/23/2021	Point Series #3	CYCT
11/6/2021	Point Series #4	CYCT

CYCT Commodore Letter – 2021

Dear Racers,

Firstly, we welcome you to another year of racing in the beautiful south sound. We are excited to support 35 different opportunities to race in the Tacoma area this upcoming year. We thank you for participating in our racing program.

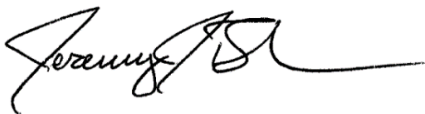
This year, we are focusing on a few rule changes that will ensure the continuation of racing in the South Sound. The focus of these changes is to maintain an excellent racing program and experience on the water. Over the past few years we have had a shortage of volunteers and have relied too heavily on the few we had. Our goal is to keep racing prices low for members, and to be able to fill the Race Committee boat with volunteers. Without volunteers, we may have to shift towards a paid position, which would increase expenses and racing costs. Our goal is to avoid this. In the Race Book, you will see a new program for skippers that volunteer for Race Committee. Additionally, we are asking that skippers provide a crew member for at least one race per year as a volunteer for Race Committee. Not only is this a fantastic training opportunity for crew members, but it will ensure RC is properly staffed with enough crew to ensure safe operations and successful races.

We also respect every skipper's decision to be a part of a yacht club or not, however, as the Corinthian Yacht Club of Tacoma is the main supporting club for putting on races in this area, we believe that focusing on creating benefits for our members who support the maintenance of our club assets, and coordinate volunteers to operate Romeo Charlie and our races should see the benefits of their membership. Over the next couple of years, our race costs will be shifting towards a sustainable model for our club members, with hopes of creating additional benefits to our club members in terms of discounted race fee rates that generally balance out with non-members. We hope you find value in competing against your fellow club racers, and compete for the overall "Club Racer of the Year!"

Due to uncertainties of Covid-19 regulations this year, we are making small adjustments to our fee schedule. We hope you decide to purchase the entire race package as a member of the club. With this, you also only need to register one time, saving time with additional race registrations or paying in person (currently suspended due to Covid-19). By registering for the entire race package, skippers greatly help the club in tracking of payments and race results. We truly hope you choose this option and to help support CYCT.

Once again, I thank you for participating in our racing program, and I can't wait to see you all out on the water.

Sincerely,



Jeremy Bush
CYCT Commodore
S/V Goes to 11

CYCT Racing Program Selecting a Class

To provide racing programs that fit nearly all types of Corinthian racers, from the more serious to the casual, from the experienced to the novice, CYCT has developed the following three “Classes” for each skipper to select. For scoring purposes, once you enter a series in a selected class, you must race in that series in the same class. There are other restrictions noted below, but if you have any questions, please contact CYCT’s Race Chair.

1. **PHRF Class:** For those who are experienced racers or those looking to challenge themselves. This class requires your boat to have a valid PHRF Handicap, and races are handicapped based on your rating used in at Time-on-Time format. There is no restriction on the use of sails as long as the boat, sails, and gear are in the same configuration as your valid PHRF Handicap Certificate.

2. **Challenger Class:** This fleet is for CYCT Members (Only) who want to challenge themselves beyond Windseekers, utilize their spinnakers, and get a taste for handicapped racing. The intent of this class is to bring new racers along who will eventually compete in the PHRF Class, there are a few criteria to meet:

a. Either a valid PHRF Certificate OR, upon request, a CYCT club generated handicap will be acceptable. The CYCT Club generated handicap is not be valid in any other race series outside of those managed by CYCT. Our hope is that each CYCT racer, upon receiving their handicap, will continue to progress and obtain a PHRF Certificate (Club will assist) that would be useable in races beyond CYCT. Cost for a PHRF Certificate is \$55 for the year.

b. Boats entered in this class should be new to the fleet, have raced in the Windseekers Class the previous year or, PHRF Captains may use this class to train new crews on Spinnakers racing for one series.

c. Boats in the Challenger Class may utilize their spinnakers or any other sail configuration for which they have been rated.

d. Boats may choose to rate their boat without a spinnaker and still race in this handicapped fleet. Once a boat has a fleet rating, no matter what the configuration, that rating shall remain in effect for the entire series.

e. Unless there are more than (10) boats in the Challenger Class, there will be only one bracket in the Challenger Class.

f. Because the intent of this class is to provide an environment for racer’s competition level to match their gained experience, upon review of results at the end of each year, the CYCT Race Chairman may recommend that a boat advance to the PHRF Class.

g. No boat shall be allowed to remain in the Challenger Class for more than (2) years / seasons.

3. **Windseekers Class:** For those just learning or who want to race in a more relaxed fleet. No rating required, the use of flying sails is prohibited, and where you finish is where you finished. And even if you cannot make it to the finish line, the committee will go back through the fleet and give you a finish – the legendary “Horned on Course” (HOC) finish (so keep racing after the finish horn if you want to be scored).

a. Windseekers Class Bracket Racing:

(1) One of the goals of Windseekers Class is to provide a racing environment for sailors to improve their sailing skills and grow the sport. A way for Windseekers Class sailors to improve their sailing skills is to consistently race their boats, win awards and advanced to higher brackets.

(2) To maintain the competitive fun while balancing safety, Boat Captains are encouraged to only race those Windseeker Class Boats in their bracket. Windseeker Class Captains are directed to follow RRS Rule 14 Avoid Contact at all times. Race Committee encourages Windseekers Class Boats to not interfere with the racing other boats not in their class or bracket.

b. Windseekers Class Bracket breaks. The Windseekers class is broken into a bracket of 4 boats per series whenever possible. Historical Racing Data and Boat racing consistency factor into class brackets.

(1) Wednesday Racing. Windseeker boats who win their bracket in a series are moved to the next higher bracket and boats who come in last place are moved to the next lower bracket. Historical racing results data is factored into class brackets during Spring Series.

(2) Saturday Racing. The Race Chair will attempt to ensure that a top Windseeker boat is in a separate bracket from a bottom Windseeker Class. Historical racing results data and Wednesday racing results data is factored into the class brackets.

c. Windseekers Boat Progression: Top Windseekers Class bracket boats will be highly encouraged by the Race Chair to move up to Challenger or PHRF Class to enable progression of the sailing fleet and to ensure everyone has an opportunity to win their bracket. If you have a valid PHRF rating, we encourage you to race in the PHRF or Challenger Fleet.

CYCT Members Overall Season Trophies PHRF, Challenger, and Windseekers Classes

The following overall performance trophies are for the yachts which participate in certain Corinthian Yacht Club races and are whose owners are a member of Corinthian Yacht Club as of April 1st of each year. Each trophy shall be awarded at the annual Corinthian Yacht Club Holiday Party in December.

Racer of the Year Perpetual Trophy for PHRF and Challenger Class

To provide an "Overall Champion" for the handicapped classes, CYCT is going to institute the following scoring system. Because there may be changes to a boat's class during the year, the CYCT will use a boat's OVERALL finish position in each race as their points towards the racer of the Year Perpetual Trophy for both handicapped classes, PHRF and Challenger.

