

# 2017 Sailing Instructions for PTSA Races – Page 1

These SI's generally apply to all PTSA series races, regattas and distance races. Any amendments for a particular race or regatta will be distributed ahead of that event.

**SCHEDULE** – The first warning for the Spring White Cap, Summer Cats Paw and Dog Days series races is on Fridays at 18:00 hrs. and the Fall Nightcap series Saturdays at 13:00 hrs. Seven races are scheduled for each series, there will be one throw-out if six races are completed. The distance races have various start times depending on favorable currents. See the Calendar or ptsail.org for dates and times.

**RULES** - All races will be governed by the Racing Rules of Sailing, **2017 – 2020**. Part 5 of the RRS will be disregarded and no protests heard. Sail conservatively not aggressively. Inadvertent rule infractions are handled according to RRS 44.1 and 44.2. on the honor system. Notify the Race Committee of Withdrawals and DSQ's for scoring purposes.

**NOTICES TO COMPETITORS AND CHANGES TO SI'S** - Notices and signals will not be posted ashore. Any extra information or changes to SI's will be given at Check-in and repeated on loudhailer and VHF CH 68. Announcements on VHF are preceded by three long horn blasts to attract attention.

**COURSES** - See the sheet "Marks and their labels on the letter board". (On ptsail.org, under the RACING tab). Start in the direction of the first mark after "S". Pass each mark in the order displayed and keep it to the side specified. If two rows of letters are displayed, the upper is for class A – T-birds, the lower for class B – PHRF. For the distance races the course will be announced ahead of the race.

**DESIGNATED OBSTRUCTIONS** – Mark "B", the red Pt. Hudson bell buoy' is to be passed on the outside (left to shore-ward) unless it is to be rounded as a mark (the letter board will indicate Port or Starboard).

Mark "D" must be kept to shore-ward WHETHER or NOT it is shown on the letter board, unless it is listed as a turning mark. It is there to keep boats away from the Ferry Dock. Even if the mark is missing all boats are to stay at least 100 yards away from the Ferry and Dock at all times, even if Dock is empty, or be DSQ.

Do not approach within 100 yards of a ferry. If necessary make a significant course change to show the ferry you are taking avoiding action. You may run your engine to avoid the ferry provided you do not improve your position in the race. Any race boat(s) suspected of being the cause of a Ferry's five horn danger signal during a race will be disqualified from that race.

When encountering a boat not racing, the International Rules (1976 COLREGS) supersede the RRS.

**CLASSES & START ORDER** – For Series races there will be two classes: A – T-bird (one design), and B - PHRF. The start order is A then B, shown by their corresponding flags. The Start signal for class A is the beginning of the 5 min. sequence for class B. If two classes are starting together BOTH of their flags will be raised at the beginning of the sequence. For distance races all boats will race PHRF with one start.

**IDENTIFICATION** - Before the first start sequence each boat is to APPROACH the race committee to CHECK-IN. Check-in by VHF is not desirable. Guest boats are welcome to race with PTSA if they check in with the RC. Provisional PHRF ratings will be assigned for those without them. If a boat is forced to retire for any reason CHECK-OUT with the RC, use of VHF is fine for this.

**START/FINISH LINE** - The S/F line is between the Orange Flag on the CB and the course side of the inflatable Orange Pin. When races are run from City Dock, the S/F line will be between the Orange Flag on the dock and the course side of permanent PTSA buoy "C". The buoy is the "Pin".

**CLOSED LINE** - *Except* when starting or finishing, **completing a lap of a multi-lap course** (see below) or **using "F" as a rounding mark, DO NOT** cross the S/F line on **ANY other leg** of the course.

**THE START** - The 5 minute start sequence of RRS 26 is used, with the addition of an **ALERT** signal (multiple horn blasts) one minute before the **WARNING** of the first start. The RC uses GPS time, all signals are made on whole minutes. During a start sequence, boats not starting must keep 200 ft. clear of the starting line until their class flag is raised. The RC cannot answer VHF calls during the start sequence.

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**RECALLS** – Recalls will be handled per RRS 29. While not required, the race committee will attempt to identify individual recalls on VHF Ch 68 and/or loud-hailer. The RC is not required attract the attention of boats missing a general recall signal.

**NUMBER OF LAPS** - All courses will be sailed once around, except when a numeral, such as “2”, follows the course letters. In which case sail round the course as many times as indicated. In a **multi-lap race** all boats **MUST** cross the S/F line at the **END** of **EACH LAP** of the course (**NOT** on **any** of the intermediate legs). This is the **ONLY** time it is okay to cross the S/F line during **ANY** part of any race, **EXCEPT** when starting, finishing or **if “F” is listed** as a rounding mark. The RC records each boat’s time for each lap in case all the laps are not completed.

**TIME LIMIT** - For series races a boat must finish within 2 hrs. of its start. If the limit is modified, it may be displayed on the letter board in advance OR announced on VHF Ch. 68 during the race OR announced by a chase boat. Distance races will have time limits set in their addendum to these SI’s.

**SHORTENING COURSE** – Unless a chase boat is available, the only time a course will be shortened is when it is a multiple lap course or if F is a designated mark. The shorten course flag (“S”) will be flown from the committee boat or dock. Should the committee boat or a chase boat relocate to an intermediate mark to form a new finish line the **blue** flag will be flown with the “S”.

**CHANGING THE COURSE** – In the unusual event of a course being changed the RC may attempt to reach all boats on VHF to announce the change. Otherwise a chase boat at the mark before the change will fly the Course Change flag (“C”), sound a horn and indicate the direction of the next mark.

**NUMBER OF RACES** - Should a numeral, such as “2”, **precede** the course letters displayed on the letter board there may be multiple races. Boats that have finished a race must stay clear of the finish line until the last boat has finished. Racers should **check the letter board for course changes before each start**.

**SCORING** - Across the line finish times will be recorded for all boats racing. PHRF rated boats will have their results corrected. T-birds will be a one-design class in series races but will race PHRF in distance races. Results and Series Standings will be posted ASAP on ptsail.org, usually within 24 hours. For most distance races, finishers will e-mail their finish times to the Race Committee (link on ptsail.org)

**WEATHER CANCELLATION** - If NOAA posts Gale Warnings for Admiralty Inlet covering race time the race may be canceled depending on local observed and predicted conditions. Skippers will gather at the Boat Haven two hours before start time to consider the advisability of racing and inform the RC.

**RADIOS/COMMUNICATION** - All boats should monitor Ch. 68. If there are long postponements the RC will keep the fleet informed of a potential start time and notify them of any course changes. While racing, except for emergencies or to notify the RC of retirement (we worry about missing boats), a boat shall neither make nor receive radio calls that are not available to all boats. This also applies to mobile phones.

**RESPONSIBILITY** - Competitors in these events participate entirely at their own risk. (Ref. RRS 4, Decision to Race). By participating each competitor agrees to release the organizers and officials from all liability associated with the competitor’s participation in these events to the full extent permitted by law.

**USCG WARNING** -- Do not approach within 100 yds. of any Washington State Ferry, tank ship, or naval boat. If you need to pass within 100 yds, you must contact the boat on Ch. 16 (or 13 if a tank.) You must operate at minimum speed within 500 yds of any of the above boats. Do not approach within 1000 yds. of an escorted submarine without contacting the escort on Ch 16. Offenses are punishable by up to 6 yrs in prison and/or up to \$250,000 in fines.

**ALSO** – Washington State Law, RCW 77.15.740 makes it illegal to: -- Cause a boat to approach, in any manner, within 200 yds. of a Southern Resident Orca Whale: (SROW) -- Position a boat in the path of a SROW at any point located within 400 yds. of the whale. Including intercepting a SROW by positioning a boat so the prevailing wind or water current carries the boat into the path of the whale at any point within 400 yds. of the whale: -- Fail to disengage the transmission of a boat within 200 yds. of a SROW; or: – Feed a SROW.

# Starting Sequence, Signals and Flags – Appendix to SI's

PTSA races will be started using the five minute starting sequence of RRS 26 with the addition of an ALERT signal (multiple horn blasts, only orange flag) one minute before the class flag is raised for the first start. GPS time will be used and signals given only on whole minutes. The START signal for one class will be the WARNING for the next class. Delay may be imposed for any reason before, during and between starts using the Postponement flag (and horn). If not obvious, the reason for the delay and its expected duration will be announced on CH68 and by loudhailer.

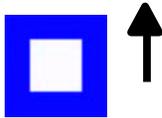
## STARTING SEQUENCE SIGNALS

**Only Orange Flag displayed** 

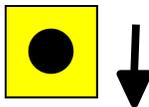
**ALERT:** - 1 minute before first start sequence begins.  
- ALERT horn signal - multiple horn blasts will sound.



**WARNING:** - 5 minutes before class start.  
- Class flag raised - 1 horn blast - flag stays up 5 minutes, until class start.  
- Boats not in the starting class are to keep 200 feet clear of the starting line



OR



**PREPARATORY:** - 4 minutes before class start.  
- Preparatory flag raised - 1 horn blast - flag stays up 3 minutes.  
The prep. flag indicates the time at which the RRS start to apply.  
- "P" flag indicates "dip starts" are allowed (Boats over early may return across S/F line to re-start).  
- "I" flag indicates boats over the line when the preparatory flag comes down must return around either end of the line.

**ONE MINUTE:** -- 1 minute before start.  
- Preparatory flag lowered - 1 **LONG** horn blast.



**START:** - Zero minutes - Class flag lowered - 1 horn blast. - Next class flag up.  
Boats from the next class may enter the starting area and begin their 5 min. Sequence.

## OTHER FLAGS AND SIGNALS



A

**CLASS A** flag. - Thunderbird (O.D.)



C

**CHANGE COURSE** flag – random horn blasts. Flown from the chase boat. The next mark has been moved/changed. Chase boat will provide bearing or identification.



