



17<sup>th</sup> Annual



*A Single/Double-Handed Regatta*

Saturday May 5 & Sunday May 6, 2018

Presented by the

***Sloop Tavern Yacht Club***

2442 NW Market St. #94, Seattle, WA 98107, [www.styc.org](http://www.styc.org)

**&**



***Ballard Sails***

# NOTICE OF RACE

<b>Event Dates</b>	May 5 <sup>th</sup> and 6 <sup>th</sup> , 2018	<b>Organizing Club</b>	Sloop Tavern Yacht Club
<b>Course</b>	Saturday: Shilshole to Port Townsend Sunday: Port Townsend to Shilshole	<b>Skipper's Meeting</b>	Friday, May 4th, at 6:00PM, at the Ballard VFW (just East of the Sloop Tavern).
<b>Entry Fee</b>	The entry fee is \$135.00.  Entries will be limited to 125 boats and includes moorage and party tickets.*  *Includes entrance to the halfway party, registration and moorage at Point Hudson Marina on a first to arrive, first served basis.	<b>Entry Deadline</b>	Entries must be received at the Sloop Tavern by 6:00pm on the Wednesday before the race. Late entries will incur a \$25.00 fee.
<b>First Start</b>	Approximately 8:00 AM each day.	<b>Time Limits</b>	7:00 PM each day, no exceptions, and all boats must reach the half-way mark by 4:00PM (each day).
<b>Awards</b>	The half-way party will be held at the Northwest Maritime Center in Port Townsend on Saturday, May 5th. Doors open at 6:30 PM.  Awards will take place on Friday, May 18th at the Spring Membership Meeting.	<b>Race Category</b>	All sailboats must comply with the World Sailing Offshore Special Regulations - for Inshore Racing (Appendix B), latest version. A list of these requirements is available online at <a href="http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations20182019180104-[23449].pdf">http://www.sailing.org/tools/documents/WorldSailingOffshoreSpecialRegulations20182019180104-[23449].pdf</a> – Additionally: (1) all competitors must wear PFDs and single-handed skippers must wear safety harnesses at all times; (2) all boats must have a working VHF radio; (3) All boats must have an engine that is immediately operable and capable of propelling the boat at 90% of hull speed in flat water. We reserve the right to conduct random safety checks which may occur at any time.
<b>Applicable Rules</b>	Notice of Race Sailing Instructions Racing Rules of Sailing USCG VTS Navigation Rules	<b>Divisions / Classes</b>	Single or Double-Handed racing divisions with separate FS, NFS, One-Design and Multihull class awards depending on entries received by deadline.

# **SAILING INSTRUCTIONS**

***Significant changes to these sailing instructions from the prior year are marked in bold italic font.***

**Preamble:** The Race to the Straits is a challenging event where a boat can be subjected to the heavy weather typical of the Puget Sound and Admiralty Inlet. The Race to the Straits Race Committee expects that each competitor has prepared their boat accordingly and possesses the skills necessary to successfully navigate their boat in such heavy weather.

**Rules:** The current World Sailing Racing Rules of Sailing, including US Sailing Prescriptions, except as amended by these Sailing Instructions, the Notice of Race for this event and the USCG VTS Navigation Rules will govern this race. Changes to these Sailing Instructions may be announced at the Skipper's Meeting or posted at the Point Hudson marina office prior to 7:00 a.m. on Sunday.

**Equipment Inspections:** The Race Committee reserves the right to inspect any boat at any time for compliance with Race Category equipment specifications. Failure to comply with the Race Category equipment specifications shall result in a score of DSQ for that day.

**Protests:** Protests must be turned in to the Race Committee or its representative by 8:00pm each day. There will be a representative at the party on Saturday night. Protests for Sunday must be submitted to the Race Committee by 8:00pm. They can be placed in the Race Entry Box near the bar and trophy case at the Sloop Tavern. Protests will be heard as soon as possible after 8:00pm each day.

Note: When no serious damage is caused, the "360° or 720° Turns" penalty described in the Racing Rules of Sailing Rule 44 may be used for purposes of exoneration. Under Rule 44, a boat exonerating herself subsequent to an infringement must sail clear of other boats as soon as possible after the incident and then complete her required turns. 360° for hitting a mark, and 720° for other infractions. See rule 44 for the exact rules.

