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Introduction and Club History

This race book is intended to provide you the information on the annual race programs of the Shilshole Bay Yacht Club. We have also provided a brief history of Shilshole Bay Yacht Club and contact information for membership if you are interested.

Shilshole Bay Yacht Club was formed in 1961, emphasizing participation and informality. Our club was organized to provide a boating experience where good friends could meet for fun and recreation on the water. We measure our success not by the size of the boat, but by our members' enjoyment. Our roster has active sail and power boaters as well as members who have no boat - but all come together through their interest in yachting.

You'll find this interest reflected in our monthly dinner meetings where we gather together for education, entertainment, and friendship. You'll find it in our weekend cruises where we go for rest and play. You'll find it in our racing schedule that pits boat against boat in friendly competition. We welcome newcomers and our annual dues are affordable. Please invite your dock mates to join us while enjoying the benefits of joining our club. There is a form included in this race book to request additional information on membership if you are interested.

The primary purpose of the Race Book is to convey the information necessary to participate in our race events and find your pleasure and leisure on the water. This book is meant to be a perpetual race book to be used for many years. Specific race dates, times, entry fees, and entry forms can be found on the SBYC web site.

If the Club can do something to assist you with your race program, or if you are interested in racing but are unsure of the complexities involved, please contact the race chair, fleet captain, or any other club officer for information. We will try to provide a veteran racer to come out and help you with your initial experience if you wish.

SBYC Race Chair: **racechair@shilshole-bayyc.org**
SBYC Fleet Captain: **fleetcaptain@shilshole-bayyc.org**

The race committee is always interested in any ideas you may have to improve the racing program or to involve more members. If you have

Annual Races

SBYC Jack & Jill—Seattle Yacht Club, Shilshole Bay Yacht Club, Corinthian Yacht Club of Seattle, and Sloop Tavern Yacht Club sponsor the annual *Seattle Jack & Jill Championship Series*. The series consists of four races, each managed by one of the sponsoring clubs. SBYC historically hosts the second race of the series, with the SBYC race typically held in June. You must register with each club for their hosted race.

The Ballard Cup Series—Three series of five races each held Monday nights over the spring and summer from April to August. These series of races are co-sponsored by the Sloop Tavern Yacht Club (STYC).

TransPuget—The late summer classic race, traditionally held in September (alternates early or late September every other year with the NW Harvest Benefit race). Proceeds from this race go to benefit an organization chosen by the SBYC board (see the SBYC web site for details). This race is also used as a Grand Prix qualifier.

Snowbird Series—A winter series of monthly races from November through March.

See the race section of the SBYC website (www.shilshole-bayyc.org) for specific race dates, notice of races, race-specific sailing instructions, and race entry forms.

Entry Deadlines

Race entry forms can be found on the SBYC web site (www.shilshole-bayyc.org) and are due (with payment of any applicable entry fee) to the race chair or to the SBYC post office box **by 5pm the Wednesday before the race**. A separate form must be signed and submitted for each race or series.

General Sailing Instructions

Racing Mark Descriptions

N	<p>Start/Finish A barge mooring buoy toward the North end of Shilshole Bay Marina. See Specific Race Instructions for the exceptions to this start position.</p> <p>Lat./Long: 47° 41.062' N, 122° 24.603' W</p>
W	<p>West Point Buoy</p> <p>Lat./Long: 47° 39.609' N, 122° 26.470' W</p>
M	<p>Meadow Point Buoy</p> <p>Lat./Long: 47° 41.777' N, 122° 24.575' W</p>
L	<p>A barge mooring buoy located SW of the entrance to ship canal. This may be used as an alternate start/finish pin.</p> <p>Lat./Long: 47° 40.283' N, 122° 25.367' W</p>
K	<p>Blakely Rock</p> <p>Lat./Long: 47° 35.664' N, 122° 28.824' W</p>
R	<p>Spring Beach – White spar buoy in 40 feet of water at zero MLL tide in the vicinity of Spring Beach. A rail road block signal is located at Spring Beach.</p> <p>Lat./Long: 47° 44.39' N, 122° 22.94' W</p>
D	<p>Duwamish Head</p> <p>Lat./Long: 47° 35.932' N, 122° 23.277' W</p>
S	<p>Yellow Spar Buoy – 3 foot high - maintained by PMYC. Located 1 3/4 miles south of Point Monroe and 1 mile north of Skiff Point in 17b feet of water at zero MLL tide.</p> <p>Lat./Long: 47° 40.87' N, 122° 30.26' W</p>
J	<p>White Spar Buoy – located in 35 feet of water at zero MLL tide off Point Jefferson.</p> <p>Lat./Long: 47° 44.76' N, 122° 28.38' W</p>

