



RACE PACKET 2017

Welcome to Race to Alaska year 3.

Yeah, year three. When children are old enough to run into traffic, wise enough to contradict all previous truth and believe dessert should always come before dinner. If you are reading this then it appears some of us have not matured past year three. That's okay, we will keep each other good company. R2AK HQ is cranking a little *Dirt on My Boots* by Jon Pardi; so let's get dancing and knock the dust off this packet. Sooner than any of us realize it will be 0500 on June 8th and the scene we've all imagined will downshift into reality: dozens of boats of all shapes and sizes crossing the starting line for the third Race to Alaska — and you will be a part of it. Good job throwing down the time and resources to be part of R2AK. Here you go, into the wild.

What's enclosed in the following pages are the long-awaited specifics — for both Stage One and the full race — written to help racers dial in their plans for whatever portion of the trip they endeavor to complete. Also included are as many of the details of shoreside events and logistics that we could nail down as of today. We'll keep you updated on that info as we get it all firmed up. The shoreside logistics are evolving, but the rules offered in this document are finalized, including:

- Details on starting sequences
- Details on finish lines
- Waypoint specifics
- Elaboration of some finer points
- Registration and payment deadlines
- A rule about lawyers (Rule 8)

If you read the whole thing and it's still not clear, or if you simply never learned to read, please feel free to contact us directly.

Best of luck to you in your race preparations, and we look forward to seeing you in the moments leading up to the race.

Onward!

Daniel Evans

Race Boss, Race to Alaska
raceboss@racetoalaska.com

Race to Alaska

Race Instructions and Logistics Manual

(alternate title: "20 odd pages explaining a simple idea")

Incomplete summary of the next untold pages:

- No motors
- No support
- No limit to vessel size
- No limit on number of crew
- Lots of opportunity to meet other racers and go to parties
- First place team gets \$10,000
- Second place gets a set of steak knives
- One team can sell us their boat for \$10,000
- More logistics than you realized
- Teams completing Stage 1 without assistance can continue
- Any teams finishing ahead of the sweep boat are victorious
- Beware of: bears, hypothermia, driftwood, tidal whirlpools, other boats, hubris, irony, customs, everything else, and Rule 8

Start date: Thursday 08 June, 2017

Start time: 0500 (a.m., like in the morning)

Mandatory SPOT orientation: 07 June, anytime between 0900-1500

Skippers meeting: 07 June, 1500

Safety Equipment Check: 07 June, anytime between 0900-1500

Ruckus!: 07 June kicking off after the Skipper's meeting.

Racer Roast (it's a racer only party): 06 June

Application deadline: All teams must apply by **April 15th**

(full registration & payment due by April 30th)

Part 1: Rules and Sailing Instructions

Responsibility: Competitors in this event are participating entirely at their own risk. The responsibility for a boat's decision to participate in the race, or to continue racing, is hers alone. By participating in this event, each competitor releases 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. Short version: This is really dangerous, and all of us at R2AK central advise you not to do it. Really, turn around and go home to your labrador and a book, unless you are allergic to dogs, and then just the book.

Overarching rules for the R2AK:

- **Every team must have a vessel without a motor.** No motors onboard, at all, even if they're not hooked up, disabled, etc. This includes motors and engines of any fuel type — and that includes fossil fuel powered generators. Human and wind power only for propulsion. Solar, wind and human are ok for charging things —and no, not for charging a battery that powers propulsion of any kind. Bilge pumps are ok, unless it's really big and pointed aft (see Rule 8)
- **Vessels are to be self-supported.** That means no pre-arranged support during the race. If the support is available to everyone then you can avail yourself of it, otherwise you are to rely on your wits and everything you brought at the start. You can buy things along the way, but no pre-mailed supply drops, staged personnel to assist you along the shoreline, and especially no chase boats —even if they end up not giving you any help they are still supporting you by offering a safety net that other racers won't have. Same goes for getting a shore support team to fax you weather maps, Google search repair places, arrange repairs, give you updates on other racers positions, etc: don't do it! Your team is to be free range, free falling, independent souls. In general, if the help would be available to anyone in the race (weather radio updates, supermarkets, random grandma's walking down the beach with apple pies, etc) then it's fair game. Any doubts? See Rule 8.
- **No adding people to your team along the way.** You can subtract them if they need to exit the race for medical reasons or if you decide you hate a crew member. Also, a team member cannot leave the race and return at a later date or time.
- **Full race participants must go through the waypoints of Seymour Narrows and Lama Passage (Bella Bella). Either side of Hunter Island is okay.** See the later section about how to prove it, but other than that you can choose your own course.
- **You're out of the race if you get passed by the Grim Sweeper.** See later section.

- **Portaging your boat is OK** but no other vehicle can be involved, not even a bike.
- **Stage 1 (Port Townsend to Victoria) is a funzie.** Neither where you place nor your elapsed time in the first stage matters in terms of your overall finish in Ketchikan. Teams wishing to continue need to finish Stage 1 within the time allotted without getting rescued.
- **Rule 8: If we decide it's necessary to consult a lawyer to figure out if you are disqualified or not, you are automatically disqualified.** Play by the rules and live up to the spirit of the race. If you get cute and push the boundaries we'll bring down the hammer.

