



## 2014 Admiralty Island Rally (AIR) 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 *Admiralty Island Rally*. This is a SEAS recreational event open to both racing and cruising sailboats, promoted in the spirit of adventure of all sailors. Daily race legs of 20-30 nautical miles will connect evening anchorages on a +200-mile course around Admiralty Island. Participants are welcome to share the adventures of the day each evening at anchor, and at the midpoint layover at Baranof Warm Springs.

### Chapter 1 - APPLICABILITY:

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

### Chapter 2 - ELIGIBILITY:

Invitational and Open by formal application to all sailboats 22 feet or more in overall length.

### Chapter 3 - ENTRIES:

An entry shall consist of a Sailboat, a named vessel Captain, 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.** This is an Invitational Race. Participation is subject to approval by the SEAS Race Committee.

Qualified boats may apply for entry by completing an Application for Entry. Information for all potential crew members shall be included on the Application. Racing vessels shall be current members of PHRF Northwest and shall submit the 2014 PHRF rating for their vessel to the Race Committee. PHRF documentation for cruising vessels is optional. All forms must be fully completed with fees submitted and received by the Race Committee Chair no later than June 8<sup>th</sup>, 2014.

### Chapter 4 - EXPERIENCE/QUALIFICATIONS:

The boat's Owner, or a crew member designated as Captain, shall have prior experience of responsible charge on sailing voyages of similar length, duration & locale. The Captain shall be experienced in all aspects of sailing, seamanship, and navigation, and shall be fully familiar with & capable of operating their respective vessel. Race Captains shall have participated as Captain or Watch Captain on at least two PHRF sanctioned races. The above experienced Captain and/or qualified watch captain shall be on board for each leg of the race.

### Chapter 5 - GENERAL CONDITIONS & REQUIRED EQUIPMENT:

Vessels must be of sound, seaworthy construction capable of extended coastal passages and must meet minimum equipment and accommodations standards – see 2014 Pacific International Yacht Racing (PIYA) Category III special regulations. Vessels shall be self righting sailboats, with essentially watertight enclosed accommodations and self-bailing cockpits, in good sailing &



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motoring condition. Exceptions may be made to the PIYA regulations based on these Sailing Instructions and the discretion of the Race Committee.

Each boat shall carry a functional GPS, depth finder, compass, paper charts for the race course, a VHF radio, and a Cell Phone.

#### Chapter 6 - RESPONSIBILITY:

Boats must be fully independent and capable of carrying their own food and water to sustain Captain and crew, sufficient fuel for motoring the entire race course, and equipment to carry out their own emergency repairs at sea.

Boats racing shall promptly and fully render assistance to other vessels and individuals when safety of life or property is involved. In determining race results, the Race Committee shall ensure that assisting boats are adequately compensated for time lost due to compliance with this rule.

Full responsibility of the vessel shall rest with the Owner and/or Captain under the ordinary process of law. SouthEast Alaska Sailing (SEAS) 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 and equipment described herein, 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.

All boats are required to either carry a self-inflating life raft, an inflated or hard shell dinghy on deck or in tow, or survival suits for all crew members or passengers on board.

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

Each boat must pass a 2014 Coast Guard Auxiliary Vessel Safety Check. Evidence of passing this inspection shall be presented prior to the Skipper's Meeting. The inspection sticker must be visibly displayed on the exterior port side of cabin, window, or on the forward-most mast.

#### Chapter 9 - INSPECTION:

As this race takes place in hazardous and remote waters, and the safety of one vessel affects the safety of all, Captains are responsible for ensuring both crew and equipment are up to the task. The Race Committee has the right to inspect any participating vessel, and to reject or revoke its entry or disqualify it from the race, if it finds the vessel does not meet the standards of these race rules.

**IMPORTANT:** The engine must be able to start promptly in order to meet the safety standard. 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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## Chapter 10 - 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 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 US Sailing Racing Rules of Sailing for 2009-2014.

## Chapter 11 - SAFETY INSTRUCTIONS:

### a) COMMUNICATION

Race Start: 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 vessels will make safety checks** 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 Boat, or designated competing boat, via VHF. Failure to do so may result in the boat being disqualified from the race, and/or refused entry in future races sponsored by SEAS.

### 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 under sail 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 Boat 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 (GPS marks recommended).

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 shall be reviewed by the Race Committee. When deemed appropriate, the Race Committee has the option of issuing a "warning". Warnings are recorded and will be considered when judging future reports. A vessel shall be disqualified from the race for major or repeated minor violations of the Safety Instructions.