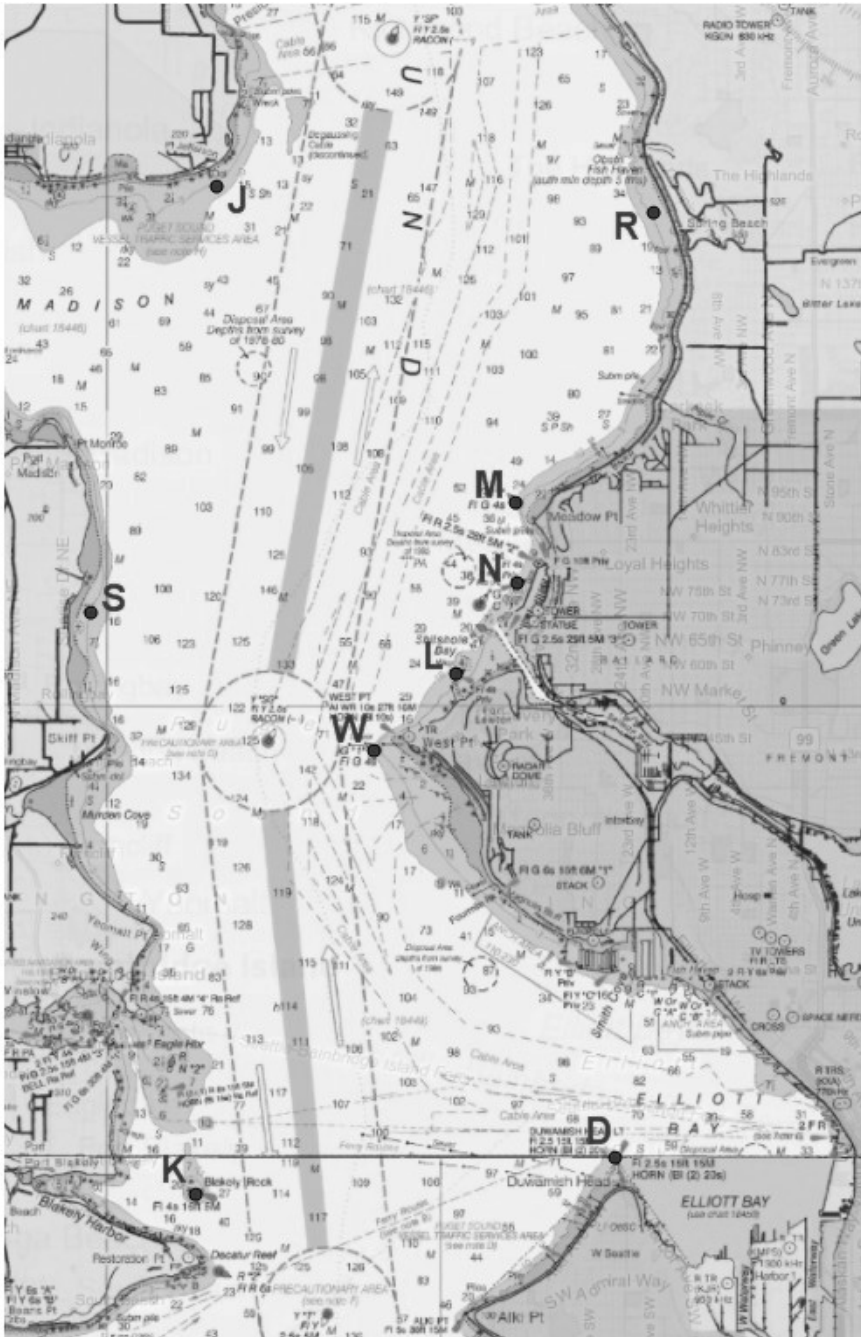
Mark to Mark Distances
Nautical Miles

	R	D	L	J	K	M	N	S	W
R	*	9.47	4.20	3.50	9.37	2.66	3.27	5.90	5.22
D	9.47	*	5.38	10.05	3.88	6.74	6.23	7.17	4.25
L	4.20	5.38	*	4.80	5.45	1.54	0.94	3.34	1.13
J	3.50	10.05	4.80	*	9.65	4.25	4.70	4.65	5.80
K	9.37	3.88	5.45	9.65	*	6.81	6.30	5.29	4.32
M	2.66	6.74	1.54	4.25	6.81	*	0.62	3.93	2.49
N	3.27	6.23	0.94	4.70	6.30	0.62	*	3.75	1.98
S	5.90	7.17	3.34	4.65	5.29	3.93	3.75	*	2.80
W	5.22	4.25	1.13	5.80	4.32	2.49	1.98	2.80	*

Notes

1. Distances for the Duwamish Head mark are computed around the West Point buoy.
2. All "N" distances are for the north mooring buoy used as pin of the start/finish line.
3. If "N" is displayed as part of the course other than the start/finish line, it may be used to shorten the course.
4. **Boats shall not cross the start/finish line unless starting, finishing, or if the start pin is an interim mark of the**

Mark Locations



Racing Signal Flags

The most commonly used signal flags are pictured on the back cover of the race book.

Specific meanings are as follows:

P - Preparatory Signal

Y - Wear Personal Flotation Device

Code and Answering Pennant - Postponement Signal

First Substitute - General Recall

X - Individual Recall

A - Class A Start Sequence

B - Class B Start Sequence

C - Class C Start Sequence

D - Class D Start Sequence

E - Class E Start Sequence

I. Rules

Shilshole Bay Yacht Club standard race rules are found in the current edition of The Racing Rules of Sailing published by the International Sailing Federation (ISAF) as adopted by US SAILING. Races shall be sailed under the current Racing Rules of Sailing; Pacific International Yachting Association (PIYA) racing rules; the general sailing instructions in this book; the Puget Sound Vessel Traffic Rules; and the rules adopted by each local class association as approved by the SBYC Race Committee. SBYC encourages racers to belong to US Sailing, and to carry on board the current Racing Rules of Sailing as published by ISAF.

These SBYC General Sailing Instructions shall supersede rules of PIYA. The PIYA rules shall supersede ISAF or US SAILING rules in cases of conflict. Specific race instructions shall supersede these general sailing instructions.

The SBYC web page, **www.shilshole-bayyc.org**, is the official bulletin for changes in these general sailing instructions. Specific race instructions (including provisions for addendum) shall be available to all eligible entrants at **www.shilshole-bayyc.org** in sufficient time before a race. The instructions and charts published herein shall supersede all previous publications.

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

II. Registration

Registration is required by each entrant for all races. Entry deadlines are published on the SBYC web site.

III. Eligibility

All yachts must be a current member of a PIYA affiliated club and of the Pacific Handicap Racing Fleet (PHRF) and have a current rating on record. This provision is specifically amended for the Ballard Cup Series as indicated in the specific race instructions for that series.

IV. Equipment

All yachts must be equipped with safety gear as required by the PIYA Category III requirements, unless amended by the specific race instructions. Section 8.0 Identification is not required.

V. Safety Regulations

Any race may be canceled by the race committee. Conditions that may cause cancellation include, but are not limited to: Gale Warnings for the inland waters of Puget Sound or if sustained subfreezing weather is expected to occur during the scheduled race.