**Personal Safety:** Every competitor must wear a USCG approved personal flotation device at all times when racing. Single-handed competitors must use a safety harness at all times when racing. It is recommended that double-handed competitors use safety harnesses at all times, especially when not in the cockpit.

**Sail Numbers:** The Race Committee must be notified if any sail numbers other than the main sail number will be used. The main sail number will be the only sail number used for identification, having others will aid in identification. Please indicate extra sail numbers on the entry form.

**Self-Steering:** Any type of self-steering apparatus may be used during this event, but competitors must maintain a watch on deck at all times.

**Skipper's Meeting:** ***There will be a skipper's meeting at the Ballard VFW (just East of the Sloop Tavern) on Friday, May 4th, at 6:00PM.*** Class breaks within each division will be made available at that time along with specific information concerning the race and activities in Port Townsend.

**Racing Divisions:** There will be Single-Handed and Double-Handed divisions for Flying Sails, Non-Flying Sails, One-Design, and Multihull divisions with classes assigned with each division depending on entries received.

**Rating:** ***Handicaps listed in the PHRF-NW member database at the most recent update before class breaks are formed will be used. STYC members without a current PHRF handicap, or boats with no yacht club affiliation, may be assigned a rating by the STYC club handicappers. Boats racing in a one-design class, in OD class configuration, are not required to have a current handicap rating.***

**Scoring:** Scoring will be completed by adding each days' corrected time (Time on Distance), as follows:

- If any boat in a class finishes the long course, the entire class will be scored for the long course.
- If any division has more than one class, there will be overall division scoring. For overall division scoring, if any boat in a division finishes the long course, the division scoring for the entire division will be scored for the long course.
- Boats receiving the scores listed below will be scored with the time listed below:

SCORE	TIME
DNF, OCS, or RET	The slowest corrected finish time plus 1 hour*
DSQ, DNS, DNC, or RAF	The slowest corrected finish time plus 3 hours*

\*If no boats in a class/division finish, the time limit of the slowest rated boat in the class/division will be used for the "slowest corrected finish time."

- If the shortened course option is used, failure to turn in a log sheet for each day will result in a boat being scored as DNF for that day.
- ***If a boat does not reach the finish of the full course (either by sail or power) by 7:00 PM and has not communicated their intent to arrive at the finish or another port by 7:00 PM, they shall be DSQ for that day of racing.***
- ***Any boat retiring from the race that does not notify the Race Committee shall be scored DSQ.***

**Official Time:** GPS time will be used for all recorded times.

**Starting:** GPS time is your official start time. The Race Committee will make no sound or flag signals during the start sequence except for OCS or delays. All boats, regardless of division or class will start in reverse order based on the Time on Distance handicapping method. Example: The slowest rated boat(s) will start first and the fastest rated boat(s) will start last. A Race Roster showing the exact starting times and racing class for each boat will be distributed at the Skippers Meeting. Approximate start times are listed below.

PHRF RATING	START TIME
0	10:06:08 am
60	9:35:51 am
120	9:05:35 am
180	8:35:19 am
250	8:00:00 am

**Over-Early Signals & General Recalls:** The Race Committee will signal a boat that prematurely crosses the starting line with a *Double Sound Signal* and the over-early code flag "X". The "X" flag will be displayed for 5 minutes or until the boat has re-crossed the starting line in the proper direction for the course. When more than one boat is over early at approximately the same time, Code Flag X will be dipped to acknowledge a boat that has restarted correctly then remain flying until all boats have properly started or when 5 minutes has elapsed since the last over-early boat crossed the starting line. It is the responsibility of each boat to verify that they are not over early by watching the committee boat as they start. There will be no general recalls. The Race Committee may attempt to hail an over-early boat via Channel 72, but has no obligation to do so.