1. To be eligible for PHRF and Challenger Class Racer of the Year Perpetual Trophy you must be a member of CYCT.
2. Races to be scored:
 - a. Top (6) races from the combined Point and Harbor Series (From the 7 races in the combined series)
 - b. Top (16) races from the Windseekers Wednesday Night Series (From the 20 races in the combined series)
 - c. Top (2) of the Three Hour Tour races (From the 3 races in this series)
3. The lowest combined point total from these (24) races will be a yachts total score.
4. For the Challenger class only - Boats which race all (4) series will be considered for Boat of the Year based on the (24) races above before boats that only race and score points in (3) series or less. If no individual boat races in all (4) of the series, then the boat having participated in the highest number of series will be considered for Boat of the Year prior to considering those which have raced in fewer series
5. In the event of a tie:
 - a. The yacht with the lowest individual overall score from any race scored shall be the winner
 - b. If two or more boats have the same lowest individual overall score, then the tiebreaker shall be determined by the total number of said lowest individual scores, with the yacht having the highest count of said scores shall be the winner

c. If a tie still exists after (a) and (b) above, then the next lowest individual score shall be used to break the tie.

(1) If a tie still exists after (a), (b), and (c) above, the next lowest individual score shall be used to break the tie, and so on until scores no longer match.

Windseekers Overall Trophy

To provide an "Overall Champion" for the Windseekers Class, CYCT has instituted the following scoring system. Because there are possible changes during the season of boats and classes, this system is to level out the impact of such changes.

1. Individual bracket finishes for each race shall be utilized for a boat's point total. "HOC", or Horned on Course, finishes will be counted based on position on the course at the time they are "horned".

2. To be eligible for Windseeker Racer of the Year Perpetual Trophy you must be a member of CYCT.

3. Races to be scored:

a. Top (6) races from the combined Point and Harbor Series (From the 7 races in the combined series)

b. Top (16) races from the Windseekers Wednesday Night Series (From the 20 races in the combined series)

c. Top (2) of the Three Hour Tour races (From the 3 races in this series)

4. Boats which race all (4) series will be considered for Boat of the Year based on the (24) races above before boats that only race and score points in (3) series or less. If no individual boat races in all (4) of the series, then the boat having participated in the highest number of series will be considered for Boat of the Year prior to considering those which have raced in fewer series

5. In the event of a tie:

a. The yacht with the lowest individual overall score from any race scored shall be the winner

b. If two or more boats have the same lowest individual overall score, then the tiebreaker shall be determined by the total number of said lowest individual scores, with the yacht having the highest count of said scores shall be the winner

c. If a tie still exists after (a) and (b) above, then the next lowest individual score shall be used to break the tie

(1) If a tie still exists after (a), (b), and (c) above, the next lowest individual score shall be used to break the tie, and so on until scores no longer match.

CYCT Race Entry Form – 2021

Corinthian Yacht Club of Tacoma Race Entry Form – 2021

Skippers Name: _____
Address: _____
City / State / Zip: _____
Contact Phone Number: _____
Contact E-Mail Address: _____

Boat Name: _____
Sail Number: _____
Boat Make / Model: _____
Hull Color: _____
Yacht Club: _____
PHRF Rating: _____

Fleet (Circle One) PHRF / Challenger / Windseekers

In consideration for participating in this event, I represent to its organizers that my yacht has liability insurance currently in effect, covering property damage, personal injury, and death in the amount not less than \$300,000 per occurrence and that the policy covers yachts racing activities. I acknowledge that the decision to enter my yacht and participate in the event is solely my own. I agree to be bound by the Racing Rules of Sailing as adopted by US Sailing, including national prescriptions, except as modified by the Vessel Traffic Safety Rules, the organizers, and sailing instructions for each specific event. I will monitor VHF Channel 14 when in the vicinity or while occupying the VTS Lanes.

Skippers Signature: _____
Date: _____

Race Being Entered /
Package: _____

Total Amount Enclosed: _____

Mail Entries to: Corinthian Yacht Club of Tacoma
5624 Marine View Drive
Tacoma, WA 98422

CYCT Race Fees & Racing Package – 2021

Corinthian Yacht Club of Tacoma Race Fees & Racing Package – 2021			
From January 1 to December 31 2021			
		CYCT Member	Non-Member
Harbor Series		\$ 45.00	\$ 85.00
Harbor Series #1		\$ 20.00	\$ 35.00
Harbor Series #2		\$ 20.00	\$ 35.00
Harbor Series #3		\$ 20.00	\$ 35.00
Spring Single/Double Hand		\$ 10.00	\$ 20.00
Windseekers Wednesdays		\$ 60.00	\$ 105.00
Spring Series		\$ 20.00	\$ 35.00
Late Spring Series		\$ 20.00	\$ 35.00
Summer Series		\$ 20.00	\$ 35.00
Late Summer Series		\$ 20.00	\$ 35.00
Wednesday Night Individual Race		\$ 5.00	\$ 10.00
Three Hour Tour Series		\$ 20.00	\$ 35.00
Manzanita Margarita		\$ 10.00	\$ 15.00
Ruston Classic		\$ 10.00	\$ 15.00
Race Committee's Delight		\$ 10.00	\$ 15.00
Awards Race		Free	\$ 15.00
Vashon Challenge		\$ 20.00	\$ 40.00
Point Series		\$ 65.00	\$ 110.00
Point Series #1		\$ 20.00	\$ 35.00
Point Series #2		\$ 20.00	\$ 35.00
Point Series #3		\$ 20.00	\$ 35.00
Point Series #4		\$ 20.00	\$ 35.00
Sailor Memorial Singlehand		\$ 10.00	\$ 20.00
Complete Package - All CYCT races noted above			
Note: CYCT Member: \$30 discount on annual packages normally \$230 now \$200.			
Non Members: No annual package discount.			
		\$ 200.00	\$ 430.00

CYCT Member Rate is only valid for CYCT active members who maintain their membership throughout the year.

CYCT General Sailing Instructions – 2021

These General Sailing Instructions shall be applied together with the Specific Sailing Instructions for all Corinthian Yacht Club of Tacoma races. In case of conflicting information, the specific event Sailing Instructions shall govern.

Special Notice:

Covid-19 Mandates and Restrictions on social and in-person events and activities

Each skipper operates their boat at their own discretion and must follow all Local, State, and/or Federal Covid-19 guidelines or mandates in place at the time of each race. Every skipper is responsible for their boat, crew, and actions, and are responsible for following these rules and regulations. As these rules and regulations are constantly changing, it is highly recommended that skippers review all applicable restrictions before each race.

