

**SEVENTEENTH BIENNIAL
SINGLEHANDED TRANSPACIFIC YACHT RACE
June 19 to July 10, 2010**

SAILING INSTRUCTIONS

1. RACING RULES

1.1. The Race will be governed by the following:

- a) The International Sailing Federation "Racing Rules of Sailing, 2009-2012" (RRS)
- b) The United States Sailing Association (US Sailing) Prescriptions to the RRS
- c) The Notice of Race (NOR)
- d) The Race Rules and Conditions (R&RC)
- e) These Sailing Instructions (SI)
- f) The Communications Plan
- g) Any amendments to items c, d, e or f
- h) The 2010 Northern California Performance Handicap Racing Fleet (PHRF) Rules and Guidelines, except as modified by items c, d, e, f or g
- i) In the case of a yacht that submits a PHRF One-Design Rating, its One-Design Class Rules

1.2. Between the hours of sunset and sunrise the International Regulations for Prevention of Collisions at Sea (COLREGS) will replace part 2 of the RRS.

1.3. Yachts shall stay clear of commercial or other vessels limited in their ability to maneuver in restricted waters.

1.4. Amendments to these Sailing Instructions or the Communications Plan after the skippers meeting will be distributed to all skippers in person, if possible. In addition, on the morning of the start, flag L will be flown ashore and any Amendments will be announced on VHF channel 69.

2. SKIPPERS MEETING

2.1. A skippers' meeting will be held at a time to be announced, on Friday, June 18 at the Corinthian Yacht Club in Tiburon, CA. Attendance by each skipper is mandatory.

3. DIVISIONS AND CLASSES

3.1. For scoring there will be four Divisions of yachts: MH, A, B and C. For the starting sequence, the Divisions will be the same as the Class designations, except Division "MH" shall be Class "M."

4. ENGINE SEALS AND TOWING

4.1. The Race Committee will seal propeller shafts or gear levers on Friday, June 18.

4.2. The Race Committee will tow yachts from their berths to the starting area beginning at 0900 hours Pacific Daylight Time on Saturday, June 19. Towing priority will be by Division starting order.

4.3. In case of the emergency use of engine propulsion by a yacht on the day of the start, a Race Committee designee will reseal the shaft or gear lever upon request on VHF channel 69, if it is reasonably practicable to do so. The yacht shall not start until the R/C designee has disembarked.

5. ONBOARD ASSISTANCE

5.1. No person other than the skipper shall be on board while the yacht is racing, with the following exceptions:

- a) A Race Committee designee resealing the propeller shaft or gear lever, per SI 4.3
- b) A person assisting a late starter per SI 11.1
- c) A person rescued at sea.

Such person may not assist in the operation of the yacht except as allowed in SI 11.1.

6. CHECK IN PRIOR TO START

6.1. Each yacht shall hail the Race Committee on VHF radio channel 69 on the morning of the start, prior to its Warning signal, advising the Race Committee of the yacht's name and sail number. The yacht shall receive an acknowledgment from the Race Committee. A yacht failing to check in successfully before its Warning signal will be penalized according to SI 22.1.

7. START

7.1. The start line is between the orange panel on the Corinthian Yacht Club race deck and the orange inflatable mark immediately off the Corinthian Yacht Club, leaving the mark to port.

7.2. Unless postponed, the schedule of starting signals is as follows. Times are Pacific Daylight Time.

TIME	EVENT	VISUAL SIGNAL	SOUND SIGNAL
1100	Warning, Division/Class A	Raise A flag	Gun
1101	Preparatory	Raise P flag	Gun
1104	One Minute Signal	Drop P flag	Horn
1105	Start, Division/Class A	Drop A flag	Gun
1110	Warning, Division/Class B	Raise B flag	Gun
1111	Preparatory	Raise P flag	Gun
1114	One Minute Signal	Drop P flag	Horn
1115	Start, Division/Class B	Drop B flag	Gun
1120	Warning, Division/Class C	Raise C flag	Gun
1121	Preparatory	Raise P flag	Gun
1124	One Minute Signal	Drop P flag	Horn
1125	Start, Division/Class C	Drop C flag	Gun
1130	Warning, Division MH/Class M	Raise M flag	Gun
1131	Preparatory	Raise P flag	Gun
1134	One Minute Signal	Drop P flag	Horn
1135	Start, Division MH/Class M	Drop M flag	Gun

8. POSTPONEMENT

8.1. The signal to postpone will be the hosting of the Answering Pennant (AP flag) and two sounds. The postponement period will end with the lowering of the Answering Pennant and one sound. One minute after the end of the postponement period, the Warning signal will be made, signifying the resumption of the starting sequence. The Race Committee may clarify the sequence on VHF Ch. 69.