**Delayed Start:** If the Race Committee does not start the race as scheduled, the Answering Pennant (AP) accompanied by two sound signals will signal the delay. A numeric pennant showing the number of the delay will also be displayed while the Answering Pennant (AP) is flying. Each delay will last for 30 minutes. ***In the case of a delay, all competitors are responsible for adjusting their individual starting times.*** For instance "AP" and the code pennant "1" delays the start by 30 minutes. "AP" and the code pennant "2" delays the start by 60 minutes. Once the race sequence has been started, there will be **NO** postponements for any reason. The Race Committee Boat may leave the starting line after the last boat starts or the starting time for the last boat has passed. There shall be only two 30 minute postponements after which the starting sequence shall commence.

**Course:** The full course length is 30.271 nautical miles each day. Saturday's race will be from Shilshole Bay to Point Hudson keeping the Double Bluff Buoy to port. Sunday's race will be from Point Hudson to Shilshole Bay keeping the Double Bluff Buoy to starboard. All boats are prohibited from using the Port Townsend Canal. The short course lengths (if necessary) are 17.872 nautical miles on Saturday and 12.399 nautical miles on Sunday and will finish at the Double Bluff Buoy.

**New this year:** The Port Townsend committee boat will be South of the finish buoy.

The starting line for day one will be between the Shilshole N Buoy (Round Ball) and the committee boat, leaving the buoy to port. The finish line for day one is between the committee boat and the Point Hudson Buoy (R "2"), keeping the buoy to Starboard. The starting line for day two will be between the Point Hudson Buoy and the committee boat, keeping the buoy to Port. The finish on day two will be between the Shilshole N Buoy (Round Ball) and the Race Committee keeping the buoy to starboard.

MARK	LATITUDE	LONGITUDE
Shilshole N Buoy (Round Ball)	47.41.064 N	122.24.679 W
Double Bluff	47.57.974 N	122.33.271 W
Point Hudson (R "2")	48.07.457 N	122.44.663 W

**Daily Logs:** All boats are required to pass **between** the Double Bluff Buoy (G "1") and the Whidbey Island shore on both days and to record the following information on the form provided with these Sailing Instructions:

1. Exact time the buoy bears 239° magnetic, relative to the helmsman in the normal steering position, which is between the Double Bluff Buoy and the Double Bluff Light on shore (the bearing to the Double Bluff Light will be 59° magnetic at the point of crossing).
2. Exact time the hull crosses the plane of the finish line between the committee and the buoy
3. Boats ahead of your boat
4. Boats behind your boat

Every boat must turn in completed logs for both Saturday and Sunday, or submit their half-way times on the [www.styc.org](http://www.styc.org) website. Just go to the "Race to the Straits" section of the website, and click on the "[Submit half-way time](#)" link (this is the preferred method for submitting your time). See specific instructions for each day on the log sheets attached. Failure to comply will result in being scored DNF for the day. If a boat completes the long course, that boat will not be required to submit time sheets for that day.

***Time Limit (each day):*** All boats must cross the short course line (Double Bluff Buoy) by 4:00 PM to be scored for either long or short course. All boats must compete the full course by 7:00 PM to be scored for the full course.

If the provision for the shortened course is triggered for the respective day (see next paragraph), a competitor that engaged the propeller of its boat while the engine is running shall not be disqualified provided that such competitor completed the shortened course under sail.

**Optional Shortened Course:** Should all the boats in a class fail to finish the long course under sail within the time limit, scoring will be based on the times logged by each boat in that class at the Double Bluff Buoy. If any boat in a class finishes the long course, the entire class will be scored for the long course. Any boat failing to complete and turn in a daily log form in accordance with these instructions will not be scored for the shortened course.

**Communications:** The Race Committee Boat will not respond to hails or VHF calls regarding individual starting times or over-early status. All communications with the Race Committee Boat required by these instructions will be on VHF **Channel 72**, or call or text to the number listed below. Competitors are advised to monitor the appropriate USCG VTS channel – particularly during periods of reduced visibility. In Seattle, use Channel 14. North of Bush Point, use Channel 5A. **You must receive a positive acknowledgement to your VHF call, phone call, or text message to consider the information received by the Race Committee. For required communications, please continue to call or try an alternate channel until your message is acknowledged.**

**If any boat or crew is in immediate danger, initiate normal distress procedures (Mayday or other appropriate call on VHF Channel 16). The Race Committee boat cannot rescue you in an emergency or if you have run aground.**

Race Committee	Who	Phone Contact
Seattle Committee Boat	Shannon Renner	206-510-3370
Port Townsend Committee Boat	Mike Cain	206-265-9459

**Reporting Anticipated Finish, DNS and DNF status:** All boats will contact the Race Committee on VHF channel 72 when they estimate their arrival to be within 1 minute. The Race Committee is not required to acknowledge these calls.