## Chapter 12 – RACE COURSE:

### Leg 1 – Marmion Island to Point Astley

**Start Time:** Saturday June 21, 2014--0900

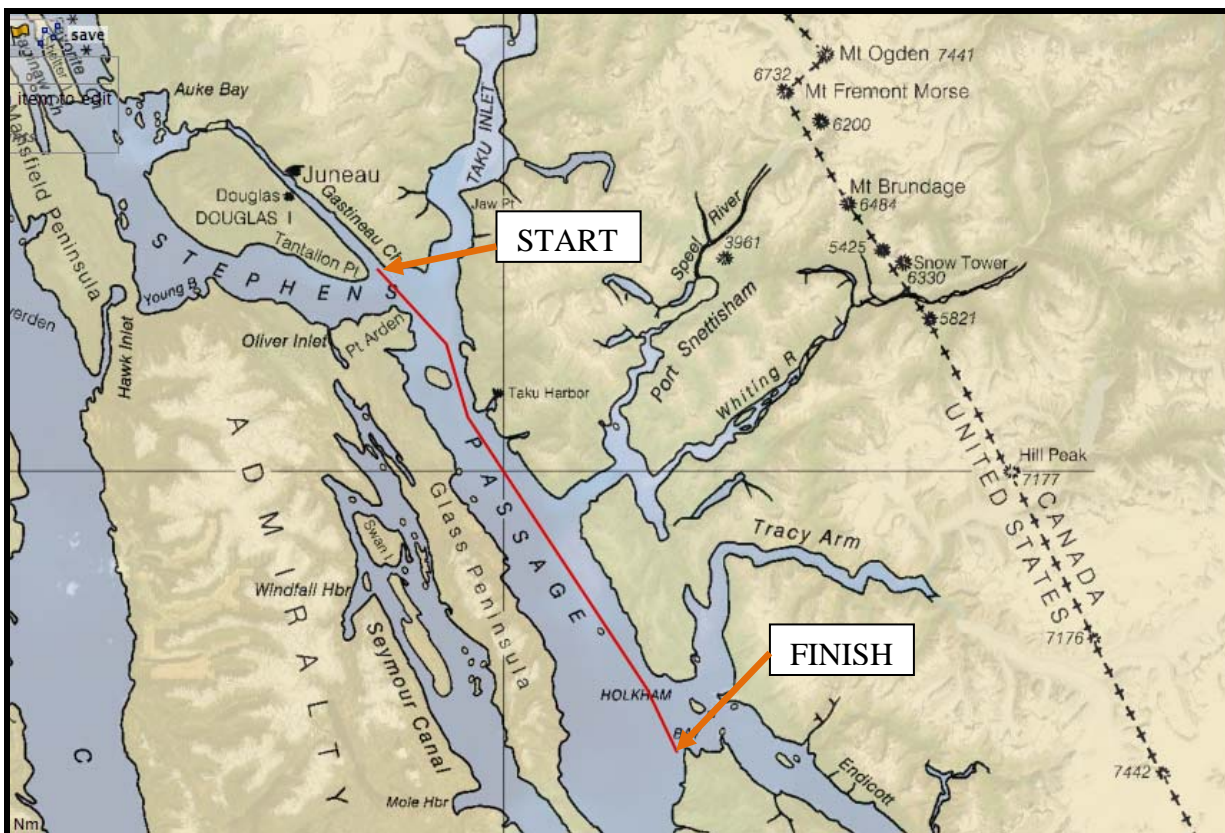
**Start:** A line between the Committee Boat and the Marmion Island navigational mark. If boats are late & no committee boat is present, the starting line will be an imaginary line that bears 230M to the Sheep Creek navigational mark.