Registration deadline

All applications must be received by April 15th, 2017.
Tax day is like the 17th, so no excuses this year.

All registration & payment must be received in full by April 30th, 2017.

Required equipment

Other than the SPOT tracker, the only equipment that is required for the race is the equipment that is legally required by each of the state and provincial governments with jurisdiction over a portion of the race course.

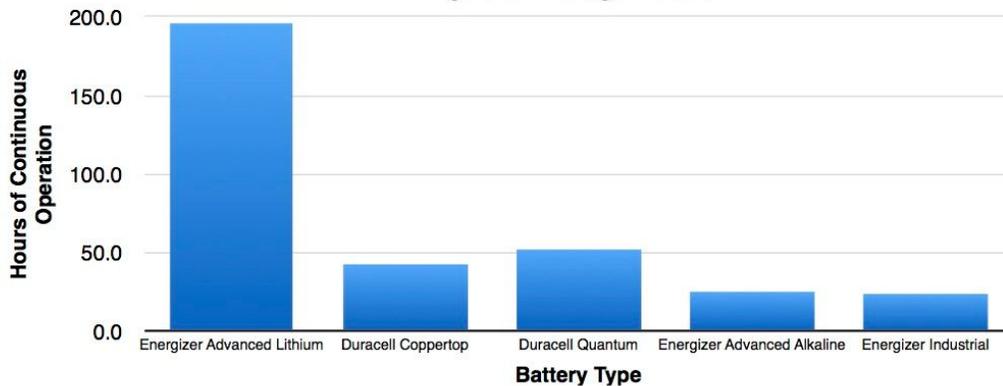
- VHF radio (handheld is fine)
- Sound signaling device
- Navigation lights
- Flares and/or waterproof flashlight for signaling at night
- An approved PFD (lifejacket) for everyone onboard, with whistles
- A throwable flotation device w/line
- SPOT tracker (supplied by R2AK)

Know the laws, depending on your boat type you may be required to carry additional items, such as: radar reflector, boarding ladder, anchor and rode, bailer/bilge pump or compass. (Really. Some nincompoop made a compass optional on some boats.)

You will be required to undergo a safety equipment inspection during pre-race orientation on June 7th.

SPOT tracker: Every participant is required to carry a SPOT tracker provided by us. It will come with new lithium batteries installed, but you must provide extras for the race. Below is results from a 2015 test on batteries for these trackers.

Figure 3: Average Duration



The Lithium Primary Batteries provided by far the best performance, but nothing like the 10x performance gain over Alkaline batteries that the marketing hype brags about. This is because of the high current pulses pulled by the SPOT Transmitters. Depending on the environmental conditions, and on how well the user remembers to 'reset' the transmitters we can expect between four and eleven days of continuous operation when using a Lithium Battery.

We cannot integrate any other trackers into the tracking system: If you have your own SPOT tracker, you still must lease a tracker from us to be included in safety and results tracking. We'll deal with teaching you how to use it when you are here for pre-race orientation on June 7th.

Equipment not required, but probably a good idea

Be safe, be warm, be visible!

In addition to what is required, prudent racers will consider at least the following equipment:

- **PLB - Personal Locator Beacon - this is a really good idea**
- Emergency smoke signals and dye markers
- Radar reflectors
- Emergency shelter
- Sufficient water and food
- Camp stove or some other way to make food hot (fossil fuels totally allowed here)
- Clothing and shelter systems that will retain heat when wet
- Adequate first aid supplies

- Charts and navigation equipment
- Anchor and line
- Redundant systems for safety, navigation, and emergencies
- Hypothermia recovery gear
- Compass!!

While our litigious society prohibits us from saying what we would bring or offering any useful advice, we encourage you to talk with fellow racers, boating education institutions, other adventure races, and life saving organizations as to what you should bring.

Here is what we have distilled from safety requirements from both U.S. and Canadian laws. We are not the government! We could be wrong, so if you have questions check it out for yourself.

Item	Notes
VHF Radio	Reminder to carry lots of batteries and you must have one.
Sound Signaling Device	A vessel of less than 12 meters in length shall not be obliged to carry the sound signaling appliances prescribed in Rule 33(a) but if she does not, she shall be provided with some other means of making an efficient signal.
Nav lights	A sailing vessel of less than 7 meter in length shall, if practicable, exhibit the lights prescribed in Rule 25(a) or (b), but if she does not, she shall exhibit an all around white light or have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision. A vessel under oars may exhibit the lights prescribed in this rule for sailing vessels, but if she does not, she shall exhibit an all around white light or have ready at hand an electric torch or lighted lantern showing a white light which shall be exhibited in sufficient time to prevent collision
Flares and/or Watertight flashlight	Sail up to 19'8" – 3 flares or 1 flashlight. Sail 19'8" to 29'6" – 6 flares needed and a flashlight Sail over 29'6" – 12 flares and flashlight Neither are required if you are a sail or kite board. Red flares, by law, meet requirements as a day or night signal...though that is stupid. If you're not a CA flagged ship you can use an approved electronic distress light in lieu of flares if your country of origin allows it.
PFD's for all	Duh
Throwable floatation w/line and/or life ring	Approximately 50' long heaving line. Sail up to 19'8" – heaving line