**Finishing:** If your boat does not have a sail number (or if the wrong number is on your sails), please come by the committee boat so they know who you are. If finishing with other boats, such that the committee boat cannot see your sail, please come by the committee boat to make sure they got your sail number.

The Race Committee needs to account for all boats that do not start or retire from the race. Any boat that does not start or abandons a race shall notify the Race Committee and will be scored DNS or DNF as applicable.

**Moorage:** After finishing monitor VHF ch. 69, STYC staff **may be available** at the breakwater and on the docks, while entering the Point Hudson Marina. **Moorage will be available to participants in Pt Hudson Marina Saturday, May 5th on a first-to-arrive, first-served basis. Once the marina is full, remaining participants will be responsible for arranging their own moorage elsewhere (e.g. Port Townsend Boat Haven).**

**Awards:** *There will be an awards party on Friday, May 18th at the Spring Membership Meeting.*

**Attachments:** Saturday / Sunday Log Sheets  
Marks of the Course  
Sailboat Safety Instructions for Puget Sound

**PT Transportation:** Peninsula Taxi (24-hour) – (360) 385-1872

**Port of Port Townsend:** (360) 385-2323



# Race to the Straits

## Daily Log

Saturday, May 5<sup>th</sup>, 2018



You may also submit your half-way time on the [www.styc.org](http://www.styc.org) website. Just go to the "Race to the Straits" section of the website, and click on the "[Submit half-way time](#)" link (this is the preferred method for submitting your time).

### Instructions:

**This log sheet is only required for boats that did complete the short course, but did not complete the long course.**

**Use GPS time in hh:mm:ss format** for marking your time at Double Bluff and the finish line. Record your time as accurately as possible when the Double Bluff buoy bears **239° magnetic**, relative to the helmsman in the normal steering position, which is between the Double Bluff Buoy and the Double Bluff Light on shore (the bearing to the Double Bluff Light on shore will be 59° magnetic at the point of crossing).

\* Please record boats ahead and behind as well as sail numbers if possible at the Double Bluff buoy.

\* Please turn this log in as soon as possible upon your arrival in Port Townsend, but **no later than 8pm**. Forms can be turned in to the Race Committee at the Party on Saturday night.

<b>Boat Name:</b>		<b>Sail Number:</b>	
<i>Time at Double Bluff Buoy</i>	<b>Hour</b>	<b>Minute</b>	<b>Second</b>
<b>Boats Ahead</b> (list closest boats first)		<b>Boats Behind</b> (list closest boats first)	





# Race to the Straits



## Daily Log

Sunday, May 6<sup>th</sup>, 2018

You may also submit your half-way time on the [www.styc.org](http://www.styc.org) website. Just go to the "Race to the Straits" section of the website, and click on the "[Submit half-way time](#)" link (this is the preferred method for submitting your time).

### Instructions:

**This log sheet is only required for boats that did complete the short course, but did not complete the long course.**

**Use GPS time in hh:mm:ss format** for marking your time at Double Bluff and the finish line. Record your time as accurately as possible when the Double Bluff buoy bears **239° magnetic**, relative to the helmsman in the normal steering position, which is between the Double Bluff Buoy and the Double Bluff Light on shore (the bearing to the Double Bluff Light on shore will be 59° magnetic at the point of crossing).

\* Please record boats ahead and behind as well as sail numbers if possible at the Double Bluff buoy.

