

NW Maritime Center & Wooden Boat Foundation

Classic Mariners' Regatta

Saturday, June 5th 2021

Hosted by Port Townsend Sailing Association

Sailing Instructions

Regatta Format: The traditional format of this regatta has been impacted by the ongoing COVID restrictions. The Crews Coffee Meeting and the Awards party at the NWMC have been suspended this year.

Skippers' Meeting: 10:00hrs. Sat., June 5th. 2021 in the Boat Haven parking lot by the ramp to A/B dock. In the interests of continuing COVID relief, try to restrict attendance to one person per boat even if all are vaccinated. Masks and 6ft. distancing will be required.

Identification: Unless there are clearly visible sail #s, registrants must provide sufficient description for the Race Committee to easily identify the boat on the water.

Each boat shall approach the Committee Boat at least 5 mins prior to the start and identify themselves, (no VHF check-ins). HOWEVER, keep well clear of the Committee Boat while it is maneuvering to anchor. No check-ins will be acknowledged at that time.

Rules: All races will be governed by the Racing Rules of Sailing, 2021-2024

- Section 5 of the RRS will be disregarded and no protests granted. Infractions are to be handled on the honor system, according to RRS 44.1 and 44.2.
- The two turn penalty is reduced to one turn.
- Notify the Race Committee of withdrawals and DSQ's for scoring purposes.
- When encountering vessels not racing, the COLREGS take precedence.
- Boats receiving 5 or more horn blasts from a ferry will be disqualified. Boats may use their engine to keep clear of a ferry provided they do not improve their position in the race

Race Area: Due to this regatta being scheduled concurrently with the 70/48 race, CMR will take place East of a line drawn between the Crane on Indian Island and the entrance to Point Hudson Marina. Said line and the waters to the West of it will be designated as an "Obstruction" and rules 19 & 20 apply. No Marks will be set closer than 500 yds. of this line, similarly for the charted course of the ferry. It is requested that extra caution be exercised when transiting to and from the regatta. through the restricted area The people finishing the 70/48 a) are exhausted and inattentive b) many face astern and c) they all have right of way over you. Give them a wide berth.

Course: See course charts and detailed instructions There will be two courses, a "Round the Buoys" course of about seven nautical miles for the Racing and Cruising classes, and a Windward/Leeward course to accommodate multiple races for the Six Meter and Thunderbird classes. Both courses use the same Committee Boat (Sockeye) identified by an Orange flag.

Race Start: The first starting sequence begins at or after 13:00 . The starting classes and order are:

<u>Start Order</u>	<u>Class</u>	<u>Handicap</u>	<u>Flag</u>	<u>Streamer</u>
1	Racing	PHRF	"A"	Blue
2	Cruising B	*	"B"	Red
3	Cruising C	*	"C"	Yellow
4	Six Meter	O/D	6 m	None
5	Thunderbird	O/D	T-bird	None

*The Cruising classes are not handicapped. Class breaks will be established when registration is closed. Note also, Cruising Class boats do not fly Spinnakers. (Gennakers OK if hanked to forestay).

The Race Committee uses GPS time and makes signals only on whole minutes.

Once the warning for the first start is sounded, boats not in the Starting Class **must** stay clear of the starting area until their class flag is raised.

The Start for one class will be the beginning of the sequence for the next class (eg. As the "A" flag comes down the "B" flag goes up).

The Race Committee will try to hail any boats over the line early, if they can be identified.

The start can be interrupted and delayed by the Postponement flag (2 horns up, 1 horn down). A start sequence will begin one minute after the postponement flag comes down

Finish time: Racing and Cruising Class Boats not finishing their course in three hours from their start will be scored DNF.

Safety: --It is expected that all boats comply with US Sailing Safety Equipment Requirements, NEARSHORE category.

--Racers should monitor VHF 68. The Race Committee MAY NOT respond to calls during start sequences. Most VHF and/or megaphone announcements of interest of the fleet will be preceded by 3 long horn blasts to attract attention.