	Sail 19'8" to 29'6" – buoyant heaving line OR lifebuoy Sail over 29'6" – BOTH heaving line AND lifebuoy
Compass	A magnetic compass is not required if the boat is 8 m (26'3") or less and you operate it within sight of navigation marks. But what fool would do this trip without a compass or three.
Radar Reflector	Radar reflectors are required for boats under 20 m (65'7") and boats built of mostly non-metallic materials. A radar reflector is not required if: <ul style="list-style-type: none"> • the boat is used in limited traffic conditions, daylight and favourable environmental conditions, and where having a radar reflector is not essential to the boat's safety; or • the small size of the boat or its operation away from radar navigation makes it impossible to install or use a radar reflector.
Bilge pump or bailer	A bailer or manual bilge pump is not required for a boat that cannot hold enough water to make it capsize or a boat that has watertight compartments that are sealed and not readily accessible. <u>Sail over 29'6" must have a bilge pump</u>
Anchor and Rode (1)	If you are a sailboard or kiteboard it can be a "manual propelling device"
Reboarding device	A reboarding device is <u>only required</u> if the vertical height that a person must climb to reboard the boat from the water (freeboard) is over 0.5 m (1'8").
No Motor & No Engine (this is our law)	No motors onboard, at all, even if they're not hooked up, disabled, etc. This includes motors and engines of any fuel type — and that includes fossil fuel powered generators. Human and wind power only for propulsion. Solar, wind and human are ok for charging things —and no, not for charging a battery that powers propulsion of any kind.

There are some links on our website you will find helpful.

Go here: <https://r2ak.com/equipment-specs/>

Chapter 2: EVENTS AND LOGISTICS STARTING JUNE 6TH

Racers Only - Lamb Roast - June 6

Of course we are going to make a sacrifice to the powers that be...in the form of lamb and whatever else you bring. Jake has this crazy crucifix contraption that roasts a whole lamb over about 6 hours. Creepy looking but uber tasty. He's inviting everyone over to his backyard to hang out and socialize on June 6th. More info on that in April.

Port Townsend Check-in & Skippers' Meeting - June 7

Check-in is June 7th and everything happens around the Northwest Maritime Center and the adjacent Pope Marine Park from 0900 to 1500. (See map below) During that time you will be given individual SPOT training at the Legion Hall. It is a requirement that all racers from each vessel attend the training. As a team, we'd like you to show up together sometime between 0900 and 1500 for training at the Legion Hall and registration at the Cotton Building. The Skippers' Meeting will begin at 1500 at the Legion Hall.

You must have your vessel and safety gear inspected on June 7th by a Race official. You will be contacted by an inspection team in the first week of June.

R2AK Ruckus! - June 7 from 1500 to 2000

From 1500 to 2000 on June 7th there will be a little shindig held in your honor. Some info [here](#). This is a chance for you to enjoy a drink, eat some fine food and meet the other intrepid adventurers who have decided that this one-of-its-kind race cannot be passed by.

Jefferson Health Care will be offering a free dinner for the racers at their food booth.

There will also be some townies and/or R2AK groupies who come and join us, a red carpet fashion boat walk, beer garden, a band, some dancing — who knows! We call it the Ruckus!



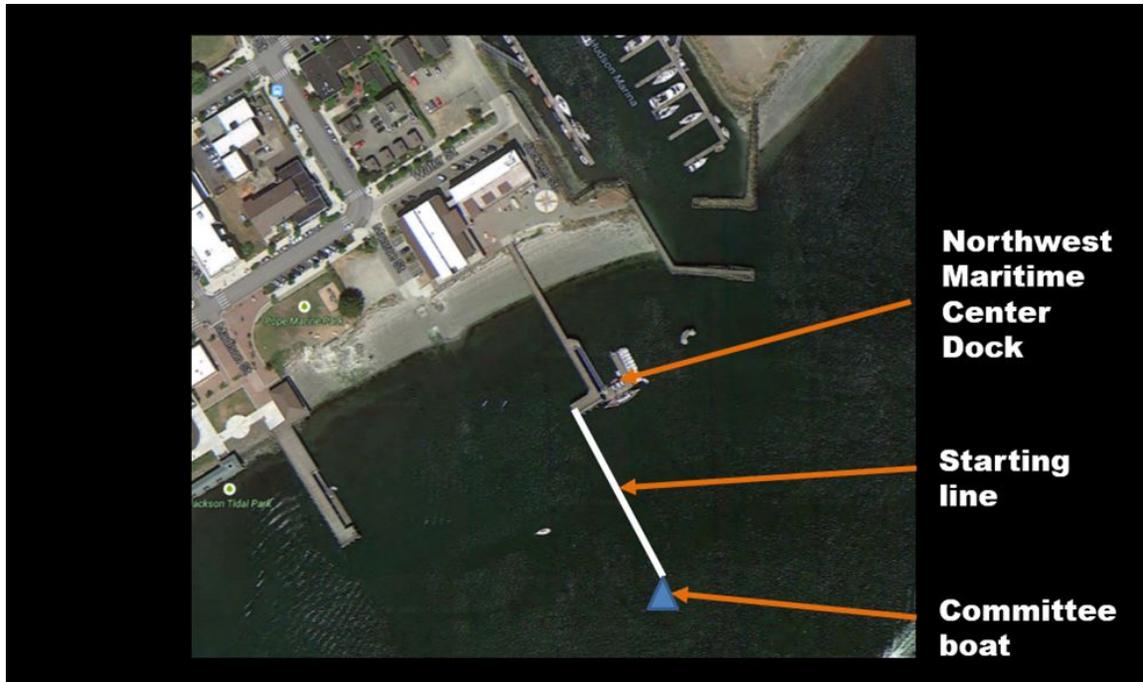
Victoria Check-in & Skippers' Meeting (for Stage 2 racers)

