



2025 Three Fort Fiasco

May 17, 2025

Presented by the Port Townsend Sailing Association

Sailing Instructions

1. RULES

- 1.1. This race is governed by the *The Racing Rules of Sailing 2025-2028*
- 1.2. The following documents, available on the PTSA website (ptsail.org), will apply unless specifically overridden by this document, and are considered incorporated by reference into these Sailing Instructions.
 - (a) Notice of Race, 2025 Three Fort Fiasco
 - (b) 2025 PTSA General Sailing Instructions
 - (c) 2025 PTSA Safety

2. COMMUNICATION

- 2.1. The primary race committee channel is VHF 68.

3. SCHEDULE

- 3.1. One race is scheduled for Saturday May 17, with first warning at 1255 (“alert” at 1254).

4. COMPETITOR’S MEETING and CHECK IN

- 4.1. All skippers must attend the Competitor’s Meeting at 1030, Saturday, May 17 at the PTSA Clubhouse.
 - (a) Check-In 1000
 - (b) Final mark locations (Lat/Long) will be reviewed and posted
 - (c) Final Start Time list will be posted

- (d) Any other changes will be discussed (postponements and start time adjustments, OCS process, starting line restrictions, etc/)
- (e) RC Time Check
- (f) Competitors are **STRONGLY** recommended to either print or download these Sailing Instructions prior to the event. There will be a very limited number of copies available at the event.

5. START AREA AND RESTRICTIONS ON ENTERING THE START AREA

- 5.1. The start area is the area within 100' of the starting line, including the half-disk around the pin and the committee boat. This is a change to the NOR.
- 5.2. Boats are prohibited from entering the start area until 5 minutes before their assigned starting time. The standard penalty for violating this rule is given in the NOR (+5 minutes).

6. COURSES

- 6.1. Round the three marks listed in SI 8.1 - 8.3, and on the attached Course Diagram, on either side, in any order. See *Sail the Three Fort Fiasco* as defined in the NOR.
- 6.2. The course distance is 10.1 NM for purposes of time-on-distance handicapping.
- 6.3. Inshore boats will choose any **two** of the designated three marks for their "2 Fort Fiasco"
- 6.4. [Informational] Boats are reminded, IAW PTSA General Sailing Instructions:
 - (a) Navigational aid : "B" -- Point Hudson Lighted Red bell buoy #2 is to be passed on the outside (left to shore-ward).
 - (b) WA State Ferries (100+ yards)
 - (c) Orcas (1000+ yards)
 - (d) Indian Island Security Zone

7. STARTING LINE

- 7.1. The start line is between:
 - (a) An inflatable ORANGE cylinder (S/F Pin) located approximately N 48:05.732, W – 122:45.398
 - (b) Orange Flag displayed from the committee boat, anchored approximately 100' SE of the S/F pin
 - (c) The Start Line also serves as the Finish Line.
 - (d) Reminder: Start and Finish Lines may be passed in either direction.
 - (e) The Start/Finish Line is restricted.
 - (f) Start/Finish Line location is changed from the NOR.

8. MARKS

- 8.1. Fort Worden Buoy, Mark 1: a large YELLOW inflatable tetrahedral , located approximately N 48:08.224, W -122.45.260
- 8.2. Fort Flagler Buoy, Mark 2 a large ORANGE inflatable cylinder , located approximately N 48:06.471, W -122:42.348
- 8.3. Fort Townsend Buoy, Mark 3, a large ORANGE inflatable cylinder located approximately N 48:04.751, W -122:46.806

8.4. All marks are rounding marks, and can be rounded either to Port or to Starboard, in any order.

9. STARTING TIMES, POSTPONEMENTS, AND SIGNALS

9.1. This is a pursuit race, with each boat's assigned starting time determined by her PHRF rating, except that any "Inshore Boat" as defined by the PTSA RC, will start along with the first boat (highest PHRF rating)

9.2. A sheet with assigned starting times will be posted to the PTSA website no later than 12:00 PM the Friday before the race.

9.3. At any time before the first scheduled start, the race committee may choose to postpone the race. If the race is postponed, the boat's assigned start time, and other posted times, will be changed to the published time plus the postponement delay time.

9.4. At or before lowering the AP flag, the race committee will announce on VHF 68 the amount of the delay time to be added to each start.

9.5. RRS 26 is changed to reflect a pursuit start with published times. No visual or audible signals will be made after the initial start sequence(exception- OCS boats will receive one horn).

9.6. All boats are encouraged to use a GPS or a clock set from nist.time.gov for their timing.

9.7. The race committee may broadcast occasional time checks, and/or announcements of the postponement delay to start times, on the primary race committee channel. Such broadcasts, if any, will not be considered outside assistance. The lack or failure of such a broadcast, or a boat's failure to hear such a broadcast, will not be grounds for redress. This changes RRS 41 and 62.1(a).

9.8. Over early boats (OCS) will be signaled with one horn and the individual recall flag (30 second duration). Per NOR, OCS boats shall **not** restart, shall continue on their course, and will receive a 10-minute scoring penalty.

9.9. Boats that have checked in but not started by the scheduled time of the last starter, plus 10 minutes, will be scored DNS without a hearing. This changes RRS 60.5(b)(3), A5.1 and A5.2.

10. RETIRING All boats that check in for a race and subsequently retire from the race before finishing must inform the race committee ASAP via VHF 68 safely.

11. FINISH

11.1. The finish line is between:

(a) The "S/F" buoy, a small orange cylinder, set approximately N 48:05.732, W – 122:45.398..

(b) The orange flag flying from the PTSA committee boat "COMMITTEE", located approximately 100' SE of the S/F Pin.