Part 1 – Registration

1.1. Entry Requirements:

1.1.1. Each competitor must submit a completed and signed race entry form for a race or series, either a hard copy by hand or by mail, or an on-line registration

1.1.2. Each competitor must submit complete payment for a race or series either by online registration via "Paypal" (most preferred), cash, or check

1.1.3. At the Race Committee's discretion, boats participating in CYCT races may be required to show proof of PHRF-NW Membership and/or Proof of Insurance coverage to the levels included within

1.2. It is the Race Committee's preference to have all entries for a race prior to the start of a race or series. Although it is the Race Committee's preference, we will make exceptions as we have done in the past and accept late registration. A boat races prior to completing their race application, paying the fee, and submitting entries to the race committee, such boat will be scored on a provisional basis until the start of the next race. If a boat fails to complete an entry prior to the second race they participate in that is part of a series, they will be scored as DNS in the first race

1.3. For our Wednesday Night Series, completing one entry form for the entire summer (Spring, Late Spring, Summer, and Late Summer Series) and signing shall constitute that a race participant has acknowledged the boat owner's responsibilities noted on the race application.

1.4. To bring more volunteers to aid in the running of our race program, racing skippers are afforded the following opportunity to provide crew members (or themselves for that matter) to assist with on the water races. Our Goal is to have a fully crewed

Safely operated Race Committee Boat with several volunteers. We would like to emphasize that boats provide volunteers throughout the season, but at least once per season. Your commitment to providing volunteers will ensure the longevity of our race program and more efficiently run races. This also an excellent learning opportunity for new and experienced crews.

1.4.1 General Requirements are as follows:

1.4.1.1 Boat Captains will email the racing chair at racing@cyct.com to virtually signup or contact in person. The Race Chair will post a list of volunteers in the mainsheet and online as required. Volunteers priority is given to those Captains who volunteer during CYCT General Meeting and then priority is given first come first served as needed.

1.4.1.2 If the Boat providing a "Captain" has paid the race fees and is unable to race the Boat due to volunteering for Race Committee, that boat will receive an automatic 1st Place. This will be scored as a 1, but will not affect the other boats scored in that class. This can only be utilized once per series and cannot be used as a tie breaker per scoring rules. Additionally, sign-ups for the RC volunteers must be completed before the start of the series if you are intending to use this rule for your score. The boat will receive a 1st Place Finish in their class or bracket. This amends Section 14.4, 14.5, and all appendices outlined in these two sections.

Part 2 – Rules

2.1. Races will be governed by the 2021-2024 Racing Rules of Sailing (RRS), the prescriptions of US Sailing, the rules adopted by local one-design fleets (when applicable), the rules of PHRF-NW, and PIYA's Safety Equipment Requirements for "Nearshore +" Racing, these General Sailing Instruction, and the Specific Event Sailing Instructions for each event. In case of conflict between these General Sailing Instructions and the Specific Event Sailing Instruction, the Specific Event Sailing Instructions will govern.

Part 3 – Notice to Competitors

3.1. Notice to competitors and changes to sailing instructions will be e-mailed within 24 hours prior to the first warning of the effected race and repeated via VHF 68, 30 and 15 minutes prior to the start of each race.

Part 4 – Responsibility

4.1. Occasionally, sailboat racing has resulted in injury or loss of life. All competitors in CYCT events participate at their own risk. It shall be the responsibility of the skipper to inform the crew of the risk of sailboat racing, to make sure 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 to participate in a racing event.

4.2. All boat/boat owners shall have liability insurance currently in effect, covering yacht racing activities, property damage, personal injury and death, spills, and the like. Minimum coverage of \$300,000 per occurrence is required.

4.3. The skipper of each boat is responsible for any unsportsmanlike conduct on the part of his or her crew. The race committee may, at their sole discretion, disqualify any boat, without a course of redress, based on the actions of their skipper or crew if such actions are determined to be unsportsmanlike. Reasons for such disqualification may include but are not limited to the following: Failure to adhere to the RRS, violation of COLREGS, operating their boat in an unsafe fashion, or interaction/communication with the race committee that is found to be derogatory or disrespectful. In the event that a boat is disqualified for actions under this section, the boat owner/skipper must, prior to racing in any further CYCT sailing event, petition to the CYCT Race Committee Chairman in writing for inclusion into further CYCT sailboat racing events. This changes RRS Rule 69

4.4. Any yacht individually hailed by the Race Committee MUST respond to the hail. Failure to do so may result in disqualification.

4.5. Interfering and or impeding with Commercial Vessel Traffic in Commencement Bay. Captains are required to follow the International and Inland Rules to Prevent Collisions at Sea (COLREGS). See Part 12 of CYCT General Sailing Instruction for more detail. Any boat will be disqualified if they impede commercial vessel traffic before during and after a race as appropriate.

4.6. The race committee will inform the Boat Captain of Commercial Vessel Traffic in the bay via VHF channel 68. Captains must be aware of commercial traffic in the area, anticipate early and take appropriate action.

Part 5 – Signals Made Ashore

5.1. Signals made ashore will be displayed from the CYCT Clubhouse, Tyee Marina II. When flag “AP”, the postponement single is lowered after having been displayed ashore, all contestants shall proceed promptly to the starting area.

Part 6 – Safety

6.1. Competitors in centerboard boats shall wear a personal flotation device, PFD, other than a wetsuit or dry suit at all times when racing. Between November 1 and April 1, competitors in centerboard boats shall wear a wetsuit or a dry suit in addition to a PFD

6.2. All keelboats (Including those with retractable keels) shall comply with USCG Federal Requirements for Recreational Boating.

6.3. All keelboats (including those with retractable keels), unless racing in a one design class, shall comply with PIYA Safety Equipment Requirements (SER) for “Nearshore +” racing.

6.4. All boats that are powered by an outboard motor, as their auxiliary motor, must have the motor mounted in its mounting bracket and ready for immediate use.

6.5. A boat that leaves the racing area before finishing or before the last race of the day shall notify the Race Committee in person or via VHF channel 68. Failure to do so may result in a score of DSQ rather than DNF.

6.6. At the discretion of the Race Committee, periodic safety inspections may be made of boats participating in CYCT racing events. Such inspections are mandatory and failure to come within hail of the Race Committee when instructed, respond to safety inspection request, or avoiding the Race Committee after you have been hailed to provide safety information MAY, at the discretion of the Race Committee, be reason for a yacht to be scored DSQ for that specific race.

6.7. Although AIS is not required for boats participating in CYCT races, any boat that is equipped with AIS shall, during the duration of the race, race with this system on and transmitting associated information.

Part 7 – Changes in Rating

7.1. A change in a PHRF rating takes effect on the day it is recorded by the local handicapper. If a change in a boat’s rating occurs during a series, then for that series only, the boat shall continue to sail in the fleet in which she was sailing before the rating was changed, and she will be eligible for awards in that fleet. After that date on which the rating change takes effect, the boat’s corrected time will be calculated during her new rating.

