



## 2013 Spirit of Admiralty Specific Sailing Instruction

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

### THE INVITATION

Boat owners who meet the eligibility requirements are invited to apply for entry in the 27<sup>th</sup> edition of the *Spirit of Admiralty* race.

### Chapter 1 - APPLICABILITY:

These Specific Sailing Instructions apply only to the aforementioned race around Admiralty Island.

### Chapter 2 - ELIGIBILITY:

Invitational and Open by formal application to all single-hulled sailboats 20 feet or more in overall length.

### Chapter 3 - ENTRIES:

An entry shall consist of a sailboat, a named skipper who shall be at least 21 years of age, and experienced crew appropriate to the size and equipment of the boat. Single-handing is expressly disallowed. Qualified boats may apply for entry by completing an Application for Entry. This is an invitational race. Participation is subject to approval by the selection committee. Entry fees must be paid no later than the mandatory skipper's meeting. The entry application must be completed on the Spirit of Admiralty Race entry form, and received by the committee chairperson at least one week prior to the "skippers' meeting" for the event. Entrants shall provide the registration committee with a completed crew list for Leg 1 (on the form supplied by the Organizing Authority). Owners of boats must be current members of PHRF Northwest to enter the race.

### Chapter 4 - EXPERIENCE/QUALIFICATIONS:

The boat's skipper or a crew member designated as watch-captain shall have participated as skipper or watch captain in at least two overnight races and be experienced in all aspects of sailing, seamanship, and navigation. The above experienced skipper or qualified watch captain shall be on board for each leg of the race.

### Chapter 5 - GENERAL CONDITIONS:

Sailboats entering the race must be of sound, seaworthy construction capable of extended coastal passages and must meet Pacific International Yacht Racing (PIYA) Category II special regulations regarding minimum equipment and accommodations standards. The sailboat shall be self-righting, with essentially watertight, enclosed accommodations and self-bailing cockpits. Each boat will carry a GPS (see Notes 3 & 4 in the Appendix) and Cell Phone. Phone numbers will be shared at the skipper's meeting.



#### Chapter 6 - RESPONSIBILITY:

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.

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

#### Chapter 7 - ADDITIONAL REQUIRED EQUIPMENT:

In addition to the US Coast Guard required equipment described elsewhere, boats must meet the 2013 Category II Pacific International Yachting Association regulations governing minimum equipment. Skippers are required to have a copy of the 2013 PIYA special regulations signed and ready to present at the skipper's meeting. In addition to the afore mentioned safety requirements, all boats shall carry: a handheld waterproof VHF radio with sufficient auxiliary batteries for at least 8 hours use, a GPS for position reports and race times (see Notes 3 & 4 in the Appendix), a cell phone. Cell numbers will be shared at the skipper's meeting.

#### Chapter 8 - COAST GUARD AUXILIARY INSPECTION:

Each boat must pass a 2013 Coast Guard Auxiliary Vessel Safety Check. Evidence of passing this inspection shall be presented at the mandatory skipper's meeting prior to the race. The inspection sticker must be visibly displayed on the port side of the forward most mast.

#### Chapter 9 - INSPECTION:

As this race takes place in hazardous and remote waters safety regulations will be strictly enforced. Compliance on all legs is mandatory. All boats shall be subject to random inspection prior to the start of the first leg and may be inspected at any time during the race. 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.

#### Chapter 10 - RACE MANAGEMENT:

The race will be under the management of the SouthEast Alaska Sailing 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 signal for the start, and to make alterations in any of the rules depending on conditions. There shall be no appeal from its decision. The race will be governed by The Racing Rules of Sailing 2013-2016.



## Chapter 11 - SAFETY INSTRUCTIONS:

### a) COMMUNICATION

Starting the race: 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: All 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 by hail on VHF channel 16 switching to 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. **Failure to make two sequential safety checks may result in the boat being disqualified from that leg of the race.**

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. Any boat withdrawing from the race for any reason must contact the Race Committee via VHF or the on-shore race liaison, Failure to do so may result in the boat being refused entry in future races sponsored by the SEAS.

All vessels will carry a Cell Phone to enable emergency contact. Cell numbers will be exchanged at the Skipper's Meeting.