There will be an awesome dinner and Skipper's meeting on June 9th. Not as raucous as the Ruckus!, but way better than sitting on your boat adding more chafe gear to your standing rigging. It will be held at the Whitehall Rowing building at 1800 to 2000. Then we'll open the doors to the public and spool up the band.

Race Starts

Stage 1: Port Townsend to Victoria

Race start is off the NWMC dock. There will be a starting sequence. The starting sequence begins at 5AM June 8th. All boats must cross the line within 1 hour after the official start, but why the hell would you wait! Get going! The race line will be between the dock and the Committee Boat.



The Committee Boat will mark the starboard end of the Start line and the Northwest Maritime Center floating dock will mark the port end. All participants must sail by the committee boat and check-in visually prior to the race start and before officially crossing the line. See “*Starting Sequence and Signals for R2AK*” for details. You’ll get that at the Skipper’s meeting.

Stage 2: Victoria to Ketchikan

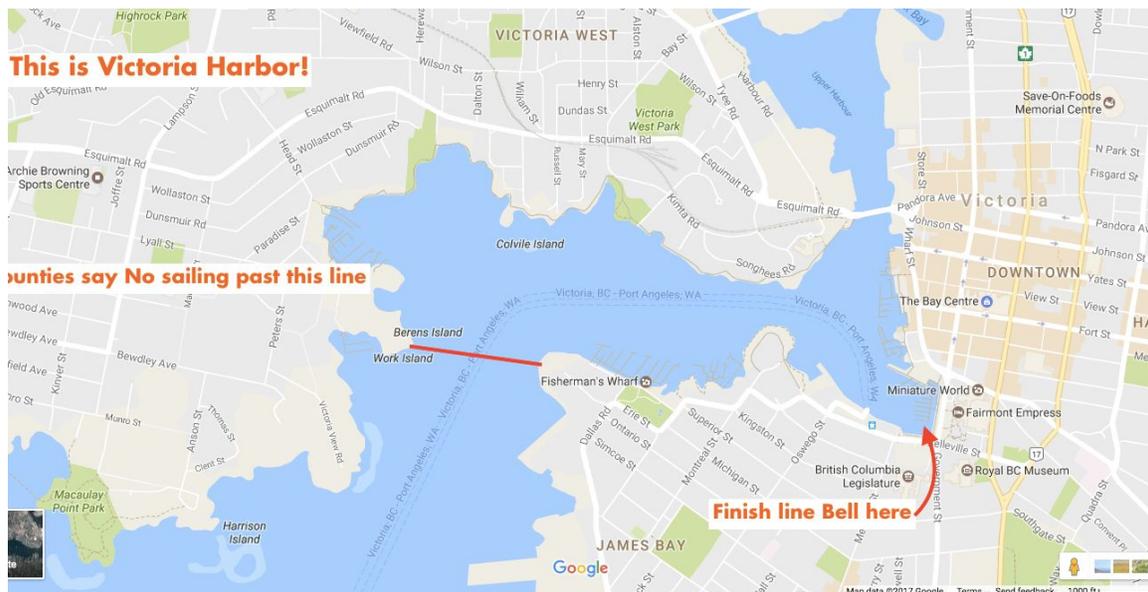
Stage 2 will begin on the Empress Hotel seawall at Inner Harbor in Victoria at high noon, Sunday the 11th. It is a bell start with all participants positioned on the seawall next to the bell. Yes, you will be dashing to your boat to get that 2-minute head start on this 700 mile leg of the race... we are pretty sure this is called a Le Mans start.

All participants will be standing on the seawall. People will start yelling a countdown and then you hear a rapid ringing of the bell. You are then free to dash off to your boat and the race begins.

Race Finishes

Stage 1 finish (Victoria)

A vessel's finish is declared when one of the crew members rings the bell located somewhere on Victoria's Inner Harbour. You'll get the exact dock at the Skippers meeting in Port Townsend. Yes, you should be able to reach the bell from your boat and if you can't we can ring it for you. After you ring the bell you will clear customs via a phone we give you and you then will be able to tie up nearby on the Empress floating docks.