Part 8 – Starting and Finishing

8.1. Start Sequence: To aid new racers to the starting sequence, the following describes the sound and visual signals used during the starting sequence for a typical Windseekers race with (2) starts:

<u>Time</u>	<u>Sound Signal</u>	<u>Visual Signal</u>
5 Minutes to First start	ONE HORN	Class #1 Flag UP
4 Minutes to First start	ONE HORN	Preparatory Flag

		(Code Flag "P") UP
1 Minute to First start	ONE LONG HORN	Preparatory Flag (Code Flag "P") DOWN
Start #1 PHRF /5 Minutes	ONE HORN	Class #1 Flag DOWN, Class #2 Flag UP
4 Minutes to Second start	ONE HORN	Preparatory Flag (Code Flag "P") UP
1 Minute to Second start	ONE LONG HORN	Preparatory Flag (Code Flag "P") DOWN
Start #2 Challenger/Windseeker	ONE HORN	Class #2 Flag DOWN, Windseekers Flag UP

8.2. Starting order and times shall be per the specific event sailing instruction. Race Committee, at their discretion, may change the start order of classes OR combine classes as they see fit for a specific race. Notification of class starting order will be given by radio call.

8.3. Starting location shall be per the specific event sailing instructions. In general, starting locations are near Tyee Marina for Wednesday Night races and Three Hour Tour, or near either Browns Point Lighthouse or Dumas Bay for the Point and Harbor Series. Check individual event race instructions.

8.4. If a fleet is in their starting sequence, boats in other fleets shall keep 200-feet clear of the starting line. Boats will not interfere or "run the starting line" while another class is in their 5-minute starting sequence.

8.5. No boat participating in a race shall use their engine for propulsion after the 4 Minute Prep signal for their class has been made.

8.6. All boats must start no later than (5) minutes after their start signal. Those not starting within this time shall be scored DNS.

8.7. When boats are finishing after dark, the race committee may display a yellow light on the committee boat. Participants are reminded to shine a light on their sail numbers for easier determination by the race committee

8.8. Individual classes may be abandoned or shortened by displaying their class flags and the appropriate race signal flag.

8.9. Once a yacht has finished, they are to move away from the finish line as quickly as possible so as to not impede or affect other yachts finishing. Boats who fail

to follow this instruction will be notified upon their first offence. Additional occurrences may result in disqualification.

8.9. Finish Line locations shall be as noted in the specific event Sailing Instructions.

Part 9 – Recalls

9.1. Individual recalls: The Race Committee may attempt to hail by name(s) and or sail number(s) of those PHRF Class Boats recalled. Failure to do so, the timing of the hails, the order of the hails, the failure to hear the hails, or any other issue associated with the hails, will not constitute grounds for redress. This changes RRS 62.1(a)

9.2. Windseekers Class: If a yacht is found to be On Course Side (OCS – “Over Early”), that yacht or yachts will be considered racing and (2) two points will be added to their finishing place in that race or have the option to restart and must start no later than 5 minutes after their start signal. Boats not starting within this time shall be scored DNS. This changes RRS 29.1. In addition, there will be no grounds for redress in these instances, which changes RRS 62.1(a).

Part 10 – Class Breaks and Handicapping of Events

10.1. Class bracket will be determined and posted at the earliest convenience for a race or series. In some cases, due to late entries, such class bracket breaks may be provided after a race. Race Committee may modify Class brackets if late entries or significant differences in the series occur.

10.2. Class bracket are at the discretion of the Race Committee. For Windseekers Class, race committee may make fair adjustments based on boat racing consistency and historical racing data.

10.3. For PHRF Boats, class bracket may be announced by the Race Committee prior to the start of the first race in a series or event.

Part 11 – Courses

11.1. General courses shall be placed on the reader board attached to the race committee boat, if available. If not, race course will be announced via VHF 68 several times prior to the start of the race. Each letter placard shall represent a mark of the course. Those marks shall be noted herein on the location charts and given a letter corresponding with each mark.

11.1.1. “S” shall represent the start line. If the “S” is Green, the start pin shall be left to starboard, if red, then the start pin shall be left to port

11.1.2. "F" shall represent the finish line. If the "F" is Green, the finish pin shall be left to starboard, if red, then the finish pin shall be left to port

11.1.3. For other marks of the course, a RED letter represents a mark to be taken to PORT. A GREEN letter represents a mark to be taken to STARBOARD

11.1.4. If a course has a number after the course, that shall represent a multiple lap course. EXAMPLE: Course designated as "SMHF2" shall be sailed as crossing the start line, rounding "M" Madrona Trees, proceeding to and rounding mark "H" Hylebos, then sail through the start finish line and commence a second lap of the same course.

11.1.5. Letters shall correspond to marks located on the course maps provide within these race instructions.

11.2. The Start and Finish lines shall be restricted except for starting and finishing.

11.3. In the event of multiple lap courses, each boat must cross the start/finish line at the completion of each individual lap

Part 12 – Commercial Traffic

12.1. Puget Sound Vessel Traffic Service (VTS): the Boat Captain of each yacht must be familiar with the regulations of the Coast Guard Vessel Traffic System for Puget Sound and yield to commercial traffic when required. Monitoring VHF Channel 14 (Seattle Traffic) is advised and highly recommended

12.2. Yachts must not sail across a towline, too close ahead or too close alongside a commercial vessel. 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 ¼ of a mile to either side of large vessels

12.3. International and Inland Rules to Prevent Collisions at Sea (COLREGS)

12.3.1. COLREGS Rule 10 requires that no power driven vessel under 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 Lane

12.3.2. COLREGS. Rule 9 requires that no power driven vessel under 20 meters (66 feet) in length, and no sailing vessel (of any size) may impede the safe passage of any vessel, which can navigate only within a narrow channel of fairway. Commencement Bay, Dalco Passage, Colvos Passage, East Passage, and Puget Sound are to be considered a "Narrow Channel" for most large commercial traffic. To "impede" means a cause to alter speed or course or to take evasive action.

12.3.3. If a competitor witnesses any yacht violating COLREG Rule 9 or 10, the competitor may file a protest on the occurrence to the Race Committee, with disqualification being determined through the Protest or Arbitration process.

12.3.4. If the Race Committee witnesses any yacht violating COLREG Rule 9 or 10, the Race Committee may disqualify the racing yacht at their discretion. The Race Committee may direct a boat by any means necessary (Start Engine) and retire or the Boat shall reestablish their previous position after Commercial Vessel has passed.

12.4. Any boat participating in any CYCT race that is equipped with AIS shall race with the AIS system on.

Part 13 – Protest and Arbitration

13.1. Filing A Protest

13.1.1. A protest shall be filed with the Race Committee in written form describing the parties involved, the rules violated, a narrative describing the incident, description of any damage that occurred as a result of the foul, comment on how the Race Committee was informed of the protest (Verbal or radio contact), and a graphical representation of the incident.

13.1.2. A yacht must notify the race committee of its intent to protest immediately after finishing a race. This can be done by either a) hailing the race committee or b) by contacting the race committee on VHF channel 68. In all cases the hail MUST be acknowledged by the Race Committee.

13.2. Arbitration: An arbitration meeting will be scheduled for each protest involving a rule of Part 2 of the RRS unless the arbitrator deems the protest inappropriate for arbitration. One representative of each party, who was aboard at the time of the incident, will meet with the arbitration. No witnesses will be permitted. After taking testimony from each representative, the arbitration will render his or her ruling

13.2.1. Upon agreement with both parties, arbitration may be done by submitting written descriptions of the incident by both parties for review by the arbitrator. In this event, after initial review of both statements, each party will be asked to respond to the arbitrator's questions, if there are any. After these responses, the arbitrator will render his or her ruling.

