2026 LAST CHANCE REGATTA

October 31, 2026

PORT TOWNSEND SAILING ASSOCIATION

Sailing Instructions

Skippers' Meeting and Late Registration: October 31, 2026 (PTSA Clubhouse):

10:00AM Saturday: Registration, Check-in

- All Skippers must check in during Registration.
- Each boat participating in THE LAST CHANCE REGATTA must have a representative attend the Skipper's Meeting.
- The design of this race does NOT require a handicap- no PHRF handicap required.
- Registrants without Sail #'s must provide sufficient description of their boat for someone unfamiliar with it to quickly identify it on the water.

11:00AM Saturday: Skipper's Meeting (mandatory)

- Recognizing the possibility of dangerous weather in this season, the race may be postponed or canceled at this point, based on participant consensus and confirmed by PTSA leadership. If early forecasts are extreme, PTSA may postpone the event prior to the scheduled event date. Any early changes will be posted on PTSAIL.ORG and sent to all skippers that have pre-registered.
- Any changes to the SI's will be announced.
- An attempt will be made to match boat-less Crew with willing Skippers and vice versa.

Rules: All races will be governed by the Racing Rules of Sailing, 2025-2028 except as modified herein.

- **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. **Exception:** A disputed incident involving injury or serious damage may be brought to the PTSA Board for adjudication. Their decision shall be final.
- The two-turn penalty is reduced to one turn.
- Notify the Race Committee of withdrawals and DSQ's via VHF 68 or by sail-by.
- When encountering vessels not racing, the COLREGS take precedence.
- Boats identified as causing 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.

Classes: All participating boats will be in **one** class. The "A" Flag will be used as the class flag.

Check-in at the Starting Area: Each boat shall approach the Committee Boat at least 5 minutes prior to the first WARNING and identify themselves (no VHF check-ins). HOWEVER, keep well clear of the Committee Boat and the starting pin while the start line is being set. No check-ins will be acknowledged during that time or after the first Warning signal.

Course: The race format and course design will be new this year. The race will be conducted as a "Bang and Go Back" style race. This means:

- All entries race as a single fleet
- The standard 5 minute starting sequence will be used to start the single fleet (this means that all boats will start at the same time.) The class flag "A" will be used for all.

- The marks of the course will be posted on the course board on COMMITTEE. The course will also be given and explained during the skipper's meeting.
- The course may consist of any of the PTSA permanent marks as well as temporary inflatable marks
- A "Bang And Go Back" means all boats will sail the marks of the course as shown on the course board. However, when the first boat rounds the last mark as indicated on the board, that boat will announce "YUKON, YUKON, YUKON" on the VHF Channel 68. This signals the halfway point of the race and alerts all other race boats to reverse their course and return towards the Start/FINISH line by retracing all the marks that they have previously rounded. Please refer to a SAMPLE "Bang and Go Back" style course as attached for details.
- After reversing course and properly re-rounding all of their previous marks of the designated course, each boat must cross the Finish line.
- The Start Line will be between the orange flag on COMMITTEE and an orange pin/buoy. For the start, the orange start buoy must be left to PORT.
- The Finish Line will also be between the orange flag on COMMITTEE and the orange finish pin/buoy. For the finish, the orange buoy must be left to STARBOARD

Race Starts: There will be one start only for all boats with the Starting Sequence beginning at or after 13:00 hrs.

- The RRS standard 5-minute sequence will be used
- The Race Committee uses GPS time and makes signals only on whole minutes.
- The Race Committee will make every attempt to hail any boats over the line early (OCS). It is the individual skipper's responsibility to restart if they believe they are OCS.
- The start can be interrupted and delayed by raising the Postponement flag with TWO horn blasts.
- A new start sequence will begin ONE minute after the Postponement flag comes down, with six horns (alert).

Race Finish: The first boat to cross the finish line after properly sailing her course will be declared the overall winner.

AWARDS: There will be multiple (5) perpetual trophies awarded based on various criteria. These will be discussed at the skipper's meeting. And yes, there will be a "SAND BAGGER" award for the appropriate skipper displaying the appropriate skills.

Time Limits: Boats not finishing their course within 3 hours after their start will be scored DNF.

Safety:

- All boats should comply with US Sailing Safety Equipment Requirements, NEARSHORE category.
- All boats should carry a VHF radio and monitor Channel 68. IT IS VERY IMPORTANT THAT EVERY BOAT HAS A RADIO IN ORDER TO HEAR THE HAIL THAT INDICATES IT IS TIME TO TURN AROUND AND GO BACK. The Race Committee may not answer calls during start sequences.
- Most VHF announcements to the whole fleet will be preceded by 3 long horn blasts to attract attention.
- Boats retiring from a race should notify the Race Committee by VHF or sail-by

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.

Reminder: Washington State Law, RCW 77.15.740 -- Don't mess with Orca! (Seen in the bay recently)

SAMPLE (not to be used on race day!)

SAMPLE “Bang and Go Back” style race course (this is only a sample to be used for explanatory purposes only- the actual race course for LAST CHANCE will be determined based on race day weather conditions and will be announced at the skipper’s meeting and posted on the COMMITTEE Course Board
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SAMPLE Course (assuming a Northerly wind direction)

S – I s – B s- T s (This means T is the turning mark for the lead boat)

With this sample course, the first boat arriving at T after properly rounding I and B, (all to starboard, will hail “YUKON, YUKON, YUKON” on VHF 68. This alerts ALL other race boats to reverse direction and reverse their course back to their previous mark (s).

EXAMPLE, using the boats named VERY FAST, SORT OF FAST, LESS FAST, and NOT TOO SLOW:

Boat “VERY FAST” is the first boat to properly navigate the course all the way to T. She rounds T and hails “YUKON, YUKON, YUKON” to the fleet on CH 68. She must now reverse her course and her course back to the finish is now B p -I p - Finish

Boat “SORT OF FAST” is halfway to T after properly rounding B. Upon hearing the “YUKON YUKON YUKON” hail, she immediately reverses direction and returns to her previous mark B. Her course back to the finish is now B p -I p - Finish

Boat “ LESS FAST” has only properly rounded I and is heading towards B when she hears the hail. She immediately reverses her course and her course back to the finish is I p- Finish

Boat “ NOT TOO SLOW” is still on the first leg of the course when she hears the hail. She immediately reverses her course and heads directly back to the finish line.

Note: on the return course after the hail, the roundings will be the opposite of the initial roundings.

Only the very first boat will round all the marks of the course as designated on the course board.

This style of racing is a way to apply ad hoc handicaps so that the first boat to properly sail her course will be declared the overall winner.