STAGE 1 Time limit: All racers must finish Stage 1 by 1500 on Friday, June 9th. Finishing means you (or us for you) rang the bell. Racers finishing within the time limit without getting rescued are eligible to continue in Stage 2. Yes, in this year's race. We're not going to let you finish this year's stage one and race in the next one carte blanche. Why? Three reasons:

- 1) Because we said so.
- 2) We doubt our ability to remember that long.
- 3) Because we said so.

Victoria Harbor Rules and Restrictions as they pertain to the R2AK

There are some laws for Victoria Harbor relevant to the race. Again, these are from the Canucks, not us, and so are the consequences if you get caught in violation of Canadian laws. For a more thorough reading go to this web page: <https://www.tc.gc.ca/eng/pacific/marine-1521.html>, but here is the gist of it:

Speed Limit: All ships maneuvering in waters of the Port of Victoria shall proceed at a safe speed at all times and shall not exceed 7 knots. All ships maneuvering in waters east of Shoal Point shall proceed at a safe speed at all times and shall not exceed 5 knots. (And if you are worried about the speed limit... hats off to you.)

Minimize Wake: All vessels are required to minimize their wake in order to prevent damage to shore facilities and other vessels. (Ha!)

No Sailing: Sails shall not be used in the **MIDDLE, INNER** and **UPPER HARBOUR** and all sails shall be lowered even when under power. Just check out the map above.

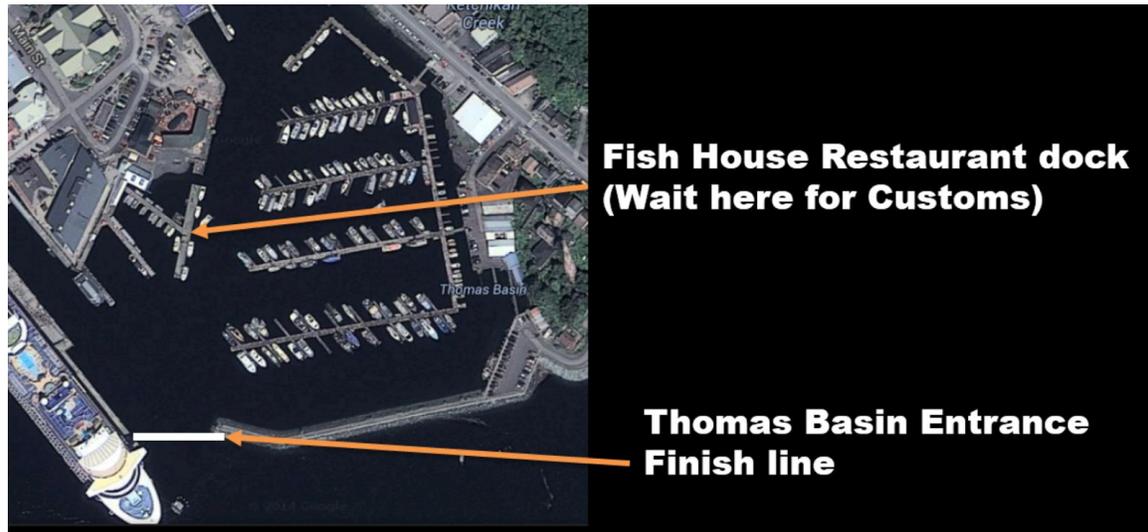
The R2AK Race Boss wants to make this really clear: It's by order of the Queen (or something...it's for sure a law) that there is no sailing inside of the Shoal Point breakwater. R2AK won't be enforcing any laws, only our own race rules. Canadian laws will be enforced by the Mounties (or whatever) and they have their own brand of punishment. Don't come crying to us if you get passed by a team who sailed and didn't get caught. By the same token don't come crying to us if you try to sail illegally, get pulled over, are passed by everyone in the fleet, and end up waiting for your barrister (or whatever) in the basement of some dank medieval jail while everyone else makes miles north. Canadians are serious, karma is real, and that's on you.

Anchoring: No ship shall anchor in the Port of Victoria unless authorized by the Port Official. Race boats will be able to tie up on the Empress floating docks.

A Blackwater Discharge prohibition is in effect for all Port of Victoria waters north of Ogden Point as far as the Selkirk Trestle Bridge. Meaning... poo elsewhere.

Stage 2 finish (Ketchikan)

A vessel's finish is declared when they pass the breakwater of Thomas Basin (South most marina) in Ketchikan and a loud horn is sounded in your honor. Chuck Slagle, of the Alaska Fish House, has generously offered his dock to tie up and clear customs, as well as serve up some damn fine food. See the map for details.



Here you will be looked upon in awe by your welcoming committee. Ketchikan knows how to welcome people. In fact, you don't know what welcome means until you have met your Ketchikan welcome committee. They will have all your answers and may even have a space for your boat to go after you have adequately celebrated. Maybe a beer! Maybe a fish taco! Who knows, it's Ketchikan!