13.2.2. A protested yacht may elect to acknowledge breaking of a rule and to accept the appropriate penalty. In such case, notify the Protest Committee Chairman of that effect and the hearing may be waived. In this case, if the penalty is accepted, the matter is closed and cannot be resubmitted to a hearing be reopened, appealed, or submitted for redress.

13.2.3. If the arbitrator decides that a protest hearing is required, the Protest Committee will schedule a protest hearing.

13.2.4. The Arbitrator may allow a protest to be withdrawn without the approval of the protest committee. This change RRS 63.1

Part 14 – SCORING, RACE RESULTS, AND AWARDS

14.1. The Low Point Scoring System or the RRS Appendix A will apply. Boats that do not finish (DNF) will be scored with the number of finisher or that race plus 1. Boats that do not start (DNS) will be scored with the number of starters for that race plus 1. Boats that are Disqualified (DSQ) will be scored with the number of starters for that race plus 2. This changed RRS 63.1

14.2. In addition to the scoring above and specific to the Windseekers class, Windseekers Class boats that are over early shall be scored their class finish position +2 places or have the option to restart and must start no later than 5 minutes after their start signal. Boats not starting within this time shall be scored DNS. Windseekers Class boats that do not finish within the time limit but remain on the course at end of the time limit shall receive a score of "Horned on Course" (HOC) with a number. The number shall designate the boats position in relationship to the finish line. Example, a boat receiving a score of HOC-1 shall be the first boat encountered when the Race Committee motors back in a straight line towards the previous mark. The second boat shall be scored HOC-2, and so on. This changed RRS 63.1

14.3. PHRF Corrected time will be calculated using the TIME-ON-TIME method for all races

14.4. A boat's series score is the sum of her race scores. However, if the series is 5 or more started races, one score will be excluded. This changes RRS Appendix A2, A4.2, and A9

14.5. If two or more boats are tied in a series, the boat with the highest finishing place in the last race of the series will be scored the series winner. This changes RRS Appendix A8.1, A8.2

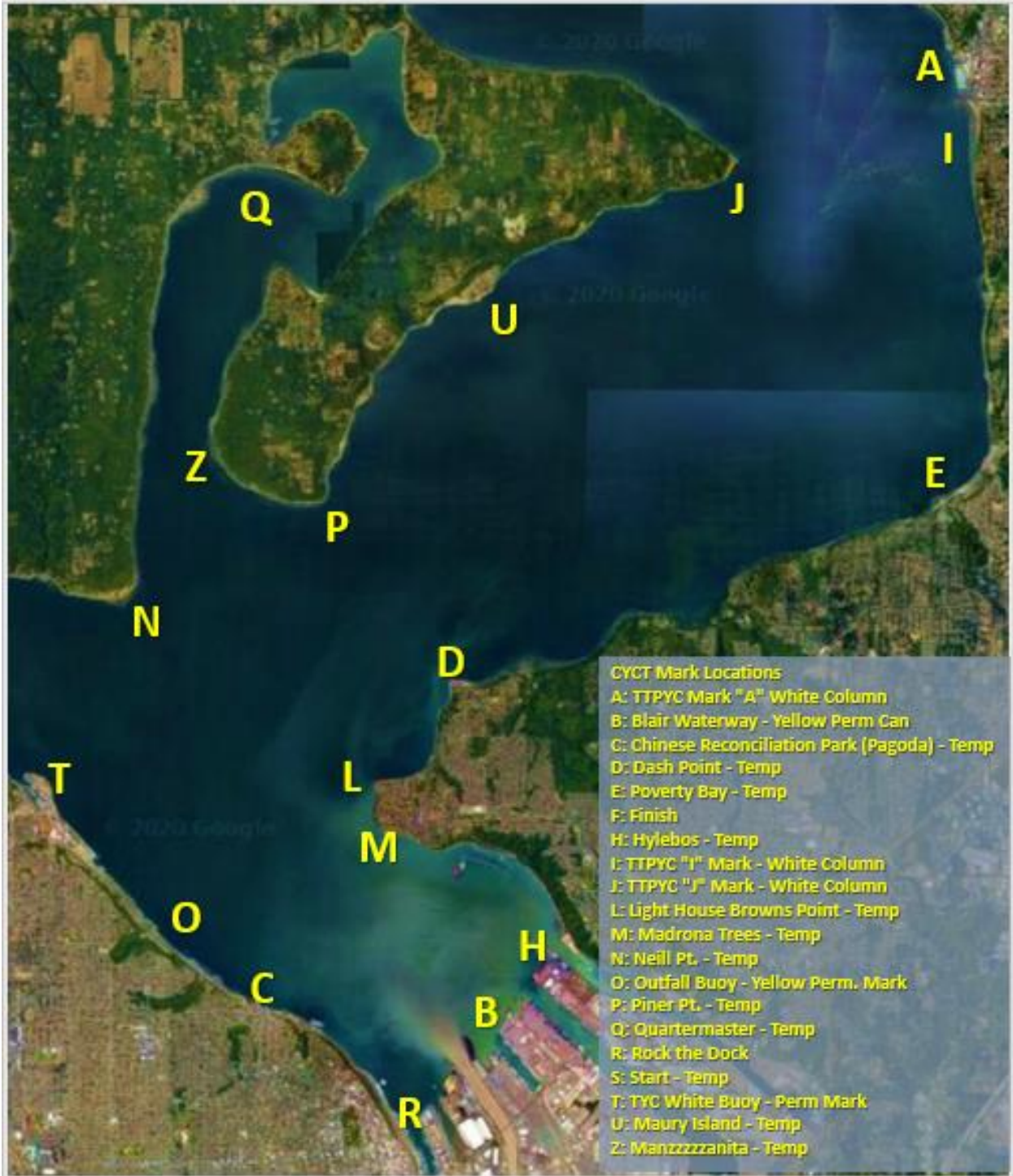
14.6. One completed race in a series shall constitute a series

