



**The NWISA Keelboat Championship
The 2025 Qualifier for the ISSA Keelboat Invitational
October 4-5, 2025
Seattle Sailing Club in Partnership with CYC Seattle
Amended October 3rd
Sailing Instructions**

1. RULES:

- 1.1.** The regatta will be governed by the rules as defined in The Racing Rules of Sailing and the ISSA Procedural Rules. In the event of a conflict between the governing documents and the Sailing Instructions the latter shall take precedence.
- 1.2.** Under ISSA PR 18(a), the right of appeal is denied.
- 1.3.** The US Sailing prescriptions to rule 63.1 are deleted and will not apply.
- ~~**1.4.** The US Sailing prescriptions to rule 60, 63.2 and 63.4 are deleted and will not apply.~~
- ~~**1.5.** Under rule 70.5(a), the right of appeal is denied.~~
- 1.6.** The J80 class rules will not apply except that the following language taken from the J80 class rules in regards to Bowsprits shall be in effect:
 - 1.6.1.** When retracted, the forward end shall not extend more than 76mm forward of the hull.
 - 1.6.2.** To extend the bowsprit a boat shall be in the process of either a continuous hoist, flying or a continuous retrieval of the gennaker. At all other times the bowsprit shall be retracted and comply with *NOR and SI 1.4.1*.
- 1.7.** Electronic instruments included but not limited to compasses shall not be used and remain turned off for the duration of the event.

2. CREW POSITIONING

- 2.1.** Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than for temporary needs to make repairs or correct problems. When hiking, crew shall maintain the base of their spine on the horizontal surface of the deck, and no part of their torsos shall be outboard of a line extending upward from the lifeline perpendicular to the horizon or downward from the lifeline to the stanchion bases.
- 2.2.** Not more than **three** crew may have their legs outboard of the sheerline.
- 2.3.** When tacking or gybing, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, companionway or any other item to promote the maneuver.
- 2.4.** Except for a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.

3. ELIGIBILITY:

- 3.1.** Each sailor must be a member of a school which is registered with the ISSA. This is

- a district championship, all competitors must be in grades 9-12.
- 3.2. Teams' resumes must have been accepted in order to compete.
 - 3.3. Teams must have submitted a damage deposit in order to be eligible to sail.
 - 3.4. A team must have a Seattle Sailing Club Waiver submitted and on file for each of their sailors competing in order to be eligible to sail.
4. **DAMAGE DEPOSIT:**
- 4.1. A \$1000 damage deposit check, made out to the Seattle Sailing Club, will be collected at registration if not already on file. This check will be returned or destroyed at the conclusion of the regatta provided the team is not liable for any damage. Boats will be inspected for damage before and after racing each day.
 - 4.2. Teams are responsible for damage attributed to their actions. If an incident involving two or more boats results in serious damage, there shall be a mandatory protest hearing, even if a boat takes a penalty at the time of the incident. The boat(s) found to be at fault shall be responsible for resulting damages. When more than one boat is at fault, the protest committee may apportion liability between multiple boats as it sees fit.
 - 4.3. In the event damage cannot be attributed to a particular team, the repair costs will be divided evenly amongst all competing teams.
 - 4.4. District damage deposit rules will not apply to this event.
5. **BOATS AND FORMAT**
- 5.1. There is one fleet. One boat will be provided for each team. As per *NOR 6.2* Teams shall not make changes to the standing rigging unless explicit consent is obtained from the race officials.
 - 5.2. Teams will rotate boats as directed in the coaching area after each race.
 - 5.3. Racing will continue throughout the day on Sunday as allowed by the schedule of events.
 - 5.4. There is a maximum of two round-robin rotations.
 - 5.5. All races sailed shall count towards each team's final score up until the first round robin is completed. Upon the completion of the first round robin, scores will not count towards a team's final score until the second round robin is completed.
6. **NOTICES TO COMPETITORS:**
- 6.1. Notices to competitors will be posted on the official regatta notice board located online at the NWISA Keelboat Championship's TechScore page.
7. **CHANGES TO THE SAILING INSTRUCTIONS:**
- 7.1. These sailing instructions may be amended as necessary. Any change in the sailing instructions will be posted before 11:15 am on Saturday or 7:00 am Sunday, except that any change in the schedule of races will be posted by 7:00pm on the day before it will take effect.
 - 7.2. The race committee has the authority to extend racing time in order to compete in the first or second round-robin on Sunday.
8. **SIGNALS MADE ASHORE:**
- 8.1. Signals made ashore will be displayed from a race committee boat at the dock.
9. **RACING AREA:**
- 9.1. All races will be sailed in Shilshole Bay or in the Puget Sound in areas surrounding

Meadow Point.

10. COURSES:

- 10.1. The diagrams attached in Appendix A show the course.
- 10.2. The course will be indicated on the course board on the signal boat.
- 10.3. The fleet will be indicated by the Numeral 1 Pennant.

11. MARKS:

- 11.1. The weather, gate, start pin, and finish pin marks will be teardrop shaped marks or a Mark Set Bots which **may** correspond with the course diagram.
- 11.2. To change the position of the next mark, the race committee may move the original mark as soon as practicable. However, no mark shall be moved once any boat is on the leg that it terminates.