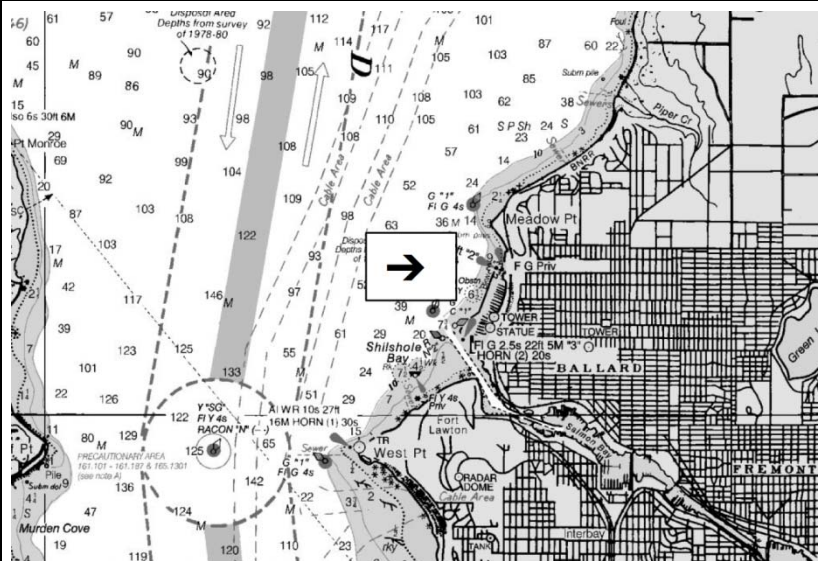
\* Please turn this log in as soon as possible upon your arrival at Shilshole, but **no later than 8pm**. Forms can be turned in to the Race Committee boat, or to the Race Committee at the Sloop Tavern.

<b>Boat Name:</b>		<b>Sail Number:</b>	
<i>Time at Double Bluff Buoy</i>	<b>Hour</b>	<b>Minute</b>	<b>Second</b>
<b>Boats Ahead</b> (list closest boats first)		<b>Boats Behind</b> (list closest boats first)	

## SHILSHOLE BAY

**Saturday Start** Between RC boat and the White Round Ball buoy just West of the Shilshole, breakwater, leaving buoy to Port

**Sunday Finish** Between RC Boat and the White Round Ball buoy just West of the Shilshole breakwater, leaving buoy to Starboard