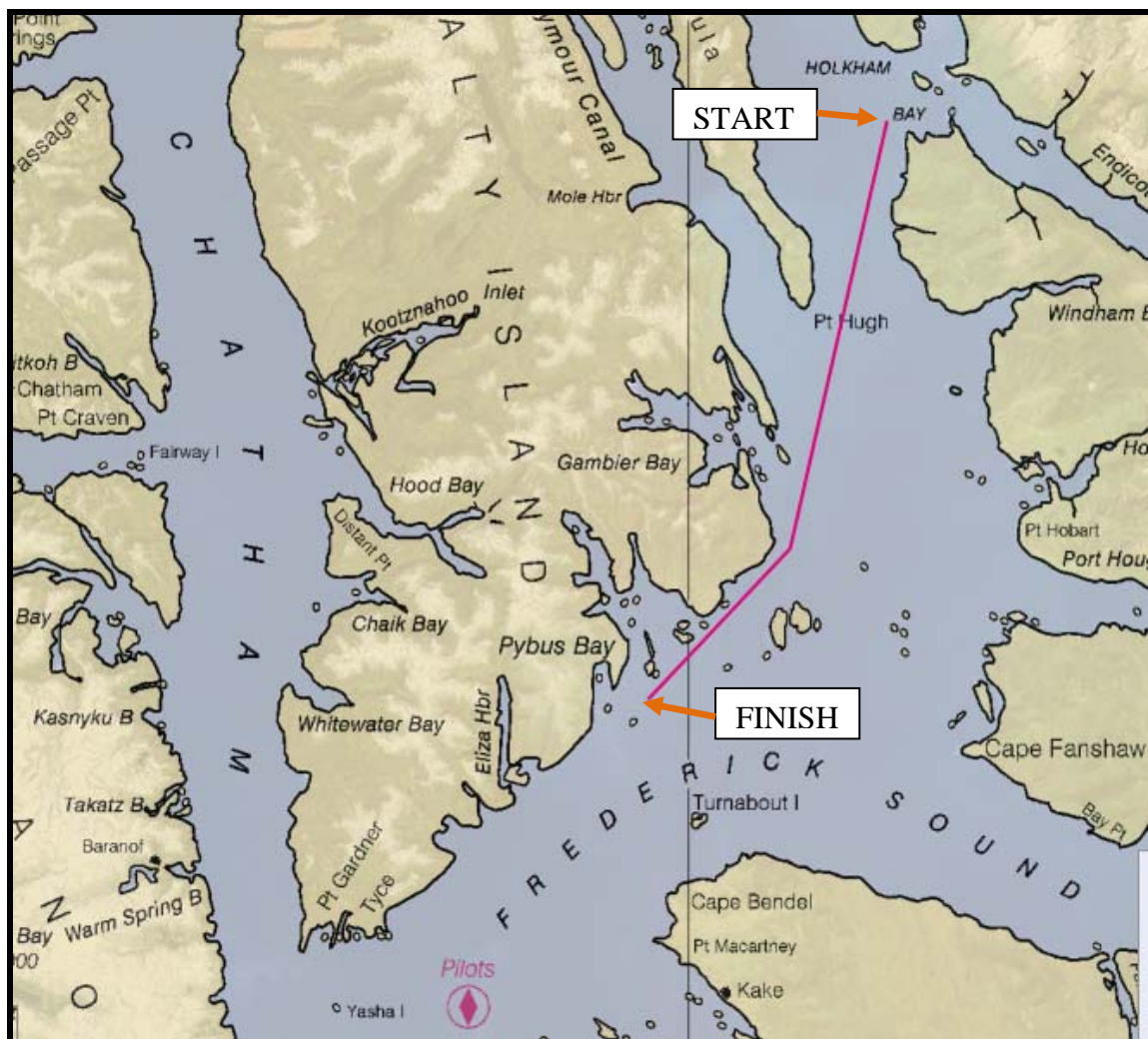
**Distance:** 35.0 nautical miles

**Course:** After the start, proceed southeast through Stephens Passage.

**Finish:** An imaginary line bearing 060M to, and within ½ mile of, the north tip of Pt. Astley.

**Anchorage:** SE Winds – in a corner between the Wood Spit at the entrance to Endicott Arm & mainland. North Winds – south of Harbor Island. Both anchorages within 2.5 miles of finish.



**Leg 2 –Point Astley to Pybus Bay****Start Time:** Sunday June 22, 2014--0900**Start:** A line between the Committee Boat and, within ½-mile of, the north tip of Pt. Astley, bearing 060M.**Distance:** 33.6 nautical miles**Course:** After the start, proceed south through Stephens Passage into Frederick Sound.**Finish:** An imaginary line bearing 110M to the trees at the north end of Spruce Island.**Anchorage:** Proceed north into the West Channel of Pybus Bay anchoring in Cannery Cove. ~ 6 miles from the finish.