The Puget Sound Vessel Traffic Safety Regulations apply to all races.

A yacht in a position where it may impede commercial traffic must exit from the "Danger Area" immediately, under power if necessary. If power is used, it must be reported to the Race Committee at the finish line, and a written report must be made on a protest form showing the location, time, duration that power was used, speed, direction of exit and that the competitive position of the yacht was not improved.

VI. Vessel Traffic Safety Advisory Notes

The rapid growth in the number of yachts participating in sailboat racing and the increasing commercial vessel traffic in Puget Sound, has magnified the need to for small boats to follow the "Navigation Rules", International Regulations for Preventing Collisions at Sea (COLREGS).

In the interest of yachting safety, we recommend each crew member be familiar with the "Navigation Rules" (DOT/USCG), especially:

- **Part A** - General (Application of the rules, responsibility, general definitions)
- **Part B** - Steering and Sailing Rules

Although commercial vessels normally use the vessel traffic separation scheme (VTS), be advised that they may check out of the system and depart from the lanes at any time. Monitoring VTS activity on VHS radio Channel 14 is prudent. Keeping an active lookout is expected.

Effective 10 June, 1994 Rule 10 of the International Steering and Sailing Rules (72 COLREGS) applies to all vessels operating in the Traffic Separation Schemes (TSS) located within the Strait of Juan de Fuca, San Juan Islands, and Puget Sound.

Traffic Separation Scheme (TSS) Defined: The traffic separation scheme is made up of an inbound lane, an outbound lane, and a separation zone. Generally, the inbound and outbound lanes are each 1000 yards wide and are divided by a 500-yard wide separation zone. In its entirety, the lane is 2500 yards wide. TSS's are clearly depicted on nautical charts. *Note: ANY VESSEL THAT ENTERS AN IMO APPROVED TSS IS BOUND BY RULE 10 OF THE 72 COLREGS GOVERNING THAT TSS.* Failure to comply could create an unsafe navigational situation and may result in a civil penalty.

Significant Rules that apply to racing sailboats are:

Rule 10(j): A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power driven vessel following a traffic lane.

Defined: A vessel of less than 65.6 feet, or a sailboat, must get out of the way of a power driven vessel following a traffic lane.

Defined: "Shall Not Impede" - means a vessel **MUST NOT** (this is not an option) navigate in such a way as to risk the development of a collision with another vessel. Example: Generally speaking, when a vessel following the TSS is forced to maneuver in order to avoid another vessel, the vessel following the TSS has been impeded!

NOTE: EACH SKIPPER IS RESPONSIBLE FOR THE SAFETY OF HIS/HER CREW AND BOAT. THIS INCLUDES KNOWLEDGE OF AND ADHERENCE TO GOVERNING RULES OF THE ROAD.

VII. Communications

The Race Committee monitors Channels 16 and 72. Primary communications with the fleet will be done on Channel 72. The Race Committee will attempt to hail Over Early yachts by voice or on Channel 72, but failure to do so will not be grounds for redress. It is the responsibility of each yacht to start properly.

VIII. Start and Finish Line

The primary start/finish line shall be between the Race Committee (RC) flag on the Committee Boat and a mooring buoy offshore in the vicinity of the Shilshole breakwater, mark "N." In the event the primary start/finish line cannot be used, the Committee Boat shall move to a position to use mark "L" as described in the list of marks. See specific race instructions for exceptions to this rule.

IX. Starting and Finishing Area – Staying Clear

After the warning signal for the first class starting, yachts whose class preparatory signals have not been given and yachts not racing or finished racing must stay clear of the starting/finishing area and shall not obscure the Race Committee's view of the other yachts starting or finishing. The starting/finishing area is the area within 200 feet on either side of the starting line and 200 feet from its ends. A yacht may be disqualified by the race committee without notice or protest before or after she is racing for infraction of this rule (amends US Sailing rule 63).