11.2. If the COMMITTEE is not on station when a boat finishes, then the boat shall record their own finish time (H:M:S) and the nearest boat(s) ahead and behind them, and post it on the PTSA website (ptsail.org).

12. CUT OFF TIME

12.1. Boats that have not finished by 1700 will be scored DNF without a hearing. This changes RRS 60.5(b), A5.1 and A5.2.

13. RISK STATEMENT, RELEASE AND RIGHT TO USE NAME AND LIKENESS

13.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds, rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship, loss of balance on an unstable platform, and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

13.2. The PTSA will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in these events. By participating in these events, each competitor agrees to release the PTSA, its officers, volunteers, and vendors, from any and all liability associated with such participation to the fullest extent permitted by law.

13.3. By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images, and information relating to the crew and photographs, video footage, and audio recordings taken of the boat and its crew prior to, during, and after the regatta without compensation.

13.4. By submitting an entry form, the skipper acknowledges and accepts the media conditions referred to herein, and grants the rights referred to herein on behalf of all crew members.

3 FORT FIASCO COURSE DIAGRAM

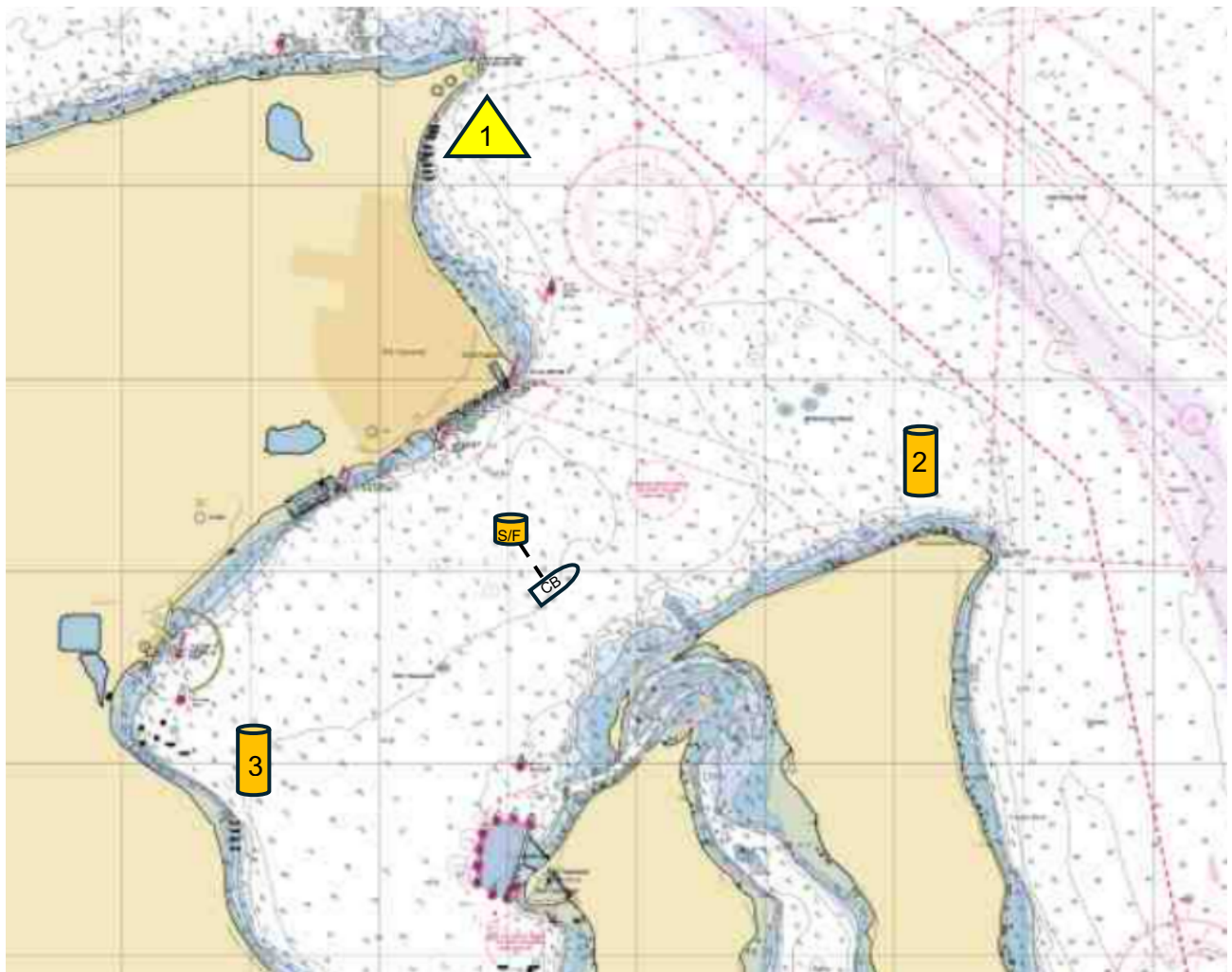
Mark 1: Fort Worden- Large Yellow Tet located at: N 48:08.224, W -122.45.260

Mark 2: Fort Flagler- Large Orange Cylinder located at: N 48:06.471, W – 122:42.348

Mark 3: Fort Townsend- Large Orange Cylinder located at: N 48:04.751, W -122:46.806

Start/Finish Pin: Small Orange Cylinder located at: N 48:05.732, W – 122:45.398

COMMITTEE Boat: located at: approximately 100' SE of S/F Pin



*** NOTE: Diagram shows RELATIVE mark positions. See Lat/Long for exact locations.***