### Leg 3 –Pybus Bay to Baranof Warm Springs

**Start Time:** Monday June 23, 2014--0900

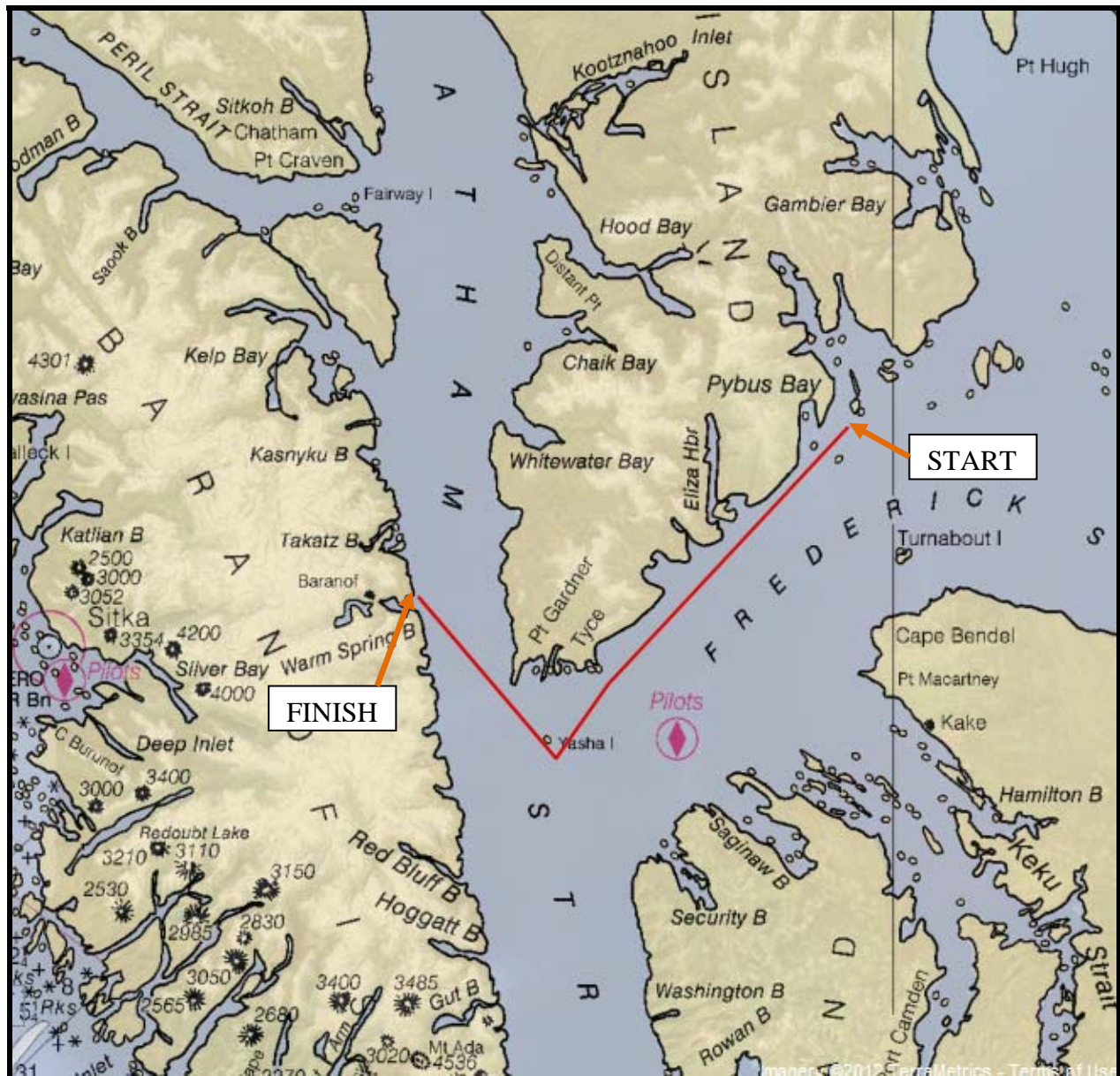
**Start:** A line between the Committee Boat and, within ½-mile of, the trees at the north end of Spruce Island, bearing 110M.