14.7. Results will be posted on CYCT's website as soon as possible after each race

14.8. Awards will be presented as per the specific event Sailing Instructions

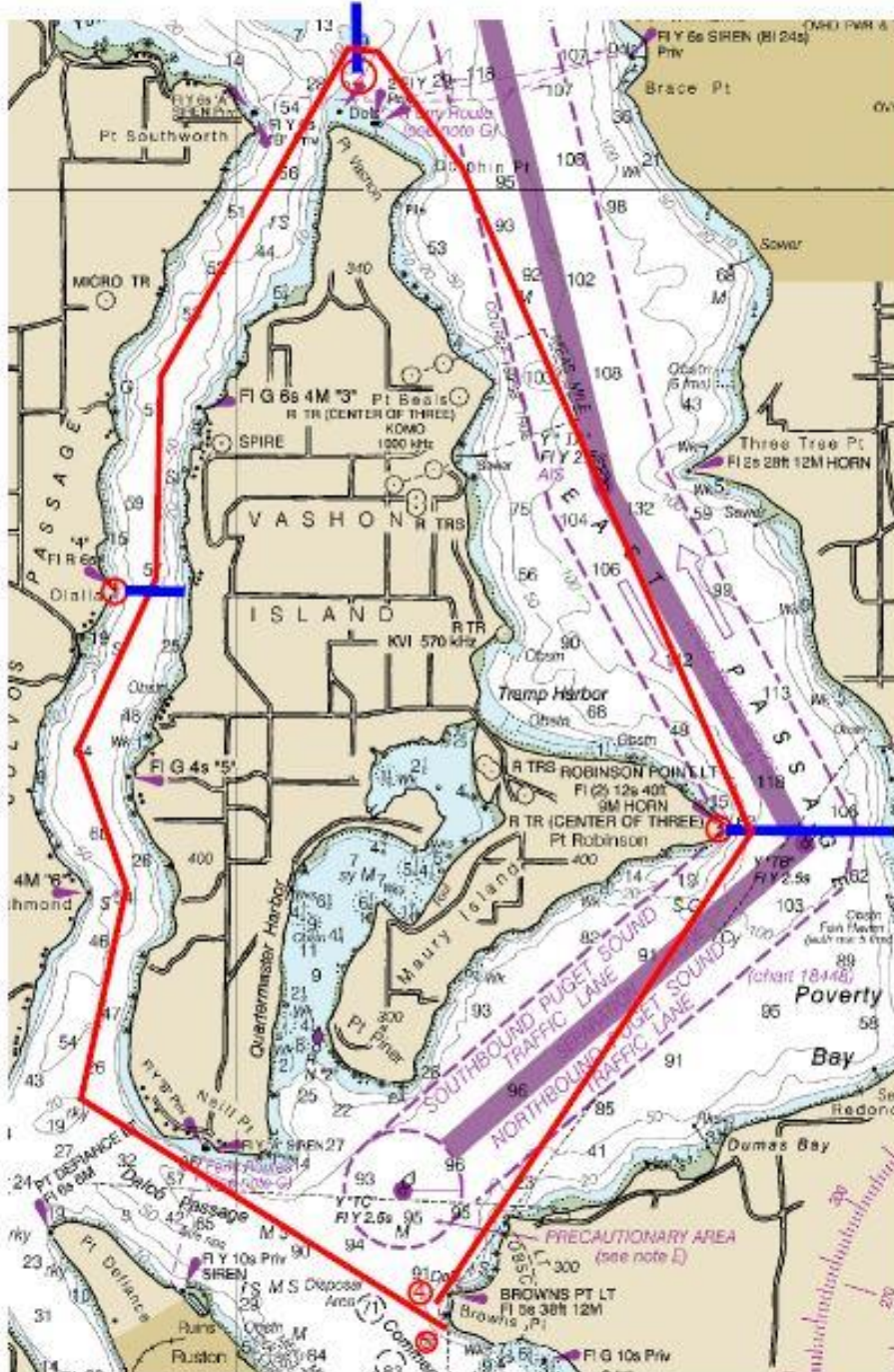
14.9. An Overall Season Trophy will be awarded to an individual CYCT Member in the PHRF, Challenger, and Windseekers Classes as described this race book.

Annex A – CYCT Marks for 2021
Appendix A: Map Buoy: Commencement Bay, Dumas Bay and Quartermaster Harbor



Appendix B: Vashon Challenge

Vashon Challenge Course Sheet



- 1. Ollala - Take Time #1 when Marker is at a compass bearing of 270
- 2. North End - Take Time #2 when virtual mark is at a compass bearing of 180
- 3. Pt. Robinson - Take Time #3 when marker is at a compass bearing of 270

Annex B – Safety Equipment Requirements – Nearshore +

Safety Equipment Requirements

Note: Organizing Authorities may want to consider adding items in beige tint based on the conditions of their specific races.

For use by Inspectors

Effective Date: 03/01/2014

Section Name	#	Requirement	Nearshore +	Vessel Compliance Y/N		Inspector Comments
				Y	N	
Overall	1.1	The Minimum Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of the Coast Guard/National Safety Authority of the Organizing Authority (OA), the Racing Rules of Sailing (RRS), the rules of Class Associations and all applicable rating rules.	Races in relatively protected waters, where rescue is likely to be quickly available	Y	N	
Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used. S/he shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his/her incapacitation	X			
Overall: Inspections	1.3	A boat may be inspected at any time by an inspector or measurer of the Organizing Authority. If she does not comply with these regulations her entry may be rejected, or will be liable to disqualification, or such other penalty as may be prescribed by the race protest committee.	X			
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew, who will have practiced with the use of equipment. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.	X			
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	X			
Overall: Strength of Build	1.6	A boat shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. A boat shall be properly rigged and ballasted, be fully seaworthy and shall meet the standards set forth herein. A boat's shrouds and at least one forestay shall remain attached at all times.	X			
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.	X			
Overall: Scantlings	1.8	Hull Construction Standards - Scantlings with plan review approval - (See Appendix M)				
Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level. The method of blocking should be solid, watertight and rigidly secured, if not permanent.	X			

Hull and Structure: Hull Openings	2.1.2	A boat's hatch boards, whether or not in position in the hatchway, shall be secured to the boat (e.g. by a lanyard) for the duration of the race to prevent their being lost overboard.				
Hull and Structure: Cockpit	2.1.3	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.	X			
Hull and Structure: Cockpit	2.1.4	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement.	X			
Hull and Structure: Cockpit	2.1.5.1	A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.06 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x L above LWL.				
	2.1.5.2	A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x L above LWL.	X			
Hull and Structure: Through Hulls	2.1.6	A boat's through-hull openings below the waterline shall be equipped with sea cocks or valves, except for integral deck scuppers, speed transducers, depth finder transducers and the like; however a means of closing such openings shall be provided.	X			
Hull and Structure: Stability	2.2.1	The boat must have a stability index greater than or equal to 115, or meet the requirements of ISO 12217-2A				
Hull and Structure: Stability	2.2.2	The boat must have a stability index greater than or equal to 103 or meet the requirements of ISO 12217-2B.				
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K of the Offshore Special Regulations(OSR). http://www.sailing.org/tools/documents/OSR2012AppK09122011-[11760].pdf	X			
Hull and Structure: Accommodations	2.3.1	A boat shall be equipped with a head or a fitted bucket.				
Hull and Structure: Accommodations	2.3.2	A boat shall have bunks sufficient to accommodate the off-watch crew.				
Hull and Structure: Accommodations	2.3.3	A boat shall have a stove with a fuel shutoff.				
Hull and Structure: Accommodations	2.3.4	A boat shall have an installed water tank and delivery system.				
Hull and Structure: Accommodations	2.3.5	A boat shall have adequate hand holds below decks.				
Hull and Structure: Lifelines	2.4.1	A boat's deck, including the headstay, shall be surrounded by a suitably strong enclosure, typically consisting of lifelines and pulpits, meeting the requirements in 2.4.2 to 2.4.8.				

Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck. Stanchions used with HMPE lifelines shall have rounded openings to reduce chafe.	X			
Hull and Structure: Lifelines	2.4.3	Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).	X			
Hull and Structure: Lifelines	2.4.4	Lifelines SHALL be either uncoated stainless steel wire or high molecular weight polyethylene (HMPE) line with spliced terminations or terminals specifically intended for the purpose(see appendix-Lifelines for requirements). A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut (see appendix- Lifelines for requirements).	X			
Hull and Structure: Lifelines	2.4.5	The maximum spacing between the bases of lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	X			
Hull and Structure: Lifelines	2.4.6	Boats under 30 feet (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be as per Appendix- Lifelines	X			
Hull and Structure: Lifelines	2.4.7	Boats 30 feet and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter shall be as per Appendix- Lifelines	X			
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.	X			
Hull and Structure: Dewatering pumps	2.5.1	A boat shall have a permanently installed manual bilge pump of at least a 10 gallons per minute (GPM) capacity and which is operable from on deck with the cabin closed with the discharge not dependent on an open hatch. Unless permanently attached to the pump, the bilge pump handle shall be securely attached to the boat in its vicinity via a lanyard or catch. A bilge pump discharge shall not be connected to a cockpit drain. The bilge pump shall not discharge into a cockpit unless that cockpit opens aft to the sea.				
Hull and Structure: Dewatering pumps	2.5.2	A boat shall have a second permanently installed manual bilge pump of at least 10 GPM capacity, operable from below deck, meeting the same criteria as above.				
Hull and Structure: Dewatering pumps	2.5.3	A boat shall have a manual bilge pump of at least a 10 GPM capacity.	X			
Hull and Structure: Mast and Rigging	2.6	A boat shall have the heel of a keel-stepped mast securely fastened to the mast step or adjoining structure.				
Hull and Structure: Mechanical Propulsion	2.7.1	A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.81 times the square root of the waterline in meters) for at least 10 hours.				
Hull and Structure: Mechanical Propulsion	2.7.2	A boat shall have a mechanical propulsion system that is ready for immediate use and capable of driving the boat at a minimum speed in knots equivalent to the square root of LWL in feet (1.8 times the square root of the waterline in meters) for at least 4 hours.	X			

Hull and Structure: Mechanical Propulsion	2.7.3	The boat's engine and generator installation (if so equipped) must conform to ABYC, ISO and/or Coast Guard/National Safety Authority of the OA standards.	X			
Safety Equipment: Personal	3.1.1	Each crewmember shall have a life jacket that provides at least 33.7lbs (150N) of buoyancy, intended to be worn over the shoulders (no belt pack), meeting either Coast Guard/National Safety Authority of the OA or ISO specifications. Life jackets shall be equipped with crotch or leg straps, a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, and be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. If the life jacket is inflatable, it shall be regularly checked for air retention. Leg or crotch straps will be required starting 01/01/2014. Alternatively, each crewmember shall have a Coast Guard approved Type I life jacket /National Safety Authority of the OA approved equivalent equipped with crotch or leg straps, a whistle, a waterproof light, retro-reflective material, marked with the boat or owner's name, which is compatible with a safety harness.				
Safety Equipment: Personal	3.1.2	Each crewmember shall have alternatively; a Coast Guard approved Type III or Type V life jacket /National Safety Authority of the OA approved equivalent that is intended for small boat sailing or other active boating for each crewmember or an inflatable life jacket as described above in 3.1.1.	X			
Safety Equipment: Personal	3.1.4	Each crewmember shall have a safety harness and compatible safety tether not more than 7 feet (2.13m) long with a minimum tensile strength of 4500 lb. (20kN). The tether shall have a snap hook at its far end and a means to quickly disconnect the tether at the chest end while under load.				
Safety Equipment: Deck Safety	3.2.1	A boat shall carry jacklines with a breaking strength of at least 4500 lb. (20kN) which allow the crew to reach all points on deck, connected to similarly strong attachment points, in place while racing.				
Safety Equipment: Deck Safety	3.2.2	A boat shall have adequate clipping points or jacklines that allow the crew to clip on before coming on deck and to unclip after going below.				
Safety Equipment: Navigation Lights	3.3.1	A boat shall have navigation lights that meet Coast Guard/National Safety Authority of the OA requirements and mounted so that they will not be obscured by the sails nor be located below deck level.	X			
Safety Equipment: Navigation Lights	3.3.2	A boat shall have a second set of navigation lights that comply with Coast Guard/National Safety Authority of the OA requirements and which can be connected to a different power source than the primary lights.				
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets Coast Guard/National Safety Authority of the OA requirements, when applicable.	X			
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry a sound-making device that meets Coast Guard/National Safety Authority of the OA requirements, when applicable.	X			
Safety Equipment: Visual Distress Signals	3.6.1	A boat shall carry SOLAS orange smoke flares not older than the expiration date.				
Safety Equipment: Visual Distress Signals	3.6.2	A boat shall carry SOLAS red parachute flares not older than the expiration date.				

Safety Equipment: Visual Distress Signals	3.6.3	A boat shall carry SOLAS red hand flares not older than the expiration date.				
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry Coast Guard/National Safety Authority of the OA approved flares meeting day-night requirements, not older than the expiration date.	X			
Safety Equipment: Visual Distress Signals	3.6.5	Boat flares stored inside of life rafts may not be used to satisfy the flare requirement.				
Safety Equipment: Man Overboard	3.7.1	A boat shall carry a LifeSling™ or equivalent man overboard rescue device stored on deck and ready for immediate use.	X			
Safety Equipment: Man Overboard	3.7.2	A boat shall have a man overboard pole and flag, with a lifebuoy, a self-igniting light, a whistle, and a drogue attached. A self-inflating MOB module, Dan Buoy or similar device will satisfy this requirement. Self-inflating apparatus shall be tested and serviced in accordance with the manufacturer's specifications. These items shall be stored on deck, ready for immediate use, and affixed in a manner that allows for a "quick release".				
Gear: Man Overboard	3.7.3	A boat shall have a heaving line of 50' (15m) or greater of floating line stored on deck and ready for immediate use.	X			
Safety Equipment: Emergency Communications	3.8.1	A boat shall have a permanently installed 25-watt VHF radio connected to a masthead antenna by a co-axial feeder cable with no more than a 40% power loss. After 01/01/2015 all radios shall have DSC capability, have an antenna of at least 15" (381mm) in length, be connected to or have an internal GPS, and have the assigned MMSI number (unique to the boat) programmed into the VHF.				
Safety Equipment: Emergency Communications	3.8.2	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. After 01/01/2015, this radio shall have DSC/GPS capability.	X			
Safety Equipment: Emergency Communications	3.8.3	A boat shall have an emergency VHF antenna. After 01/01/2015 the emergency antenna shall be equipped with sufficient coax to reach the deck, and have a minimum antenna length of 15" (381mm).				
Safety Equipment: Emergency Communications	3.9	A boat shall have an AIS Class B transponder with a masthead mounted antenna of at least 15" (381mm) in length. The AIS can use the boat's VHF antenna if a low loss AIS antenna splitter is used.				
Safety Equipment: Emergency Communications	3.10	A boat shall carry a cellular phone in a waterproof container.				
Safety Equipment: Emergency Communications	3.11	A boat shall carry a satellite telephone in a waterproof container.				
Safety Equipment: Emergency Communications	3.12	A boat shall carry man overboard alarms for each crewmember based on AIS or other method.				