We know you need more specifics, but that's all we're giving you. You should focus on getting to Ketchikan, and we'll make sure that you have a soft spot to land once you get there. The Ketchikan Yacht Club defines Alaska awesome and will try to find you a slip in their docks to tie up for a few days, once you arrive. The Port of Ketchikan is also willing to let you tie up for a few days, but you should call them to arrange that. Talk to Dan Berg there. He's fabulous. Hell, they are all.

Awards Ceremony: There is going to be one, and maybe more than one! And probably a party or two! But really, focus on getting there, not many teams made it last year.

Course instructions

Stage 1

From Port Townsend to Victoria's Inner Harbor: Any route between the two is acceptable and there are no race marks or Call in Points.

Stage 2

From Victoria's Inner Harbor to Ketchikan's Thomas Basin: Any route between the two is acceptable as long as you pass through Seymour Narrows and through Lama Passage, in front of Bella Bella.

Grievances

Grievances for perceived race infractions can be made for either leg and are made directly to the Race Boss. Any decision made by the Race Boss is final.

As stipulated in Rule 8 (see Rule 8, page 3), if we have to consult a lawyer about your grievance (or anything else during the race) you are automatically disqualified. Don't try to win by pushing the rules; you're better than that.

Rules

In General

This race complies and adheres to the USCG Navigation Rules and Regulations; we do not employ special racing rules. These "Rules of the Road" exist to keep you and everyone else on the water safe, and both Canadian and U.S. authorities expect them to be followed. Up to date rules (for both countries) can be found at this link: <http://www.navcen.uscg.gov/?pageName=navRuleChanges>

Vessel Traffic Services

When near a Commercial Traffic Separation scheme (think traffic lane for big ships), all vessels are required to monitor the vessel traffic channel for that location.

COLREGS rule 10- Unlike "R2AK Rule 8", COLREGS rule 10 is part of the international law that governs how vessels of all sizes are supposed to behave

on the water. Rule 10 is related to vessel separation schemes, and the good folks at Vessel Traffic have asked us to make sure that all racers pay attention to this one. Rule 10 is pretty long (complete text here: <http://www.navcen.uscg.gov/?pageName=navRulesContent#rule10>) but here are some key parts

“Rule 10 - Traffic Separation Schemes | Vessel Traffic Services ...

(c) A vessel, shall so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow...

(e) A vessel, other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:

(i) in cases of emergency to avoid immediate danger;...

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations...

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable...

(j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane...”

Very short version: Stay out of the traffic lanes, and if you have to cross them do so at right angles and as quickly as possible. “Impeding” a fully loaded tanker is not just bad form it’s really dangerous for the smaller boat. We call that the “law of asymmetrical consequences”...

What Rule 10 of the COLREGS means to you is this. (Get your chart out)

Cross any traffic lane as close to a right angle as possible.

Avoid these two precautionary areas:

1. Waters surrounding the Puget Sound Traffic Separation Lane Lighted Buoy "SA" marking the precautionary area beginning at latitude 48-10-06.0 North, Longitude 122-47-30.0 West thence to latitude 48-11-00.0 North, longitude 122-52-42.0 West thence clockwise around the circumference of the precautionary area back to the original point.

2. Waters surrounding the Puget Sound Traffic Separation Lane Entrance Lighted Buoy "S", specifically a one (01) nautical mile radius around the buoy in position latitude 48-12-21.0 North, longitude 123-06-34.5 West.

And if you are found entering either of these Precautionary Areas that in any way endangers or has the potential to endanger yourselves, other teams or any commercial traffic lawfully using the shipping lanes the R2AK Race Boss will have the right to immediately redirect your vessel and may DISQUALIFY YOU FROM THE RACE IMMEDIATELY. This is one of the busiest traffic lanes in the

country, and if you cannot make good choices here, we will seriously question your ability to make safe choices further north. We will be monitoring the transiting commercial traffic very closely and will have safety boats standing by in close proximity to both these areas to enforce safety of navigation.

Let me re-address: There is going to be an area in the Precautionary Zone just north of Point Wilson lighthouse that you are not allowed to enter. Doing so will disqualify you from the race. I'll get you the details at the Skipper's meeting on June 7th.

Waypoints

You must transit the two race waypoints — Seymour Narrows and then through Lama Passage near Bella Bella. Why? Who knows... but that's the deal.

In the “you figure it out” spirit that is the “charm” of the R2AK, proving your vessel has gone through the waypoints is totally on you. More unequivocally: the burden is on you to prove to the Race Boss that your team successfully transited the way points. No proof? No \$10,000.

We scratched our heads a bit and came up with some other options you might use to to verify that your course passed through the waypoints:

- SPOT location track (this one works pretty damn well)
- Photo with newspaper date and someplace in close proximity to Seymour Narrows or Bella Bella that is geographically identifiable.
- Any other way you can think of that we will believe beyond a shadow of a doubt

Disqualification

Break your honor and one or more of our few rules

Any evidence of using outside help — for food drop-offs, swapping out team members, shipping parts to yourself ahead of time, it comes to light that your boat is actually a remotely operated drone, etc. — will be an automatic disqualification from the race. There is no way we can watch you all the time, but... cheating? Above all else this is a personal challenge, a record-making race, a good story to tell the young-uns you may one day bounce on your knee; please don't tarnish the spirit of this by cheating the actual challenge and giving yourself a false advantage over those who are legitimately trying. Resources available to all racers are available to you.