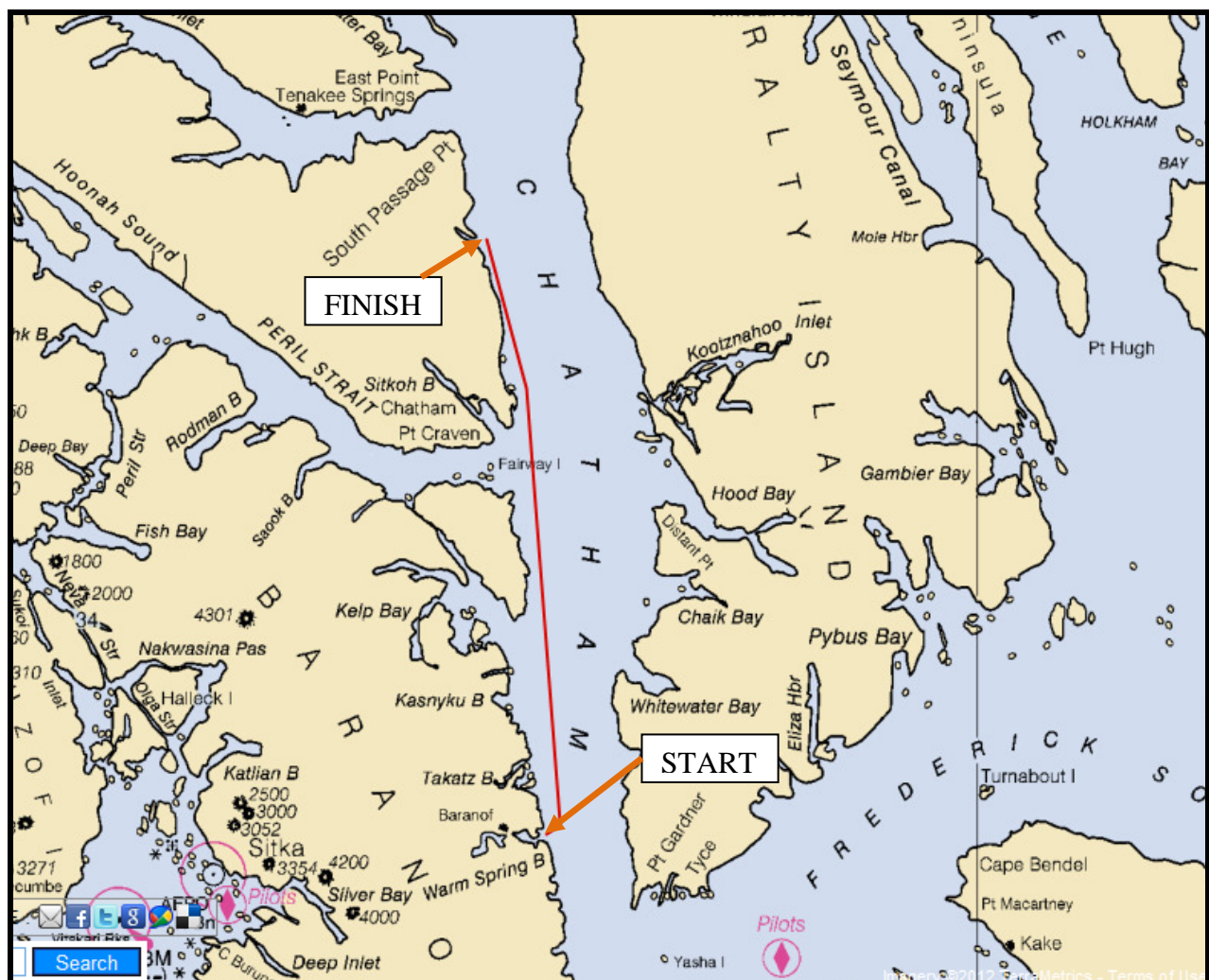
**Distance:** 33.0 nautical miles

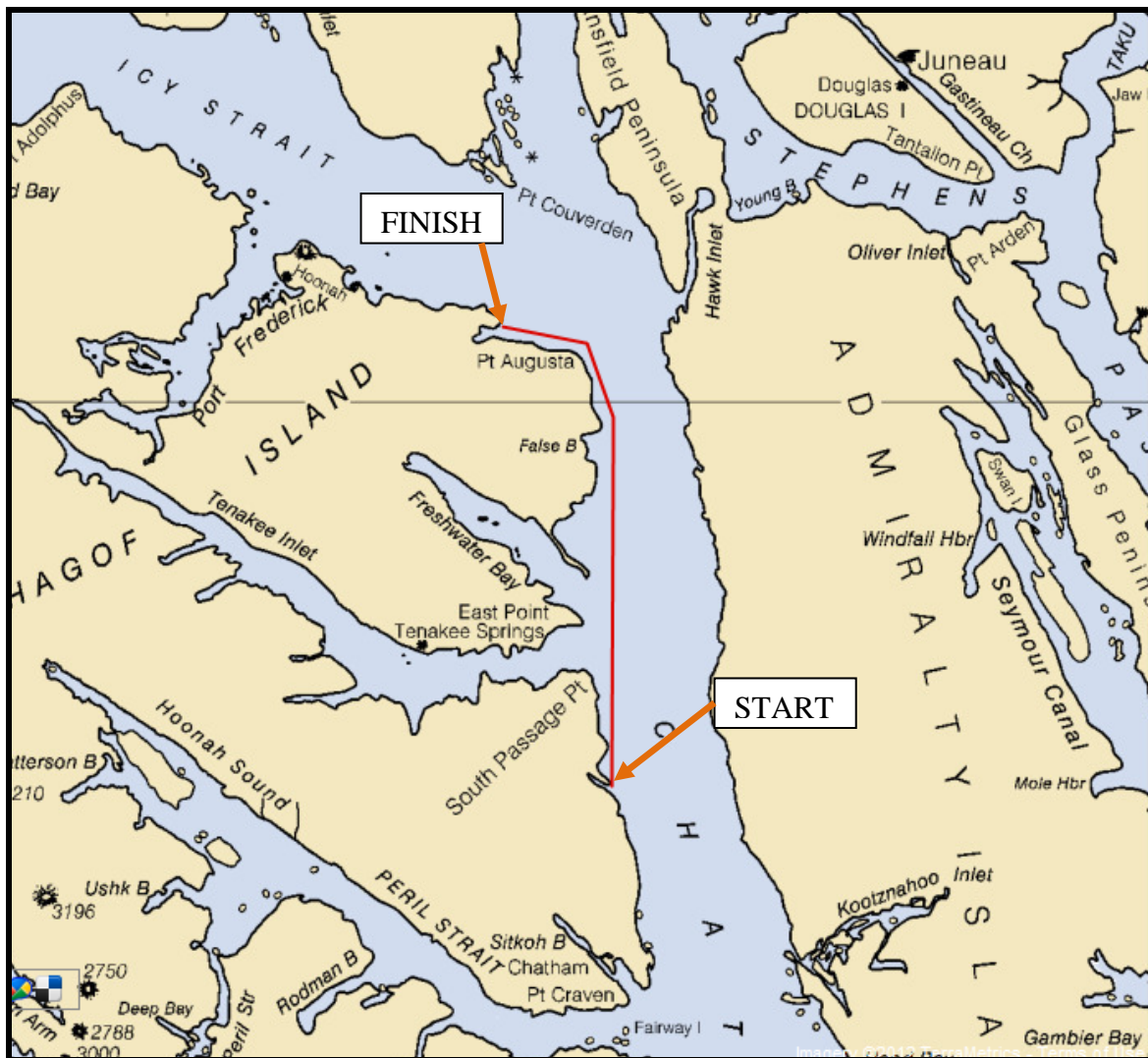
**Course:** After the start, proceed southwest through Stephens Passage, rounding Yasha Island to starboard, then north through Chatham Strait.