9. INDIVIDUAL RECALL

9.1. If any yacht crosses the starting line prematurely, the Race Committee will display flag X with one sound and may notify such yacht(s) by loudhailer or on VHF Channel 69. This modifies RRS 29.1. Nothing contained in these instructions shall relieve a yacht of its obligation to make a proper start.

9.2. A yacht that crosses the starting line **before** its Preparatory signal and does not return to make a proper start will be scored DNS. (Have a nice cruise to Hawaii because you aren't racing!)

9.3. A yacht that crosses the starting line prematurely after its Preparatory signal may take the penalty described in SI 22.3 instead of sailing to the pre-start side of the line. (Modifies RRS 29.1)

10. GENERAL RECALL

10.1. Recall of an entire class will be signaled by the hoisting of the First Substitute pennant, with two sounds. The Warning signal for a new start for the recalled class will be made one minute after the First Substitute is removed with one sound, and the start for any succeeding class will follow the new start. This procedure is consistent with RRS 29.2 and is stated here for convenience.

10.2. In case of a general recall, the Race Committee may make an announcement on VHF Channel 69.

11. LATE STARTERS

11.1. After its Preparatory signal, a yacht that has not started may receive outside help, including onboard assistance, until it has cleared its mooring or the yacht club basin. This modifies RRS 41.

12. RESTARTING

12.1. On the day of the start, if an emergency after the start compels a yacht to use engine propulsion or outside assistance, it may restart by returning to the prestart side of the starting line, then recrossing. If either end mark of the starting line has been moved, the yacht shall cross an imaginary line between the marks' original locations. This modifies RRS 42.

13. COURSE

13.1. From the start, leaving the South Tower of the Golden Gate Bridge to port, to the finish.

14. RESTRICTED AREAS

14.1. A yacht entering a restricted area may not "unwind" and must retire or face protest and disqualification, unless requesting the alternative penalty under SI 22.4. This modifies RRS 28.1.

Restricted areas are:

- a) The area within 100 yards of the starting line for any yacht prior to its Preparatory signal.
- b) The area between Peninsula Point (Belvedere) and its marking buoy, G "3".
- c) The areas between Alcatraz, Little Alcatraz and its marking buoy.
- d) The area between the San Francisco shoreline and the H beam near St. Francis Yacht Club.
- e) The area between the San Francisco shoreline and the marking buoy for Anita Rock.
- f) The area between Fort Point and the South Tower of the Golden Gate Bridge.

15. COMMUNICATION WITH THE RACE COMMITTEE AFTER THE START

15.1. The Race Committee will monitor VHF channel 69 for at least two hours after the last start.

15.2. For the remainder of the day of the start, skippers may telephone (503) 490-3305 or (707) 853-7460, if the Race Committee does not respond to hails on VHF channel 69.

16. ROLL CALL

Refer to the Communications Plan for the schedule, radio frequencies, e-mail addresses and other procedures for Roll Call. Failure of a yacht to make a Position Report at least once each calendar day at the times shown in the Communications Plan will result in a penalty as described in SI 22.5.

16.1. Competitors shall relay SSB communications when it is apparent that a skipper cannot communicate directly with the Communications Boat.

16.2. During Roll Calls, all yachts shall monitor VHF Channel 16 and endeavor to relay Position Report information if able to do so. Any yacht unable to make contact via SSB should attempt to make contact with other yachts on VHF channel 16.

17. OUTSIDE ASSISTANCE

17.1. No physical contact except for the passing of written messages may be made with other vessels at sea, and no stores may be received from any ship or aircraft during the Race, except for the passing of medical supplies.

17.2. During the Race, no yacht may receive private or publicly available internet-distributed information regarding weather, currents, course routing or other tactical advice, with the following specific exceptions:

- a) Receipt of publicly available radio weather broadcasts
- b) Diagrams commonly referred to as "weatherfax" generated by the U.S. National Oceanographic and Atmospheric Administration, or corresponding agencies of other countries.
- c) Communication on open radio channels [without encryption] with other competitors, which may consist of information such as current position, weather and sea conditions.
- d) Solicitation and receipt of information solely about the repair of any equipment on board, but not including routing advice.
- e) Weather data commonly referred to as "grib" files, derived from weather models operated by the National Oceanographic and Atmospheric Administration.
- f) The information about each yacht listed in RR&C Rule 6.02 (but no other competitor data).