X. Courses

Marks of the course shall be given by letters displayed in sequence on the Committee Boat, including the starting and finishing marks, unless changed in the specific race instructions. Mark descriptions and locations are indicated in a previous section of this book. Yachts shall cross the starting line in the direction of the first mark, and pass all marks in sequence on the same side of the yacht as the starting mark (pin), and cross the finishing line in the direction of the course from the last mark. Please be aware that there may be downwind starts, and that the Race Committee boat is not always on the right-hand end of the starting line.

While racing, yachts shall honor the restricted area described below (in Section XI), **and shall not cross the finish line unless finishing**, or when the finishing mark is listed as an intermediate mark of the course, in which case yachts shall cross the finishing line in the direction of the course from the last mark. The Race Committee may signal this course option to provide the opportunity to shorten the course, so look for code flag S in this situation. A yacht may be disqualified by the race committee without notice or protest for infraction of this rule (amends US Sailing rule 63).

XI. Ship Canal Restricted Area

The area inside of the following described line is the Ship Canal restricted area and is closed to racing and is to be considered an obstruction. From south end of Shilshole Breakwater northward to C1 (green can buoy); from C1 southwest to N2 (red nun buoy); from N2 southeast to N4 (red nun buoy). A yacht may be disqualified by the race committee without notice or protest for infraction of this rule (amends US Sailing rule 63).

XII. Fouling the Committee Boat

Any yacht, prior to, during, or after the race, which physically contacts or sinks the committee boat while she is on station shall be automatically disqualified for the race unless caused to do so by another yacht, as determined in a normal protest procedure. Disqualified yachts will be held liable for any damage to the committee boat (amends US Sailing rule 31).

XIII. Required Separation from US Naval Vessels, Commercial Tankers, and Washington State Ferries

Do not approach within 100 yards and operate at a minimum speed within 500 yards of any US Naval Vessel, commercial tanker, or Washington State ferry.

If passage within 100 yards of a US naval vessel is required to ensure safe passage in accordance with the Navigation Rules, contact the US naval vessel or the Coast Guard escort vessel on VHF-FM channel 16. Operate at a minimum speed within 500 yards of any US naval vessel and proceed as directed by the Commanding Officer or the official patrol.

XIV. Insurance

When submitting a race entry form, the entrant represents to the Club that the sailboat has liability insurance currently in effect covering property damage, personal injury, and death in an amount not less than \$300,000 per occurrence; and that the policy covers racing activities.

XV. Responsibility

The skipper of each sailboat is responsible for any unsportsmanlike conduct on the part of the boat's crew. Infringement of RRS rule 69, Gross Misconduct, may result in a competitor being excluded from further participation in SBYC races.

All competitors of SBYC events participate at their own risk. It is the responsibility of the skipper to inform the crew of the risks of sailboat racing; to make sure they understand and accept those

**Special Sailboat Safety Regulations
of Puget Sound**
2002 Revision

As adopted by the Shilshole Bay, Sloop Tavern, Corinthian
(Seattle), and Seattle Yacht Clubs

We must share Puget Sound with its commercial traffic, including many deep-water vessels and tows. It is sobering to note that, if your boat is one mile dead-ahead of a freighter coming down the Sound at normal speed, and the freighter's helm is put hard over to avoid you, the freighter's bow will miss you, but her stern will not. Obviously, this implies that early and decisive action is required to keep your boat out of the path of a large oncoming vessel or tow.

1. Yachts must not sail across a tow line, too close ahead, or too close alongside of commercial traffic. 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 1/4 mile to the side of large vessels.
2. Rule 10 of the International and Inland Rules to Prevent Collisions at Sea (COLREGS) requires that no power-driven vessel less than 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 (VTS) Lane.
3. Rule 9 of the COLREGS requires that no power vessel of less than 20 meters (66 feet) in length and no sailing vessel (of any length) shall impede the safe passage of any vessel which can navigate only within a narrow channel or fairway. Puget Sound can be considered a "narrow channel" for most large commercial traffic. "Impede" means to cause to alter speed or course or to take evasive action.