B

**CLASS B** flag. - PHRF (rated)



S

**SHORTEN COURSE** flag: - Two horn blasts. Course is shortened to fewer laps, or by moving the CB or chase boat, to an intermediate mark or as specified in the SI's.



AP

**POSTPONEMENT** flag: - Two horn blasts when raised, - one blast when lowered. **ALERT** signal sounded one minute after lowering.



Blue

**END OF NEW FINISH LINE**- Usually flown with Shorten Course flag on chase boat or relocated CB at a mark. The mark is the pin. Cross the line between the boat and mark.



X

**INDIVIDUAL RECALL** flag: - One horn blast. Boats over the line early must re-start. (As indicated by the **PREP** flag in use).



M

**MARK BOAT** flag: - Repeated single horn blasts. A chase boat with this flag is **in place of** a missing mark. Round as required for the mark.



1st. Rep.

**GENERAL RECALL** flag: - Two horn blasts. The entire class must restart. **ALERT** signal for re-start sounds 1 min. after flag is lowered. Starts for the follow-on classes are delayed.



N

**RACE ABANDONED** flag: - Three horn blasts. Return to starting area. If flown over an "A" flag, racing is over for the day.

# Marks And Their Labels On The Letter Board

## Appendix to SI's

**COURSES** are described by a row of letters displayed on a board at the rear of the Committee Boat or at the end of City Dock. The row is read from left to right and shows which marks are to be rounded, in what order and to which side. The meanings of the letters are described below.

**ROUNDING:** ---- Marks are to be left to **Port** when rounding unless the letter on the letter board is **underlined** and **striped**, in which case that mark is to be left to **Starboard**.

**S** ----- The Start line **pin**. Normally start with the pin to **Port**, towards the first mark listed after "**S**" and round all marks in the order displayed, to side indicated. When starting from City Dock it may be necessary to start in the other direction with the pin to Starboard, in which case the "**S**" is underlined and striped.

**F** ----- The Finish line **pin**. Kept on **Port** side unless "**F**" is underlined and striped. **F** may be set as an intermediate mark of the course.

**NUMERAL After** ----- Go round the course the number of times indicated and **cross the S/F line** at course letters. the **end** of **each lap**. This is the **only** time it is okay to cross the S/F line during a race (see SI's CLOSED LINE).

**NUMERAL Before** ---- There may be multiple races today. Check the course board between races, course letters. as the course may have been changed.

If two courses are shown, the lower course is for Class B. Otherwise all classes sail the same course.

**TEMPORARY MARKS:** -- Usually yellow tetrahedrons, used for triangle and windward/leeward courses. They can be set up anywhere in the bay as conditions dictate. They may also be used in conjunction with permanent marks when convenient. They are usually used with a committee boat.

**W** --- Windward mark.

**J** --- Jibing (Wing) mark.

**L** --- Leeward mark.

**O** --- Offset mark.

**PTSA PERMANENT MARKS:** -- White conical buoys, with GPS\* positions.

**C** -- City Dock buoy, 330 ft. off dock (also **S** & **F** when RC using City Dock). N48:06.81, W122:45.09

**I** -- Indian Point buoy, between the entrance to Boat Haven and Ferry dock. N48:06.47, W122:45.90

**Y** -- Buoy 350 Yds East of the South corner of the Boat Haven breakwater. N48:06.18, W122:46.40

**M** -- Buoy 250 Yds East of the Marine Science Center at Fort Worden. N48:08.14, W122:45.46

**OTHER PERMANENT MARKS:** -- Shown on the USGS chart, with GPS\* positions.

**B** -- Point Hudson Lighted Red bell buoy #2. See SI's for Special Restrictions. N48:07.46, W122:44.66

**T** -- Tower – lattice tower by Kilisut Harbor sand spit, North of Rat Island. N48:05.59, W122:44.00

**G** -- Green lighted navigation buoy #1 N of Navy Dock, at entrance Kilisut Hbr. N48:04.99, W122:44.91

**H** -- Most Northerly of the Fort Townsend State Park mooring buoys. N48:04.64, W122:47.08

### **TEMPORARY MARK D**

**D** -- A yellow cylindrical buoy South of the ferry dock to aid in keeping clear of the ferry dock. (See SI's for details) N48:06.41, W122:45.56

**OTHER TEMPORARY MARKS:** -- Yellow tetrahedrons, with GPS\* positions.

**A** -- Small yellow tetrahedron. about 200 yds. off the end of Union Wharf. N48:06.67, W122:45.22

**X** -- Small yellow tet. about 200 yds. South-East of Pt. Hudson S Breakwater. N48:06.87, W122:44.92

**Z** -- Large yellow tetrahedron on Mid-channel Bank, NW of Marrowstone Pt. N48:06.87, W122:42.95

\*GPS positions are approximate, due to wind, current and depth. GPS for temporary marks is very general.

# Approximate Mark Locations For PTSA Races

Appendix to SI's Not to Scale