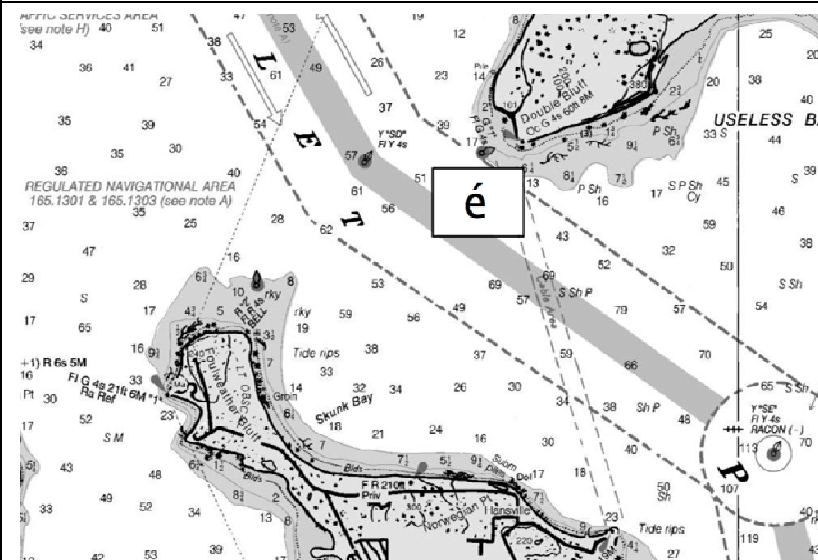


## DOUBLE BLUFF

**Saturday** Leave Buoy G "1" to Port

**Sunday** Leave Buoy G "1" to Starboard

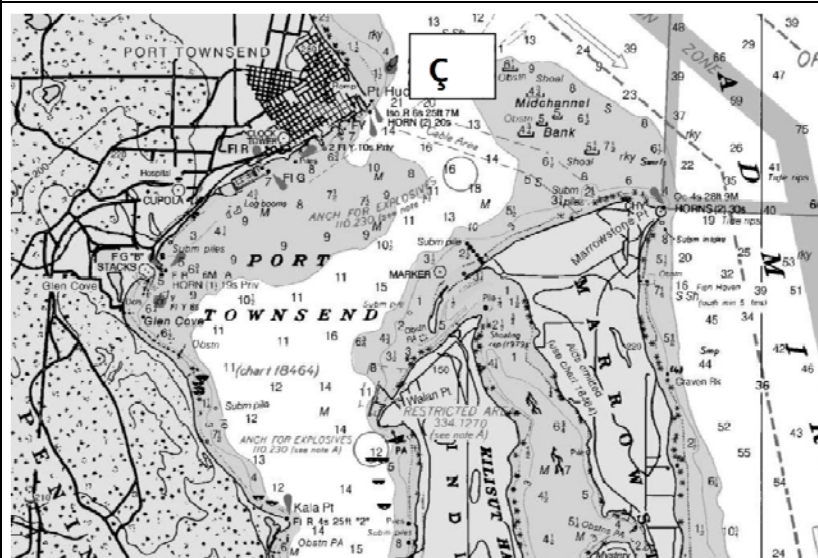
**\*Log Times On Both Saturday and Sunday**



## POINT HUDSON

**Saturday Finish** Between RC Boat and Buoy R "2" with buoy to Starboard

**Sunday Start** Between RC Boat and Buoy R "2" with buoy to Port





# SPECIAL SAILBOAT SAFETY REGULATIONS OF PUGET SOUND

2002 Revision

As adopted by the Shilshole Bay, Sloop Tavern, Corinthian, 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
1. 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
2. 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. They must meet IMO recommendations (i.e., of metal plates of sufficient rigidity to maintain a 90 degree angle), be not less than 12 1/2 inches in diameter, and be installed not less than 4 meters (13 ft.) above the water. 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.
7. 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.

## COLREGS RULE 10\*

1. A vessel shall, so far as practicable, avoid crossing traffic lanes but, if obliged to do so, shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow. (*Why Do This?* Not only will this practice result in a faster crossing of the traffic lanes, but will reduce the amount of time of exposure to large vessels operating in the traffic lanes....Crossing at right angles will also make you much more easily detectable both visually and by radar....)
2. A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone. (Why? Separation Zones provide areas where a vessel can "bail out" in the event of an emergency. Furthermore, fishing vessels, particularly in the Strait of Juan de Fuca, have a tendency to fish in these "medians".)
3. A vessel not using a TSS [Traffic Separating Scheme] shall avoid it by as wide a margin as possible. (Why? Recreational boats are more maneuverable than a large vessel or a tug and tow. These vessels rely on the predictability of the traffic flow....)
4. Vessels, when leaving or joining traffic lanes, shall do so at as small an angle to the general direction of traffic flow as practicable. (Why? This allows vessels to safely "merge" with existing traffic in the lanes and minimizes disruptions to existing traffic flow....)
5. A vessel of less than 20 meters (66 feet), or a sailing vessel, shall not impede safe passage of a power driven vessel following a traffic lane. A vessel engaged in fishing shall not impede the passage of a vessel following a traffic lane. **NOTE: "Shall not impede"** means a vessel must not navigate in such a way as to risk the development of a collision with another vessel (i.e. when a vessel following a TSS is forced to make an unusual or dangerous maneuver in order to avoid one of the vessels listed above, then the vessel following the TSS has been impeded.)
6. All vessels are required to keep the center of the precautionary area to port. **NOTE:** A Precautionary area is usually marked by a yellow-lighted buoy and is clearly marked on all nautical charts. (Why? This is an area where vessels following the TSS are negotiating course changes and where other vessels join or depart the TSS, therefore, all mariners must exercise caution....)

**NOTE: Failure to comply with these regulations could create an unsafe navigational situation and may result in a civil penalty of up to \$5,000.**

\*Taken from USCG, "A Recreational Boater's Informational Guide to Puget Sound Vessel Traffic Service," January 1995.