4. A yacht in position where it may impede commercial traffic must exit from the “danger area” immediately, under auxiliary power if necessary. If power is used, it must be reported to the Race Committee at the finish line. Also, a written report must be made on a protest form, showing the location, time, duration of power use, speed, direction of exit, and that the competitive position of the yacht was not improved. If the last item cannot be demonstrated adequately, a time penalty may be imposed.
5. Radar reflectors must be flown at all times when racing. A radar reflector, all metal, of the triplaner corner reflector type, each plane at least 12” square or 12 ½ inches diameter to be carried at least 13 feet (4 meters) above the waterline. Other types of reflectors may be used provided that it has been demonstrated that they are effective under all conditions. See PIYA Special Regulations paragraph 3.8.
6. Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road.

Observed and/or reported violations of the safety regulations may be protested. The Race Committee shall have the option of issuing a “warning” when deemed appropriate. Warnings are recorded and may be considered when judging any future reports.

ABOVE ALL, THE SKIPPER IS RESPONSIBLE FOR THE SAFETY OF THE CREW AND BOAT.

Shilshole Bay Yacht Club

Presents

SBYC Jack & Jill

Part of the *Seattle Jack & Jill Championship Series*

Shilshole Bay Yacht Club would like to invite you and a friend/spouse/significant other or anybody else you find walking the docks. The only true qualifier is that there can only be a maximum of two people aboard.

The Venue: Puget Sound in front of the Shilshole Bay Marina.

The Entrants: At least one person on each yacht must be a member of a PIYA affiliated club.

The Boats: Any PHRF rated mono or multi hulled boat 20' or greater in length.

Classes: Classes for Flying, Non-Flying, and Multi hull classes (if 3 or more) will be provided.

The Date: See SBYC web site (www.shilshole-bayyc.org).

Skippers Meeting: See SBYC web site.

Start Time: See SBYC web site.

Time Limit: 6 hours

Course(s): 10 to 15 miles in length depending on conditions.

Entry Fee: See SBYC web site.

Entry Deadline: Entries are due the Wednesday before the race.

Contact: racechair@shilshole-bayyc.org for more information.

The series consists of four races, each managed by one of the sponsoring clubs. Series rules will be available at the time of the first race. You must register with each club for their hosted race.

The series was started in 1990 and STYC, SYC, SBYC, and CYC Seattle rotate annual overall scoring of the series. SBYC historically hosts the second race of the series, with the SBYC race typically held in June.

Shilshole Bay Yacht Club and Sloop Tavern Yacht Club

Present

The Ballard Cup

Shilshole Bay and Sloop Tavern Yacht Clubs would like to invite you to join us on Monday nights in the Spring and Summer to come out and race in three series of five races each.

The Venue: Puget Sound in front of the Shilshole Bay Marina.

The Boats: Any PHRF or STYC rated mono or multi hulled boat 20' or greater in length.

Classes: Classes for Flying, Non-Flying, and Multi hull classes (if 3 or more) will be provided.

The Dates: See SBYC web site (www.shilshole-bayyc.org).

Start Time: 6:15 PM Reverse Start (slower classes first)

Time Limit: 2 hours for Series 1 & 3, 2 1/2 hours for Series 2

Courses: 5 to 10 miles in length depending on conditions.

Entry Fee: See SBYC web site.

Entry Deadline: Entries are due the Wednesday before each series

Contacts: Co-race chairs for more information

- SBYC – racechair@shilshole-bayyc.org
- STYC – see www.slooptavern.org for race committee chair contact information

Specific sailing instructions for these series are published separately and are available on the SBYC web site or at the Sloop Tavern on Friday evening prior to the first race of the series.

Please make sure you get a copy as you will need it for the proper course information.

Each series will be scored separately with trophies awarded at the end of each Series. If 5 races are held, there will be 1 throw out. Nightly awards will be given out at the Sloop Tavern approximately one hour following the last boat to finish.

Shilshole Bay Yacht Club

Presents

TransPuget

Shilshole Bay Yacht Club would like to invite you and your crew to race in this late summer classic. The long course race is a Grand Prix Qualifier.