Again, if outside support can be obtained by anyone in the race then it's ok for you to have too. This includes weather radio, tide info from apps on your phone

(or programs on your ship-board super-computer?), supermarkets, machine shops along the route, etc. It doesn't include your America's Cup buddy who just happens to be looking at the weather patterns online and doing some calculations while waiting for you to check in. True, if the other people in the race knew him and had his number they could call him too, but they don't so you shouldn't either. Same goes for your buddies from the rigging shop who just "happen" to be vacationing on the BC coast in their shop van. Rigga please!

Cheating is for wimps, cowards, and the morally bankrupt. Any doubts whether you are cheating or not — see Rule 8. (page 3)

Grim Sweeper

Our sweep boat will leave Port Townsend either as soon as the first racer crosses the finish line in Ketchikan or on June 25, whichever happens **LAST**. The sweep boats will travel north at roughly 75 nautical miles a day as they head to Ketchikan. If they pass you on the way north you will be "tapped out" and will be officially out of the race. They will come by, collect your SPOT tracker and say hello. They probably won't be able to tow you to Ketchikan, but can help in figuring out which way you want to go next.

Returning to your senses (AKA "quitting mid-race")

This can happen. In fact, it's a more honorable option than pushing yourself into harm's way and burdening your family, the race, and lifesaving forces by taking things too far. If you get tired of this crazy self-persecution of sleep deprivation, blisters, hypothermia, fatigue and pain you can quit at any time. It might also be that you realize you'd rather spend the next two months dinking around one fjord or another rather than completing the race. No judgement from us for why you are doing it, but whatever the reason, we only ask two things if you do self-select out during the race:

- 1) Notify us through Vessel Traffic (MCTS in Canada and VTS in U.S.) or any other quick means you have on hand, like your phone.
- 2) Press the "custom" button on your SPOT tracker to deliver the message to our Mission Control that you are dropping out of the race.

Once you have left the race you will no longer be part of our race management safety systems, but please continue to use the SPOT until it is returned to us; we are curious where you end up.

Remember: You can't add people to your team but you can subtract them if they need to exit the race for medical or any other reasons. And a race member cannot leave the boat and return at a later time or date.

Section 3- More Logistics and helpful hints

There are a few ins and outs of this race that aren't really part of the rules but we figured that you might find it useful if we brought up some subjects you should think about.

You should, for sure, verify any of the information that relates to laws and governmental regulations. Definitely don't take our word for it, we wouldn't.

We'll update this info as we fill in the blanks about race events, etc.

Entering Canadian and US waters.

It is illegal to land on foreign soil or anchor in foreign waters before clearing Customs of that country. Again, these are laws not race rules. We're leaving it to the pros to enforce them so you won't be in trouble in terms of the race but you might wind up in jail (or something.) Having said all that, Alaska customs has given permission to stop in the remote parts of Alaska (the Bush) on your way up to Ketchikan before clearing customs.

You will clear Canadian customs in Victoria by phone and that phone will be handed to you by the welcoming committee once you have rung the bell and finished Leg 1 of the race. You are not allowed to leave your boat until you have cleared customs. How does this work with the "ring the bell finish" you ask? Shhh, don't worry your pretty little head about it. Let us take care of that for you.

When you hit the finish line in Ketchikan you will be clearing U.S. customs by stopping at the dock after you finish the race. While it might be counter intuitive and less than celebratory, you'll pretty much need to wait onboard until they can walk down to you. We'll call them ahead of time so hopefully they are waiting for you there with your fabulous welcoming committee.

Below are reminders of how you will need to prepare for clearing customs.

Being admitted into Canada and the U.S.

Just because you show up in a foreign country doesn't mean they have to let you in. Some offenses do prohibit individuals from entering Canada. These can include certain driving offenses and other crimes. If you wonder whether you are eligible to enter Canada you can start your inquiry at this website. Entering this race does not guarantee you will get into Canada.

<http://www.cic.gc.ca/english/information/inadmissibility/conviction.asp>

Other border do's and don'ts

If you want to bring an animal- Just don't do it. It can be a hassle.

No weapons- No guns, automatic knives, crossbows, tasers, blowguns, spiked wristbands, manrikigusari or kusari, brass knuckles, nunchaku sticks, etc. Just, no weapons. The second amendment stops at the border. We hear that Bear Spray/Mace/Pepper spray etc are also illegal.

No weed- As kind as Canadians are, marijuana is not legal in Canada and cannot be brought across the border.