**Finish:** An imaginary line bearing 130M to the navigational mark at Baranof Warm Springs Bay.

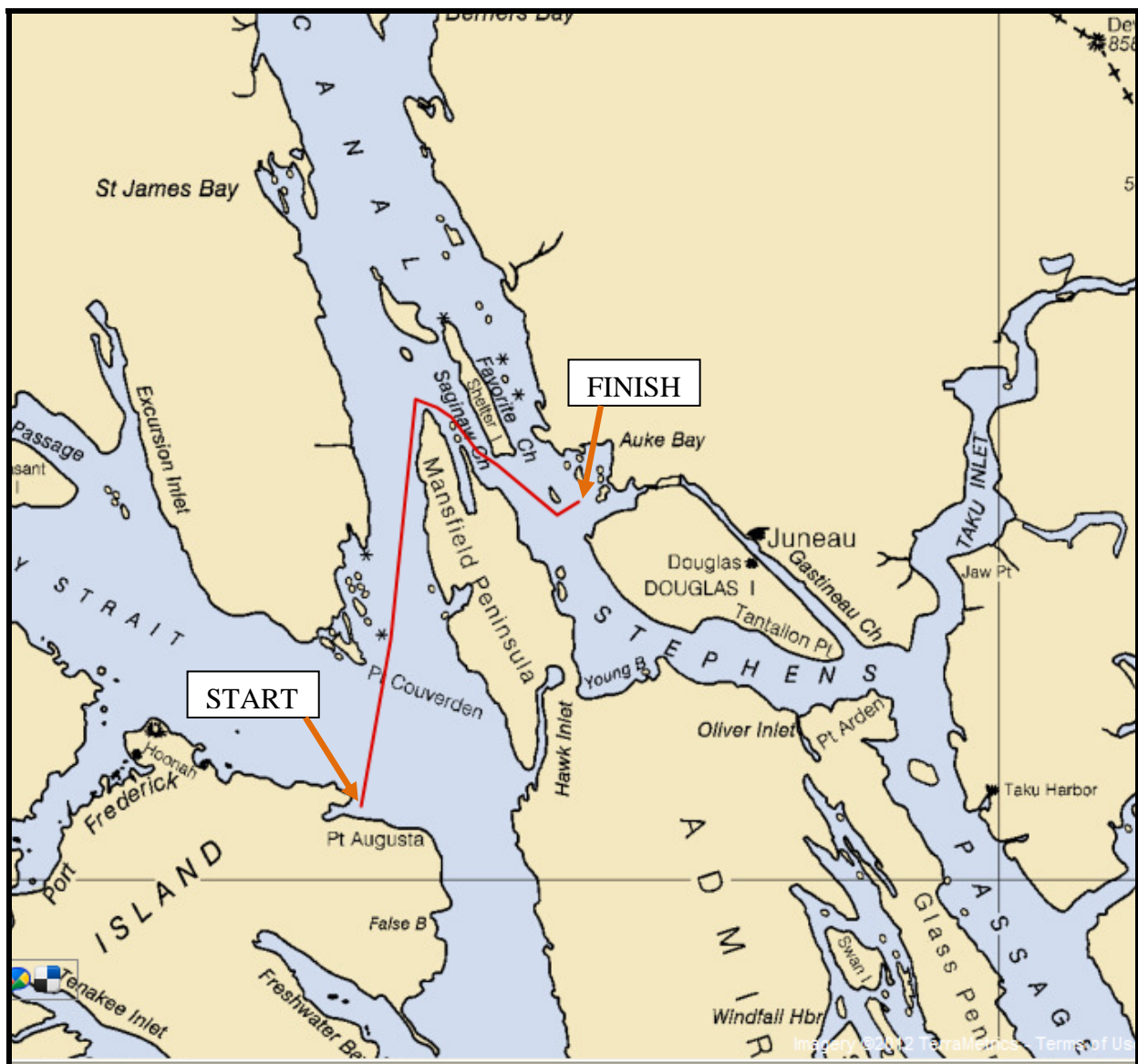
**Anchorage:** The dock or W.S. Bay, ~1.8 miles from the finish.