The Venue: Puget Sound, Shilshole Bay Marina.

The Entrants: At least one person on each yacht must be a member of a PIYA affiliated club.

The Boats: Any PHRF rated mono or multi hulled boat 20' or greater in length. Cruising class boats do not require a PHRF certificate.

Classes: Classes for long course flying sails, short course cruising (no PHRF certificate required), and Multi-hull boats will provided for (if 3 or more registered entries).

The Date: See SBYC web site (www.shilshole-bayyc.org).

Skippers Meeting: See SBYC web site.

Start Times: See SBYC web site.

Time Limit: 6 hours Long Course, 4 hours Short Course

Courses: Cruising Short Course: 5 to 15 miles

Racing Long Course: 10 to 25 miles depending on conditions

Entry Fee: See SBYC web site.

Entry Deadline: Entries are due the Wednesday before the race.

Contact: racechair@shilshole-bayyc.org for more information.

Shilshole Bay Yacht Club

Presents

Snowbird

Shilshole Bay Yacht Club would like to invite you and your crew to join us in a winter series to keep the sailing muscles conditioned and the crew coordinated.

The Venue: Puget Sound in front of the Shilshole Bay Marina.

The Entrants: At least one person on each yacht must be a member of a PIYA affiliated club.

The Boats: Any PHRF rated mono or multi hulled boat 20' or greater in length.

Classes: Classes for Flying, Non-Flying and Multi hull classes (if 3 or more) will be provided for.

The Dates: See SBYC web site (www.shilshole-bayyc.org).

Start Time: See SBYC web site.

Time Limit: 5 hours

Courses: 5 to 20 miles in length depending on conditions.

Entry Fee: See SBYC web site.

Entry Deadline: Entries are due the Wednesday before the first race of the series. Added entrants may register by Wednesday prior to a race.

Contact: racechair@shilshole-bayyc.org for more information.

One (1) race shall constitute a series. There will be no throw-out for this series.

The Commodore's Cup

The Commodore's Cup trophy is awarded at the end of each year to an SBYC member as follows:

Snowbird Series	Ballard Cup Series I
SBYC Jack & Jill	Ballard Cup Series II
TransPuget	Ballard Cup Series III

- The boat's best five scores from the SBYC races listed above will be used. If no boat finishes five races, then the best four races will be used, then three, etc.
- For each race in each class, 1st place will be awarded 1 point, 2nd place 2 points, 3rd place 3 points, etc. In the event of a tie for any place, the points of the consecutive places will be added and then divided by the number of boats tied. For example, if two boats tie for 1st place, 1st place points (1) and 2nd place points (2) will be added and then divided by 2 giving each boat 1.5 points. The boat's best five races will be added together, and the boat with the lowest cumulative points wins.
- Boats scored as either DNC or DNS will not be included in the scoring.
- If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used. (ISAF Racing Rule A 8.1).
- If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores (ISAF Racing Rule A 8.2).
- If still tied, the lowest cumulative corrected time for all five races shall win.

Shilshole Bay Yacht Club Membership Information

Shilshole Bay Yacht Club, in addition to its racing program described in this book, has as social calendar monthly dinner meetings including entertainment or speakers. The Club sponsors cruises to a number of Puget Sound destinations throughout the year as well as a winter "ski-cruise" and a summer dinner dance. The Club has reciprocal moorage arrangements with approximately 35 other yacht clubs, and is affiliated with the Recreational Boating Association of Washington, Pacific International Yachting Association, and the International Yacht Racing Union. We publish a monthly newsletter, "The Rudderpost."

If you are interested in joining or just want to learn more about our yacht club, please fill out the form below and mail it to us or contact the Rear Commodore at rearcommodore@shilshole-bayyc.org.

Name: _____

Phone: _____

Email: _____

Mail to:

**SBYC
Attn: Rear Commodore
2442 NW Market Street, Box 98**

Boat Information and Race Notes

Boat Name:

Skipper:

Phone #:

PHRF Rating:

Performance Notes: