



2018 Sailing Instructions for PTSA Races



These SI's generally apply to all PTSA Series Races, Regattas and Distance Races. Any amendments for a particular race or regatta will be made available before the event.

1. **RULES:** --

All races will be governed by the Racing Rules of Sailing, 2017 – 2020, without national prescriptions. (See ptsail.org/racing for a link to the rules). Section 5 of the RRS will be disregarded and no protests granted. Inadvertent infractions are to be handled on the honor system, according to RRS 44.1 and 44.2. Notify the Race Committee of withdrawals and DSQ's for scoring purposes. When encountering vessels not racing, the COLREGS take precedence.

2.,3.,4. **NOTICES TO COMPETITORS AND CHANGES TO SI'S:** --

Notices and Signals are not posted ashore. Any information additional to, or amending, these SI's will be provided to each boat at Check-In and repeated on loudhailer and VHF CH 68. Announcements on VHF are generally preceded by three long horn blasts to attract attention.

5. **SCHEDULE:** --

The first **Warning** signal for the Spring White Cap, Summer Cats Paw and Dog Days Series Races is on Wednesdays at 18:15 hrs. and the Fall Nightcap races Saturdays at 13:00 hrs. See ptsail.org/calendar for dates. The distance races have various start times depending on favorable currents. Again, see ptsail.org/calendar for dates and times.

6. **CLASSES & STARTING ORDER:** --

For Series Races there will be two classes: A – Thunderbird (one design), and B -- PHRF. The starting order is A then B indicated by their corresponding flags, see Appendix A for the starting sequence and signals. The start of one class is the beginning of the 5 minute sequence for the following class. For distance races all boats will race PHRF with one start and use the **A** flag.

IDENTIFICATION: --

Each boat is to approach the Race Committee to check in, and learn of any changes to the SI's, at least five minutes before the first Start Sequence of each day. Check-in by VHF is discouraged. It is desired that each boat have sail numbers and, for the B class, a PHRF rating. Provisional (temporary and not generous) ratings will be assigned for those without.

7.,8.,9. **RACING AREA, COURSES and MARKS:** --

See Appendices **B** and **C** for method of course designation and mark descriptions and locations.

10. **DESIGNATED OBSTRUCTIONS:** --

The red Point Hudson bell Buoy #2 is to be passed on the outside (left to shore-ward) except when 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. It is intended to keep boats away from the ferry dock. 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 the dock is empty, or risk a DSQ. (To help estimating distance off, it is 200 yds. from the dolphins to the rip/rap on shore and 90 yds between the outermost dolphins). It is requested that this be observed before and after the race when transiting the area.

Do not approach within 100 yards of a ferry. If necessary make a significant course change to indicate to the ferry you are taking avoiding action. It is permissible to run your engine to avoid the ferry provided you do not improve your position in the race. Early action avoids drastic action. Any race boat(s) suspected of being the cause of a Ferry's 5 horn danger signal during a race will be disqualified from that race. Be particularly aware of the Ferry wishing to leave or return to the Dock.

11. **THE START:** --

See Appendix A for the start sequence signals and timing. During a start sequence, boats not starting must keep 200 feet clear of the starting line until their class flag is raised.



11.2 START/FINISH LINE: --

The starting and finishing line is between the Staff of the Orange Flag on the Committee Boat and the course side of the inflatable Orange Pin. When races are run from City Dock, the S/F line is between the Orange Flag on the dock and the course side of permanent PTSA Buoy "C". The buoy is the "pin".

RECALLS: --

Recalls will be handled per RRS 29. The race committee will attempt to identify and notify individual recalls on VHF Ch 68 and/or loudhailer.

NUMBER OF LAPS: --

All courses will be sailed once around, except when a numeral (e.g. **2**) **follows** the course letters displayed. Sail round the course as many times as indicated, be sure to **cross the S/F line to complete each lap** of the course. The RC records each boat's time for each lap in case all the laps are not completed.

12. SHORTENING or CHANGING COURSE: --

Normally 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.

15. TIME LIMIT: --

For Series Races, a boat not finishing within the earlier of 2 hrs. after its start, or 20 minutes after the finish of the first boat in its class, will be scored DNF. Distance Race time limits will be in their Addendum to these SI's

MULTIPLE RACES: --

Should a numeral (e.g. **2**) **precede** the course letters displayed on the letter board there may be multiple races this day. 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 before each start as the course may have changed.

17. SCORING: --

The low point system of Appendix A of the RRS is used. Six completed races constitute a series for dropping each entrants worst score.. Across the line finish times will be recorded for all boats racing. PHRF rated boats will have their results calculated. T-birds will be a one-design class in series races but will race PHRF in distance races. Corrected results and series standings will be posted on ptsail.org, usually within 24 hours after a race.

WEATHER CANCELLATION: --

If NOAA posts Gale Warnings for Admiralty Inlet and/or the Eastern Strait of Juan de Fuca covering race time the race may be canceled depending on local observed and predicted conditions. Skippers should gather at the Boat Haven (foot of the ramp to A/B dock) two hours ahead of start time to reach consensus on the advisability of racing and inform the RC.

27. RADIOS/COMMUNICATION: --

All boats are encouraged monitor Ch. 68. When there are long delays in starting, the RC will keep the fleet informed by radio of a potential start time, and notify them of any course changes. The RC cannot respond to radio calls around a starting sequence. Following the start, except to notify the RC of emergencies, retirement (we worry about missing boats), or report a missing or drifting mark, a boat shall neither make or receive radio transmissions while racing that are not available to all boats. This also applies to mobile telephones.

29. 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 any and all liability associated with the competitor's participation in these events to the fullest 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 yards of any of the above boats. Do not approach within 1000 yards of an escorted submarine without contacting the escort on Ch 16. Offenses are punishable by up to 6 years 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 or other object to approach, in any manner, within 200 yards of a southern resident Orca whale: (SROW) -- Position a boat to be in the path of a SROW at any point located within 400 yards of the whale. This includes intercepting a SROW by positioning the boat so that the prevailing wind or water current carries the boat into the path of the whale at any point located within 400 yards of the whale: -- Fail to disengage the transmission of a boat that is within 200 yards of a SROW; or: -- Feed a SROW.

Appendix A to 2018 SI's -- Starting Sequence, Signals and Flags



PTSA races are started using the five minute start sequence of RRS 26, with the addition of an **ALERT** signal (Six horn blasts, no signal flag) one minute before the **CLASS** flag is raised for the first Start Sequence. The **START** signal for one class is the **WARNING** for the next. Delay may be imposed for any reason before, during and between starts using the **POSTPONEMENT** flag and horn. If not obvious, the reason for, and likely duration of the delay will be given on CH68 and loudhailer. GPS time is used and signals given on whole minutes.

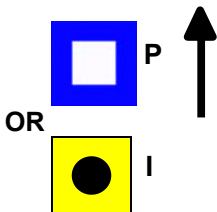
STARTING SEQUENCE and SIGNALS

Only Orange Flag Shows 

ALERT: -- ONE minute before first Start Sequence begins.
-- **ALERT horn signal** -- Six blasts will sound.



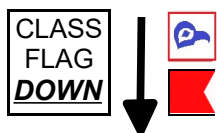
WARNING: -- FIVE minutes before class start.
-- **CLASS** flag up with **ONE** horn -- Flag stays up **FIVE** min. (down at class start).
Boats not in the starting class are to keep 200 feet clear of the starting line



PREPARATORY: -- FOUR minutes before class start.
-- **PREPARATORY** flag raised -- **ONE** horn blast -- flag stays up **THREE** mins.
(Raising the prep. flag marks the time at which the Racing Rules begin to take effect.)
-- "P" flag -- indicates Boats over the S/F line before the **START** signal may return **across** the line to re-start.
-- "I" flag -- indicates Boats over the S/F line when the **PREPARATORY flag-comes down** **MUST** return **AROUND** either end of the line.