Safety Equipment: Emergency Communications	3.13	A boat shall have a method of receiving weather information in addition to the fixed mount and hand held VHF radio.				
Safety Equipment: Emergency Communications	3.14	A boat shall carry a GPS receiver.				
Safety Equipment: Emergency Communications	3.15	A boat shall carry an electronic means to record the position of a man overboard within ten seconds. This may be the same instrument listed in 3.14.				
Safety Equipment: Emergency Communications	3.16.1	A boat shall carry a 406MHz EPIRB that is properly registered to the boat. This device shall either have an internal GPS (self-locating) or be connected to a continuously functioning external GPS. After 01/01/2016, this device shall be equipped with an internal GPS.				
Safety Equipment: Emergency Communications	3.16.2	A boat shall carry either a 406MHz EPIRB which is properly registered to the boat, or a floating 406MHz Personal Locator Beacon, registered to the owner with a notation in the registration that it is aboard the boat. After 01/01/2016, this device shall be equipped with an internal GPS.				
Safety Equipment: Emergency Communications	3.17	A boat shall have a knotmeter and/or distance-measuring instrument.				
Safety Equipment: Emergency Communications	3.18	A boat shall have a permanently installed depth sounder that can measure to depths of at least 200 ft. (61m).				
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	X			
Safety Equipment: Navigation	3.19.2	A boat shall have a second magnetic compass suitable for steering at sea which may be handheld.				
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	X			
Safety Equipment: Damage Control	3.21	A boat shall have the ability to display sail numbers and letters of the size carried on the mainsail by an alternative means when none of the numbered sails is set.				
Safety Equipment: Damage Control	3.22	A boat shall carry soft plugs of an appropriate material, tapered and of the appropriate size, attached or stowed adjacent to every through-hull opening.	X			
Gear: Anchoring	3.23	A boat shall carry one commercially made anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.	X			
Gear: Lights	3.24.1	A boat shall carry a watertight, high-powered searchlight, suitable for searching for a person overboard at night or for collision avoidance.				
Gear: Lights	3.24.2	A boat shall carry a watertight flashlight for each crewmember with spare batteries in addition to the above.				
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.	X			

Gear: Medical Kits	3.25	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.	X			
Gear: Radar Reflectors	3.26.1	A boat shall carry an octahedral passive radar reflector with circular sector plates of minimum diameter 30 cm (12") or a reflector with a documented minimum Radar Cross Section (RCS) of area of 2 m2	X			
Gear: Radar Reflectors	3.26.2	A radar reflector shall be displayed at all times at least 13 feet (4 meters) above the waterline.	X			
Gear: Dewatering	3.27	A boat shall carry a sturdy bucket(s) of at least two gallons (8 liters) capacity with lanyards attached.	2			
Gear: Safety Diagram	3.28	A boat shall post a durable, waterproof diagram or chart locating the principal items of safety equipment and through hulls in the main accommodation area where it can be easily seen.				
Gear: Emergency Steering	3.29.1	A boat shall have an emergency tiller, capable of being fitted to the rudder stock. Boats with twin rudders and twin tillers connected directly to the rudders are exempt from this requirement				
Gear: Emergency Steering	3.29.2	Wheel steered boats shall have an emergency tiller, capable of being fitted to the rudder stock.	X			
Gear: Spare Parts	3.30	A boat shall carry tools and spare parts, including an effective means to quickly disconnect or sever the standing rigging from the hull.	X			
Gear: Identification	3.31	All lifesaving equipment shall bear retro-reflective material and be marked with the yacht's or wearer's name. The exception would be for new equipment or rented equipment (e.g. life rafts) that would require the unpacking of sealed equipment in order to meet this requirement. The boat name shall be stenciled on during the first servicing of any new equipment.	X			
Gear: Cockpit Knife	3.32	A boat shall carry a strong, sharp knife, sheathed and securely restrained which is readily accessible from the deck and/or cockpit.	X			
Sails: Mainsail Reefing	3.33.1	A boat shall have a mainsail reefing capable of reducing the luff length by at least the following percentages	10%			
Sails: Trysail	3.33.2	A boat shall carry a trysail, with the boat's sail number displayed on both sides, which can be set independently of the main boom, has an area less than 17.5% of E x P, and which is capable of being attached to the mast. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material:				
Sails: Headsails	3.33.3	A boat shall carry a heavy-weather jib (or heavy-weather sail in a yacht with no forestay) of area not greater than 13.5% height of the fore triangle squared.				
Sails: Headsails	3.33.4	A boat shall carry a storm jib not exceeding 5% of the yacht's I dimension squared, an equipped with an alternative means of attachment to the headstay in the event of a failure of the head foil. Storm sails manufactured after 01/01/2014 shall be constructed from a highly visible material.				
Rigging: Halyards	3.35	A boat shall not be rigged with any halyard that requires a person to go aloft in order to lower a sail.	X			
Rigging: Boom Support	3.36	A boat shall have a means to prevent the boom from dropping if support from the mainsail or halyard fails.				
Supplies: Water	3.37	A boat shall carry 1 gallon (3.785 liters) per crewmember of emergency drinking water in sealed containers in addition to any other water carried aboard the boat and it shall be aboard after finishing.				
Supplies: Rations	3.38	A boat shall carry adequate food, energy bars, and snacks to maintain crew stamina as described in the Notice of Race.				

Gear: Life Rafts	3.39	A boat shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing entire crew. The raft shall be SOLAS, ISAF, ISO 9650, or ORC approved. The raft shall be stored in such a way that it is capable of being launched within 15 seconds. The life raft shall hold a current certificate of inspection. Boats built after 01/06/ 2001 shall have the life raft stowed in a deck mounted rigid container or stowed in watertight or self draining purpose built rigid compartment(s) opening adjacent to the cockpit of the working deck.				
Gear: Life Rafts	3.40	A boat shall have for each life raft, a grab bag with a lanyard and clip. The grab bag shall have inherent flotation and be of a bright fluorescent color containing at least an EPIRB, and a watertight handheld VHF radio. The VHF Radio and EPIRB need not be in addition to the prior requirements.				
Skills: Emergency Steering	4.1	A boat's crew shall be aware of multiple methods of steering the boat with the rudder disabled, and shall have chosen and practiced one method of steering the boat with the rudder disabled and be prepared to demonstrate said method of steering both upwind and downwind.				
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.	X			
Skills: Safety at Sea Training	4.3.1	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their National Authority.				
Skills: Safety at Sea Training	4.3.2	At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a half-day, one-day, or two-day Safety at Sea Seminar within the last 5 years, or other courses as accepted by their national authority(required after 01/01/2015).				

For CYCT Races, the following items are deleted from the “Nearshore +” Requirements

3.8.2 – Delete the following from the stated requirement: “After 01/01/2015, this radio shall have DSC/GPS capability”

3.31 – Delete this requirement in its entirety