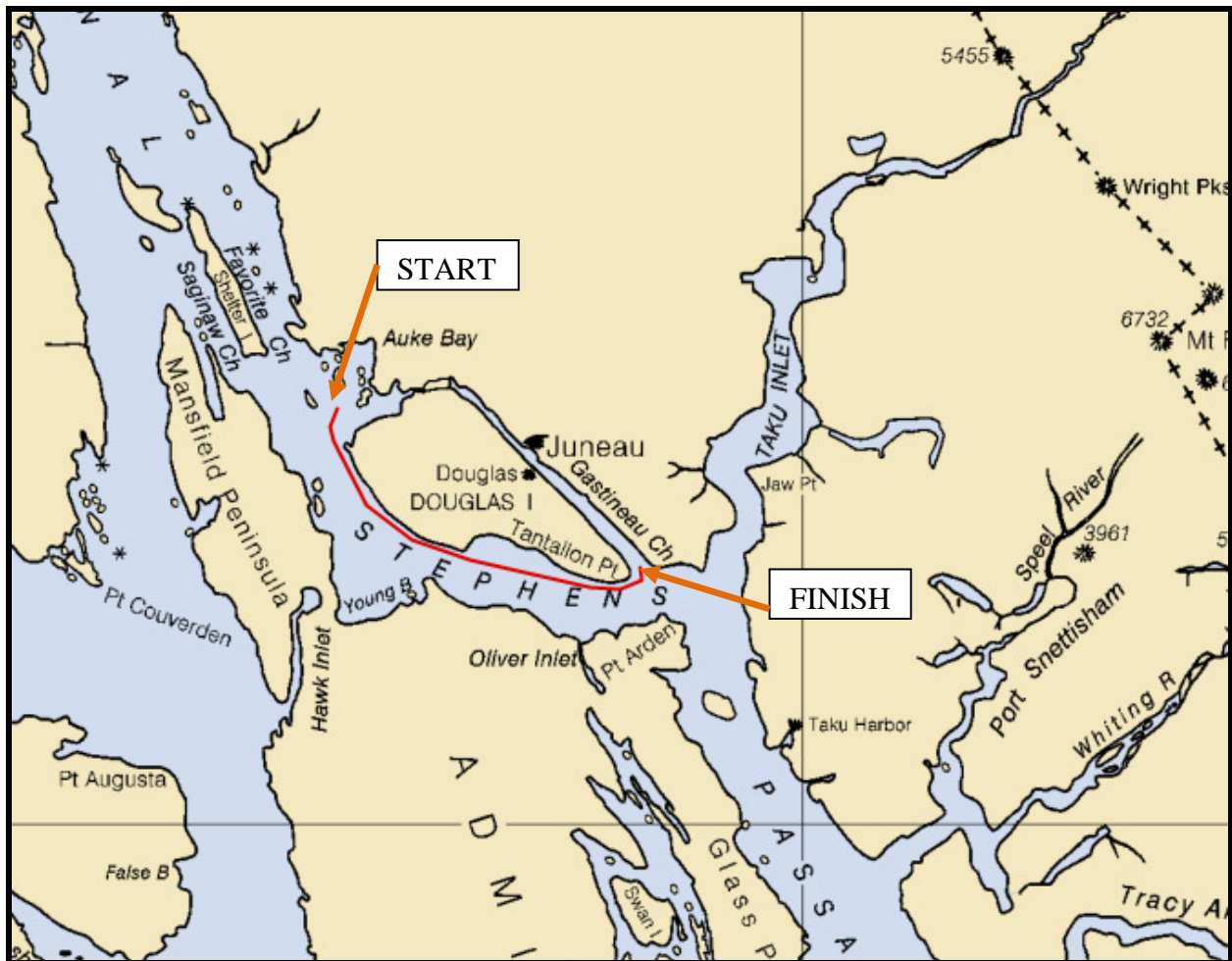


**R&R @ Baranof Warm Springs: Tuesday June 24, 2014 – Wednesday June 25, 2014****Leg 4 –Baranof Warm Springs to Basket Bay****Start Time:** Thursday June 26, 2014--0900**Start:** An imaginary line between the Committee Boat and, within ½-mile of, the navigational mark at Baranof Warm Springs Bay, bearing 250M.**Distance:** 35.4 nautical miles**Course:** After the start, proceed north through Chatham Strait.**Finish:** An imaginary line bearing 250M, and within ½-mile, to the southernmost tip of the peninsula on the north side of the entrance to Basket Bay.**Anchorage:** North winds - The northwest end of Basket Bay, ~1.5 miles from the finish. Severe SE winds – proceed north in Chatham Strait, rounding Passage Pt & anchoring in Trap Bay within Tenakee Inlet, ~8.5 miles from finish.

**Leg 5 – Basket Bay to Whitestone Harbor****Start Time:** Friday June 27, 2014--0900**Start:** A line between the Committee Boat and, within ½-mile of, the southernmost tip of the peninsula on the north side of the entrance to Basket Bay, bearing 250M.**Distance:** 28.5 nautical miles**Course:** After the start, proceed north through Chatham Strait, rounding Pt. Augusta on Chichagof Island, and into Icy Strait.**Finish:** An imaginary line to the Rock Pile on the northwest entry to Whitestone Harbor, bearing 310M.**Anchorage:** Whitestone Harbor, ~1.5 miles from the finish.



**Leg 6 –Whitestone Harbor to Auke Bay****Start Time:** Saturday June 28, 2014--0900**Start:** A line between the Committee Boat and the Rock Pile on the northwest entry to Whitestone Harbor, bearing 310M.**Distance:** 32.5 nautical miles**Course:** After the start, proceed north through Icy Strait into southern Lynn Canal, rounding Pt. Retreat proceeding southeast into Saginaw Channel, then rounding south Shelter Island entering northern Stephens Passage keep Strauss Rock & Portland Island to port.**Finish:** An imaginary line to, and within ½-mile of, the Light on Gibby Rock bearing 250M.**Anchorage:** Auke Bay Harbor or the following: SE winds – Smugglers Cove or Spuhn Island. North winds – lee of Coghlan Island, Auke Nu, Auke Rec, ~ 2 miles from finish.

**Leg 7 –Auke Bay to Sheep Creek****Start Time:** Sunday June 29, 2014--0900**Start:** A line between the Committee Boat and, within ½-mile of, the Light on Gibby Rock bearing 250M.