ONE MINUTE: -- ONE minute before the start.
-- **PREPARATORY** flag lowered -- **ONE LONG** horn blast.



START: -- ZERO minutes -- **CLASS** flag lowered with **ONE** horn blast. -- Next **CLASS** flag up simultaneously. (*Any subsequent horn blast(s) indicate(s) **RECALLS** for OCS.*)
-- The next **CLASS** may enter the starting area to begin their **FIVE** min. sequence.

OTHER FLAGS AND SIGNALS



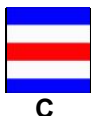
CLASS A flag: -- Thunderbird
(One design)



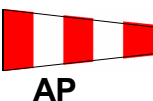
COME WITHIN HAIL or **COURSE CHANGED:**
One horn blast when raised
-- If raised after a boat finishes:--
the RC wish to **Communicate with her.**
-- If raised before or between races: -- Check display for **Course** change.



CLASS B flag: -- PHRF -- All
(Handicapped)



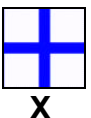
CHANGE COURSE flag: -- random horn blasts.
The next mark has been moved/changed. Flown from the Chase Boat, which will provide bearing or identification of next Mark.



POSTPONEMENT flag: -- Two horn blasts when raised. -- One blast when lowered.
ALERT signal (Six blasts) sounds **One** minute after lowering.



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



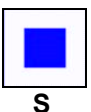
INDIVIDUAL RECALL: -- One horn blast. Boats over the line early must restart as indicated by the **PREPARATORY** flag in use.



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



GENERAL RECALL: -- Two horn blasts. The entire Class must restart. **ALERT** signal given **One** minute after flag is lowered (with one blast). Later Class starts delayed.



SHORTEN COURSE: -- 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.



END OF NEW FINISH LINE flag: -- Flown by a Chase Boat or relocated CB at a Mark. Cross the line between the Boat and Mark. The Mark is the pin.

Appendix B to 2018 SI's



MARKS AND THEIR LABELS ON THE LETTER BOARD

COURSES: -- The courses for most races are signaled by a row of letters displayed from the Committee Boat or from City Dock. The first letter is the starting pin (**S**) and the last is the finishing pin (**F**), and those in between are the rounding marks. Start in the direction of the first mark after **S**. Pass each mark in the order displayed and keep it to Port, unless its letter is modified as described below for a Starboard rounding. If **two rows** of letters are displayed, the upper is for Class **A** – Thunderbirds, the lower for Class **B** – PHRF. Otherwise all classes sail the same course. For some of the distance races the course will be announced ahead of the race.

S ----- The Start line **Pin**. Normally start with the pin to **Port**, towards the first mark listed after **S**.

F ----- The Finish line **Pin**. **F** may be set as an intermediate mark of the course.

NUMERAL After course letters:----- Multi-lap course. Go round the course the number of times indicated and **cross the S/F line** at the **end** of **each lap**.

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

ROUNDING:---- All marks are left to **Port** when rounding **unless** their letter on the board has a green **underline** and diagonal white **stripes**, in which case that mark is to be left to **Starboard**.

TEMPORARY MARKS: -- Usually yellow tetrahedrons, used for triangle and windward/leeward courses. They can be set 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 end (used as **S** & **F** if RC using City Dock). N48:06.81, W122:45.09

I -- Indian Point Buoy, between the entrance to Boat Haven and the 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 NOAA chart 18464, with GPS* positions.

B -- Point Hudson Lighted Red bell buoy #2. This is to be passed on the outside (left to shore-ward) unless it is a mark to be rounded. 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 Buoy #1 North 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. It must be left to shore-ward at all times. Independently of the presence or absence of “**D**”, all boats **must** keep at least 100 yards clear of the ferry and ferry dock at all times, **even if the dock is empty**. N48:06.41, W122:45.56

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

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

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

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

Appendix C to 2018 SI's

Approximate Mark Locations For PTSA Races Not to Scale

