



2010 ADMIRALTY ISLAND RALLY SPECIFIC SAILING INSTRUCTIONS

These Specific Sailing Instructions are to be read together with the General Sailing Instructions for SEAS (Southeast Alaska Sailing). In case of conflict, the Specific Sailing Instructions apply.

- 1. Applicability:** These Specific Sailing Instructions apply only to this race around Admiralty Island.
- 2. Eligibility:** Open by formal application to all single-hulled sailboats 25 feet or more in overall length.
- 3. Entries:** An entry shall consist of a sailboat, a named skipper who shall be at least 21 years of age, and a crew appropriate to the size and equipment of the boat. Entry fees must be paid no later than the mandatory skipper's meeting.

The entry application must be completed on the Admiralty Island Rally entry form, and received by the committee chairperson not later than the "mandatory skippers' meeting." Boats not rated under PHRF by the JYC in the current year must fill out the appropriate rating form, and submit it at least one week before the race to permit a proper rating. Ratings will be based on PHRF Northwest.

4. General Conditions: Sailboats entering the race must be of sound, seaworthy construction and capable of extended coastal passages. The sailboat shall be self-righting, with essentially watertight, enclosed accommodations and self-bailing cockpits.

5. Responsibility

a. Boats must be fully independent and capable of carrying out their own emergency repairs at sea; In compliance with rule 1.1, boats racing shall promptly and fully render assistance when safety of life or property is involved. In determining race results, the Race Committee will ensure that assisting boats are adequately compensated for time lost due to compliance with this rule.

b. Full responsibility for any mishap will rest with the owner or skipper under ordinary process of law. The SEAS does not accept any responsibility towards the entrants, their crews, nor towards third parties with whom entrants have become involved.

6. Additional Required Equipment: In addition to the US Coast Guard required equipment described elsewhere, boats must meet the latest Category III Pacific International Yachting Association regulations governing minimum equipment.

* See Note 1

7. Coast Guard Aux. Inspection: Boat must have a 2010 Coast Guard Auxiliary Vessel Safety Check. Evidence of this inspection shall be presented at the mandatory skipper's meeting prior to the race.

8. Inspection: The race committee has the right to inspect any participating boat and to reject or revoke its entry or disqualify it from the race if it finds the boat does not meet the standards of the race rules. At the skippers meeting one participating boat may be selected at random for inspection and verification of the existence of a current Coast Guard Vessel Safety Check.

9. Race Management: The race will be under the management of the SEAS Race Committee, which shall have full power to establish and interpret the rules and conditions governing the race, to decide protests on eligibility, to reject



the entry of any boat at any time prior to the preparatory (blue) signal for the start, and to make alterations in any of the rules, except the location of finish lines, depending on conditions. There shall be no appeal from its decision. The race will be governed by The Racing Rules of Sailing 2009-2012. There will be a mandatory skippers meeting on Friday, June 18, 2010 - 1700 hours, at Squires Rest in Auke Bay.

10. Safety Instructions

a. Check In- All boats must check in with the Race Committee Boat prior to the warning signal by coming within hail or on VHF channel 68. During the race, boats must make safety checks with the committee boat if one is provided, or if there is no committee boat with the competing boat designated to coordinate safety checks. Safety checks will be made on VHF channel 68 every four hours. Skippers will confine check-in information to boat name and approximate position. Participating boats must monitor VHF channel 16 at all times while competing. The safety check-in will be managed by the Race Committee Boat or by a designated competing boat.

Except for emergency communications, race administration, or communications assisting a vessel in entering or leaving safe harbor, no communications between boats actively racing is permitted.

Failure to make two sequential safety checks may result in the boat being disqualified from that leg of the race, demonstrated equipment or electrical failure can exonerate this disqualification. Any boat withdrawing from the race for any reason must contact the Race Committee via VHF channel 68 or the on-shore race liaison, Failure to do so may result in the boat being refused entry in future races sponsored by the JYC.

b. Barges and Tows- Boats must not sail across a topline, too close ahead, or too close alongside of commercial traffic. Deep draft vessels have very 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. Recommendations for a safe distance (danger area) are at least 1/2 mile ahead and 1/4 mile to the side.

c. Use of Auxiliary Power- A boat in position where it may impede commercial traffic must exit from the "danger area" immediately using auxiliary power if necessary. Auxiliary power may be used if necessary to avoid other hazards, such as icebergs and rocks. If power is used (except for recharging of batteries) it must be reported to the Race Committee at the finish line. When reported, the boat must provide the location, time, duration of power use, speed, direction of exit, and evidence that the competitive position of the boat was not improved.

IMPORTANT: In order to meet this requirement your engine must be able to start promptly. If an outboard, it must be fully operable within two minutes. The race committee may require outboard powered boats to demonstrate that they can mount and operate their motor within this time constraint.

d. Navigation Lights- Navigation lights must be shown between sunset and sunrise as required by the International Rules of the Road. This means that lights must be turned on by 2200 ADT, and may be turned off no earlier than 0400 ADT. These times apply for the duration of the race.

e. Violations- Observed and/or reported violations of the safety regulations will be handled by the Race Committee with the exception that 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. A boat can be disqualified for infraction of the above safety instructions.

11. Time Constraints

a. Any changes to the Start/Finish lines and Start Times must be agreed to by all participating skippers. (see note 5)



- b. Handicapping protocol is based on Time on Time formula.

12. Trophies

- a. Admiralty Island Rally Perpetual Trophy will be awarded to the winner whose name will be inscribed on the trophy which remains with the winner until awarded to the next winner.
- b. 1st, 2nd, and 3rd Place, PHRF Admiralty Island Rally is awarded for fewest total PHRF points for the 7 legs of the Admiralty Island Rally, (trophies awarded only if three or more boats register for the race.)
- (1). Points will be awarded separately for each leg of the race in accordance with the Low-point Scoring system, US Sailing's The Racing Rules of Sailing (2009-2012), Appendix A4.1.
 - (2). Two throw-outs will be used in calculating total points (two highest scores are discarded.)
 - (3). Point ties will be broken according to US Sailing's The Racing Rules of Sailing (2009-2012), Appendix A8.

Changes to PIYA requirements for Admiralty Race 2010

1. MOB pole is changed from required to recommended.
2. A boat may substitute survival/immersion suits with an inflatable dinghy, with capacity to carry all crew members without survival suits. Dinghy must be carried on deck or towed behind, fully inflated.
3. PIYA rule 3.1.6 is not required. Lifelines may be coated.
4. It is strongly advised to possess (2) jacklines, a harness and tether for each crewmember.
5. Required equipment: marine charts for the entire race course, a GPS, a heaving line, light & whistle on all personal PFD's, and a high-visibility horseshoe buoy meeting PIYA 5.4.
6. All times are GPS times. All distances are approximate.
7. If a boat does not finish the entire course, but the rules are met so that the race counts, the corrected time will be determined using this equation:

$$T_c = (650 * T_e * D_c) / (D_t * (520 + PHRF))$$

PHRF is the boat's rating

Dt is the distance actually traveled

Te is the time the boat went Dt distance

Dc is the length of the course.

This assumes that the boat would have continued at the same rate for the entire course. All times are in seconds, all lengths are in nautical miles.

8. All start/finish line bearings are magnetic.
9. Motors must be off 10 minutes prior to start time.
10. Sail numbers will not be required.