--Boats retiring from the race should notify the Race Committee.

Results & Awards: There is no awards ceremony/party this year. Results and awards will be announced on-line at ptsail.org ASAP after the race.

Responsibility: Competitors in this event are participating entirely at their own risk. (See RRS 4, Decision to Race.) The responsibility for a boat's decision to participate in a race, or to continue racing, is hers alone. By participating in this event, each competitor agrees to release the race organizers and officials from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

Warning from USCG: Do not approach within 100 yards of any US Naval Vessel, Washington State Ferry, tanker, or ship, or within 1000 yards of a Submarine. Violations are a felony and punishable by up to 6 years imprisonment and/or \$250,000 fine.

Also: – Washington State Law, RCW 77.15.740 -- Don't mess with Orca!

2021 CMR COURSES

There will be two courses. A long course around fixed marks (yellow tetrahedrons) for the Racing and Cruising classes and a short windward/leeward (around 2 ft dia orange balls) course aligned with the wind for multiple races of the One Design classes.

The W/L course will be approximately in the middle of the long course and include the Start and Finish lines for both courses. W & L will be about 1/2 nm apart and each race will be twice around passing through the S/F line to allow shortening course.

To avoid conflicts between boats Finishing and Starting, the finish line for the long course will be set on the opposite side of the Committee Boat from the regular Start/Finish line. The finish line for the long course may not be Crossed by Short Course boats. The pin on the main S/F line will be a 6' tall orange cylinder. The pin on the long course finish line (kept to starboard) is a 4' high orange cylinder.

All rounding marks are always kept to Port for both courses.

Because the S/F lines will be aligned square to the prevailing wind it is not possible to specify in advance which of the fixed Long Course marks will be Windward and Leeward. The accompanying diagrams show how this will work for NW,SE,SW and NE winds.

Taking for example the most likely situation with the wind from around the NW, Long Course Chartlet 1 shows: Start, Tet 1 (windward), Tet 2, Tet 3, Tet 4, Tet 1 (again), Tet 2 (again), Tet 3 (Leeward), Finish.

This arrangement is flexible enough that, depending on the positioning of the Committee Boat, each case should handle wind directions $\pm 45^\circ$ from those depicted in the chartlets. For example, for a Southerly wind either Tet 2 or Tet 3 could be the windward mark. To prevent confusion the Committee Boat will display a black numeral, 1 - 4, on a white board to correspond to the intended course to be used (**not** the Windward Tet #). It will also be announced on VHF Ch 68.

Horn signals on different S/F lines could be a source of confusion. All signals on the regular S/F line will be by electric horn. Long Course (Racing & Cruising) finishes will be marked by an air horn, which will have a higher pitch.

It is possible that the wind may reverse and the W/L course and S/F lines be moved to align with it. If this occurs before the first Long Course boat reaches their Leeward mark, the Mark Boat will stand by the Mark to signal a course change ('C' Flag) and direct them to carry on to the new Leeward mark. The Long Course Finish line cannot be moved once the first boat has passed its Leeward Mark. In this case it is the W/L course S/F line that will be set on the unusual side of the Committee Boat.

Remember, when meeting a boat on another course ALL the rules still apply, except their "proper Course" is probably not the same as yours.

Mark Locations

Yellow tetrahedrons - symbol, yellow triangle Black dot indicates actual position				
Name	Latitude	Longitude	Bearing	Distance
Tet 1	N 48° 06.57'	W122° 44.65'	T1>T2 181°T	0.85 nm.
Tet 2	N 48° 05.72'	W122° 44.67'	T2>T3 068°T	1.03 nm.
Tet 3	N 48° 06.10'	W122° 43.25'	T3>T4 351°T	1.04 nm.
Tet 4	N 48° 07.13'	W122° 43.50'	T4>T1 234°T	0.98 nm.
Orange ball (2' dia) Windward & Leeward Marks for short course. Location variable				
Orange Cylinders (4' & 6' tall) Mark Ends of Start/Finish Lines. Location variable.				