12. START/FINISH:

- 12.1. Races will be started in accordance with *RRS 26*.
- 12.2. The start line will be between the staff displaying the orange flag on the signal boat at the starboard end and the windward side of the start mark on the port end.
- 12.3. The finish line will be between the staff displaying the blue flag on the signals boat on the starboard end and the windward side of the finish mark on the port end.
- 12.4. Coaches will supply their own coach boats.
- 12.5. Boats starting later than four (4) minutes after their starting signal will be scored as DNS. This changes *RRS A5.1*
- 12.6. If a boat is delaying the finish of a race, the race committee may end the race and score the boat in its current position, or score the boat DNF at its discretion. This changes *RRS A5.1*.
- 12.7. After finishing, sailors should immediately furl their headsail and stay near the committee boat to facilitate rotations.

13. RECALLS:

- 13.1. Individual recalls will be signaled in accordance with ISSA PR 7.9(b). The failure of any boat to hear the hail, the hail of some but not all OCS boats, the untimely hail of some or all OCS boats or failure to hail any or all boats shall not be grounds for granting redress. This changes *RRS 62.1*.
- 13.2. General recalls will be signaled in accordance with ISSA PR 7.9(c).

14. SCORING

- 14.1. The regatta will be scored in accordance with the ISSA Procedural Rules.

15. PENALTIES

- 15.1. A boat may take a One-Turn Penalty when she may have broken one or more rules of *Part 2* in an incident while *racing*. This changes *RRS 44.1*

16. PROTESTS AND HEARING REQUESTS:

- 16.1. Protest procedure will be in accordance with ISSA PR Part VI and the team shall additionally hail sail number and “protest” over VHF on channel 69.
- 16.2. Per *ISSA Procedural Rule 8(b)*, competitors shall not communicate with a coach before reporting to the race committee their intent to protest.
- 16.3. Only the Race Committee or Jury, not a competitor, is permitted to protest a boat for breaking Sailing Instruction 15, 16, and 17. *This changes RRS 60.1(a)*.

17. COACHING:

- 17.1. [DP] On the water coaching is permitted at this event. The race committee will designate an area on the water where a competitor may receive coaching. Coaching may not be given while a competitor is *racing* except to maintain competitors' safety.
- 17.2. Coaches shall comply with all reasonable instructions given by the Race Committee or a Judge.
- 17.3. Coaches will have to supply their own coach boats. Coaches may also be invited aboard the Race Committee vessel at the discretion of the Race Officer
- 17.4. All coaches will double as safety boats. Each coach shall bring a working VHF radio and monitor channel 69. All coaches are expected to assist the Race Officer as directed.

18. DISPOSAL OF TRASH

- 18.1. [DP] Boats shall not discharge trash into the water. The penalty for breaking this rule will be at the discretion of the jury and may include adding points to a boat's score in the race or the series.

19. SAFETY

- 19.1. [DP] All sailboats will carry a VHF which will be locked to channel 69. They shall only use the VHF to request assistance, retire, or to notify the race committee of a part failure. Any communication with coaches or other competitors over VHF while *racing* is strictly prohibited.
- 19.2. [DP] If the Y Flag is flown by either the Race Committee aboard the Signal Boat spinnakers shall not be flown.
- 19.3. [DP] All competitors shall wear, while on the water, other than brief periods while adding or removing clothing, a US Coast Guard approved life jacket. This changes *RRS 40.1*.
- 19.4. [DP] A boat retiring from a race shall attempt to notify a race committee vessel via VHF on channel 69 before leaving the course or, when that is not possible, a race official, immediately after arriving on shore.
- 19.5. [DP] Furthermore, the Race Committee reserves the right to send any boat ashore who poses a risk to itself or others.

20. RISK, DISCLAIMER OF LIABILITY, & PERSONAL CONDUCT

- 20.1. Competitors participate in the regatta at their own risk. See *RRS 3, Decision to Race*. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

21. BREAKDOWNS

- 21.1. When a breakdown occurs, the boat will hail the race committee over VHF at the soonest possible opportunity, and will notify them of the breakdown.
- 21.2. Breakdown requests shall be filed in the same manner as protests.
- 21.3. Breakdown requests shall be scored in accordance with *ISSA PR 9(e)*. The protest committee will follow the guidelines in *ISSA PR Appendix 3*.
- 21.4. Limit on Redress for Breakdowns – The award of breakdown points (BKD) to a boat, shall be limited to two races when six or more races are sailed, one race when less than six races are sailed. This changes *ISSA PR 9.e*.

Appendix A – Course Diagram

COURSE 2 (2 Legs):

S-W-O-F

COURSE 3 (3 Legs):

S-W-O-L-F

COURSE 4 (4 Legs):

S-W-O-L-W-O-F

COURSE 5 (5 Legs):

S-W-O-L-W-O-L-F

If O is not present it shall be skipped



Approximate
Wind Direction



Start/Finish



RC

Rotation Area