### b) NAVIGATION

*BARGES AND CRUISE SHIPS BOATS:* Boats must not sail across a towline, 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.

*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.



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*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 0330 ADT. These times apply for the duration of the race.

c) SAFETY VIOLATIONS

Observed and/or reported violations of the safety instructions 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.

## Chapter 12 – RACE COURSE:

### **Leg 1 – Auke Bay to Warm Springs Bay (122 nm) June 22, 2013 1030 hours**

The race will begin off Battleship Island between the last of the airport range markers and the committee boat. If no committee boat is present, the starting line will be an imaginary line that extends from the airport range markers to Coghlan Island. The race will then proceed south into Stephen's Passage taking Admiralty Island to starboard.

At the southern end of Admiralty Island, the racers will proceed south of Yasha Island, keeping Yasha Island to starboard and entering Chatham Strait.

The finish line of Leg 1 of the Spirit of Admiralty Race is the imaginary line drawn between the day mark on the south entrance of Warm Springs Bay, and the highest point on the rock that is in the middle of the mouth of the bay.

### **Leg 2 – Warm Springs Bay (June 24, 2011 1000 hours) 94 nm**

After a mandatory layover in Warm Springs Bay of 24 hours after the last place boat finishes, or Wednesday, June 24, 10:00, whichever is later, the second leg will begin.

The second leg will begin at the imaginary line between the day mark on the south side of Warm Springs Bay and the committee boat. If no committee boat is present, the start line will be a line that bears 60 degrees from the day mark on the south side of Warm Springs bay that ½ nm long (the day mark will bear 240 from any boat sitting on the line).

The race will the proceed north up Chatham Strait, rounding Pt. Retreat to starboard, and continuing to Auke Bay keeping Coghlan Island to port.

The finish line will of the second leg and the race will be the line between the committee boat and the last mark of the airport range finders on Battleship Island. If no committee boat is present, the finish line will be the imaginary line made by the airport range finders.



## Chapter 13 - SPECIFIC EVENTS

### **Mandatory Skipper's Meeting to be held Friday June 20<sup>th</sup> at 19:00 at the Squire's Rest.**

Post Race meeting, and Awards Party – TBD

## Chapter 14 – TIMING/ SCORING:

- There are no time limits for any part of the race.
- Changes to the Start/Finish lines and Start Times must be agreed to by all skippers. (See Note 3 in the Appendix)
- Competitors are required to record their own finish time in hr:min:sec, using their GPS. If the race committee is positioned to record finish times, their recorded time will be the official time.
- Handicapping corrections based on Time-on-Time formula. (See Note 3 of General Rules)
- Points will be awarded separately for each leg of the race in accordance with the Low-point Scoring system, Appendix A4.1 of General Rules.
- Point ties will be broken according to Appendix A8 of General Rules.

## Chapter 15 – TROPHIES:

Spirit of Admiralty Perpetual Trophy: This trophy is awarded to the boat with the lowest total PHRF corrected time for both legs. The boat and skipper's name will be inscribed on the perpetual trophy displayed at the winning Yacht Club. In the event that boats have equal corrected times, the trophy will be shared. There must be at least 3 boats in the class for an official race.

1st, 2nd, and 3rd Place, PHRF series: Trophies will be awarded for fewest total PHRF points for the two legs scored as a series.

## Chapter 16 – RACE FEES:

\$75.00 non-refundable per boat.



## APPENDIX

### NOTE 1 – Changes to PIYA requirements for Admiralty Race 2013:

Specific questions on compliance with the requirements of the 2013 Category II Pacific International Yachting Association regulations governing minimum equipment will be ruled on by the Race Committee upon application of the skipper, prior to the race.

### NOTE 2 – Survival Immersion Suits:

Survival/immersion suits for all crew, or life raft, changed from ‘recommended’ to ‘required’. Boats may substitute a fully inflated inflatable dinghy carried on deck or towed, and able to carry all crew without survival suits, for the survival/immersion suit or life raft requirement.

### NOTE 3 – Times:

All times shall be based on GPS time. All distances are based on GPS position.

### NOTE 4 – GPS Data:

GPS data may be requested by the race committee at the finish to be used for ‘Kattack’ race analysis and playback at awards ceremony.