**Distance:** 19.5 nautical miles**Course:** After the start, proceed southeast into northern Stephens Passage, rounding Tantallon Pt on Douglas Island and finishing at the entrance to Gastineau Channel.**Finish:** An imaginary line to, and within ½-mile of, the Marmion Island navigational mark bearing 230M.

**FINISH TIMES:** Competitors are required to record their own finish time in hr:min:sec. If the race committee is positioned to record finish times, their recorded time will be the official time. **All finishing boats must report their finish time to the Race Committee within two (2) hours of finishing. A message phone number will be provided at the skipper's meeting.**



### Chapter 13 - SPECIFIC EVENTS

**Mandatory Skipper's Meeting** to be held Thursday June 19<sup>th</sup> at 19:00 at the T.K McGuires, Juneau.

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. 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. All official time is based on GPS common 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.
- GPS data may be requested by the race committee at the finish to be used for 'Kattack' race analysis and playback at awards ceremony.
- Cruising Points, for non-racing boats, are as follows:
  - 1 point - Sailing > 50% of a race leg
  - 5 points - Sailing 100% of a race leg
  - 1 point - Each King Salmon\* caught
  - ½ point - Each Dungeness Crab\* caught
  - 1 point - Serve as Race Committee boat
  - 1 point - Assist another boater with minor mechanical issue
  - 5 points - Assist another boater with major mechanical issue
  - 1 point - Share a meal with another boater
  - 5 points - Share a meal with entire fleet

\*Conforming to ADF&G fishing regulations

### Chapter 15 – TROPHIES:

**Perpetual Trophy:** This trophy is awarded to the boat with the lowest total PHRF corrected time for all 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, unless otherwise decided by the Race Committee.



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

Cruising Class Trophy: This trophy is awarded to the non-racing boat that best exemplifies the qualities of a friendly, safe & adventurous cruiser, while also accumulating a high number of Cruising Points.

Chapter 16 – RACE FEES:

\$75.00 non-refundable per boat.