17.3. During the Race, a yacht may put in anywhere and anchor or moor for any purpose. She may be towed for a distance not exceeding two miles into, and for a distance not exceeding two miles out of any harbor or anchorage, provided the result of such towing does not advance the yacht in the direction of the finish line. This modifies RRS 41.

A yacht that accepts outside assistance beyond the above-mentioned exceptions shall withdraw.

18. FINISH

18.1. The finish line is an imaginary line extending at 0 degrees true from the deck of the Race Committee's condo, located at approximately 22°13.3' N latitude, 159°29.8' W longitude, on the bluff at Pu'u Poa Point near Hanalei Bay, island of Kauai, Hawaii. Yachts shall cross the line south of 22°14' N latitude, 159°29.8' W longitude, leaving Pu'u Poa Point to port.

18.2. Each yacht shall hail the Race Committee on VHF channel 69 when within radio range of the finish line. If a yacht finishing at night does not have a radio capable of contacting the Race Committee, the skipper shall illuminate their sails with their spotlight when the yacht reaches the vicinity of the finish line.

18.3. The Race Committee will inform yachts on VHF channel 69 when they have crossed the finish line.

18.4. Finishing yachts should be prepared to take their own finish time if they do not receive radio confirmation from the Race Committee.

19. CALCULATED DISTANCE & SCORING

19.1. The calculated distance for the Race is 2,120 nautical miles.

19.2. Scoring will be time-on-distance.

20. TIME LIMIT

20.1. The time limit for the Race shall be 1200 hrs Hawaii Standard Time on Saturday July 10, 2010.

20.2. Yachts finishing after the time limit will be scored "Finished After Deadline". This modifies RRS 35.

20.3. If 50% of the yachts that started have not finished by the time limit, the deadline may be extended at the discretion of the Race Committee. Yachts still racing will be notified of any extension of the time limit by the Communications Boat. This modifies RRS 35.

21. PROTESTS & REDRESS

21.1. This modifies RRS 61.1(a). A protesting yacht shall:

- a) Display a protest flag at the first reasonable opportunity and keep it displayed for one hour or until the protested yacht can no longer be seen, whichever occurs later.
- b) Display a protest flag as it approaches the finish and continue to display it until anchored in Hanalei Bay.
- c) Within one hour of finishing, notify the Race Committee of its intent to protest.
- d) Within 24 hours of finishing, file a written protest with the Race Committee.

21.2. This modifies RRS 62.2. A yacht requesting redress shall:

- a) Within one hour of finishing, notify the Race Committee of its intent to request redress.
- b) Within 24 hours of finishing, file a written request for redress with the Race Committee.

21.3. Protests and requests for redress will be heard by a Protest Committee as soon as practicable.

22. PENALTIES

22.1. A yacht that fails to check in before its Warning signal per SI 6.1 will receive a penalty of two hours added to its corrected time.

22.2. A yacht that breaks a rule of RRS Part 2 (or COLREGS, as applicable) will receive the Scoring Penalty as defined by RRS 44.3 (The 720° Turns Penalty in RRS 44.2 shall not be used.)

22.3. In lieu of being scored DNS, a yacht which crosses the starting line prematurely **after** its Preparatory signal and does not return to make a proper start shall accept a time penalty of one hour added to its corrected time. This modifies RRS 29.1.

22.4. In lieu of disqualification, a yacht that enters a restricted area may accept a time penalty of two hours added to its corrected time. This modifies RR&C 17.03 and RRS 44.3. A yacht electing to take this alternative penalty shall hail the Race Committee on VHF channel 69 and so inform them.

22.5. A yacht failing to comply with the Position Reporting requirements (RR&C Rule 6) shall receive a 60-minute penalty added to its corrected time for each calendar day it fails to comply.

22.6. In lieu of disqualification, the Race Committee may impose a penalty for infractions of the NOR, the RR&C's, the Racing Rules of Sailing (RRS) or these Sailing Instructions, in an amount of 12 to 96 hours added to the yacht's correct time.

END OF SAILING INSTRUCTIONS