No apples or avocados- There are a lot of weird rules about food crossing the border. Canadians have a zero tolerance policy for foreign apples and avocados, and a "more tolerance" policy about cheese and beef jerky: you can bring 44 pounds of each...either? We're not certain on the finer points, but the Canadian rules are here:

<http://inspection.gc.ca/food/information-for-consumers/travellers/what-can-i-bring-into-canada-eng/1389648337546/1389648516990>

Nothing made out of cat fur- Not sure why this was ever a problem, but it is a U.S. law.

A full list of what is prohibited to bring into the U.S. is listed and updated here: <http://www.cbp.gov/travel/international-visitors/kbyg/prohibited-restricted>

Unless you are lured in by the illicit cat fur markets of coastal British Columbia, generally speaking you ought to make it back into the U.S. if you made it into Canada.

Documents for entering Canada and the U.S.

If you are a U.S. citizen, ensure you carry proof of citizenship such as a passport, birth certificate, a certificate of citizenship or naturalization, a U.S. Permanent Resident Card, or a Certificate of Indian Status along with photo identification. If you are a U.S. permanent resident, ensure you carry proof of your status such as a U.S. Permanent Resident Card.

For other international travellers you must present a valid passport because it is the only reliable and universally-accepted travel and identification document for the purpose of international travel.

If any of your crew are minors

We recommend that parents who share custody of their children carry copies of their legal custody documents, such as custody rights.

If you share custody and the other parent is not travelling with you, or if you are travelling with minors for whom you are not the parent or legal guardian, we recommend you carry a consent letter to provide authorization for you to take them on a trip and enter Canada or to re-enter into the U.S.

Feeding Yourself

Like we mentioned, some foods can't come into Canada. See this link:

<http://www.cbsa-asfc.gc.ca/fpa-apa/menu-eng.html>

Oh, and cheese is expensive in Canada

<http://www.cbsa-asfc.gc.ca/fpa-apa/menu-eng.html>, but there are better Mars Bars... stock up.

If you plan on feeding yourself by fishing and wild harvesting (do you really have time for that?) you will need to obtain proper permits for Canadian and U.S. waters. You can start looking into how to obtain permits here:

Canada's National Recreational Licensing System:

<https://www-ops2.pac.dfo-mpo.gc.ca/nrls-sndpp/index-eng.cfm>

Alaska's Department of Fish and Game Sport Fishing page:

<http://www.adfg.alaska.gov/index.cfm?adfg=fishingsport.main>

Emergencies and Emergency Assistance

If you break down and/or need emergency assistance you can go anywhere you like, but to continue the race you must begin where you left off and must use the SPOT to pinpoint that location— by pressing the “OK” button— before you receive assistance **and** before you begin to continue racing. Any instance requiring assistance must be well documented and recorded by your SPOT tracker if you intend to continue racing. If you're quitting, you can do whatever you like... after you contact us, please.

Like we said, assistance in an emergency is understandable and you may restart the race after the emergency is ameliorated. Things like being dismasted on a lee shore in a gale, capsizing, hull delamination, medical issues or running aground all could be considered emergencies, or not. You know best what you, your team and your vessel are capable of handling. This race is about being bold, not foolhardy. You're in an unsupported race, but not alone, don't forget. Running out of food or water is not an emergency; it's poor planning. Get to town before that happens. (We know, it's a fine line.)

Each vessel will need to provide the following information for the vessel and every racer if indeed emergency response is required. This information will be collected at the race Check-in on June 7th if we don't have it already.

- Name of crew
- Emergency contact name, number & relationship
- Age
- Gender
- Physical description
- Pertinent health info
- Vessel being raced upon (including description of vessel)

In the event of an emergency this is what rescue providers will want you to provide. You should just print this and laminate it somewhere by your VHF.

- Name of persons onboard, physical description and clothing, age, health info (underlying medical conditions?)
- Vessel description including color, length, registration numbers, etc.
- Next of Kin/emergency contact name/number/relationship
- Safety equipment carried on board
- Experience level of the racers

Info on helping others

Remember, this is only a race. If you find yourself considering what to do if you see a vessel in distress... let us take a page from the Canadian Shipping Act of 2001:

"Every qualified person who is the master of a vessel in any waters, on receiving a signal from any source that a person, a vessel or an aircraft is in distress, shall proceed with all speed to render assistance and shall, if possible, inform the persons in distress or the sender of the signal.... The master of a vessel in Canadian waters and every qualified person who is the master of a vessel in **any** waters shall render assistance to every person who is found at sea and in danger of being lost."

"Vessel" is defined in the International Regulations for Preventing Collisions at Sea (COLREGS) as: "... every description of watercraft, including non displacement craft, WIG craft and seaplanes, used or capable of being used as a means of transportation on water."

Lastly, you should know that this is International Law. If you do not properly respond to a distress call you can be fined and even imprisoned. And it goes against the code of the sea...

A Note of the Use and Awesomeness of Vessel Traffic Services (VTS)

Vessel Traffic Services exists in both Washington and Canadian waters. They monitor and manage all commercial traffic along the race route — think of them as air traffic control for the sea. They also will be looking for you, and you can monitor their radio channels for information on approaching ships, tugs, and other commercial traffic. (See below.) We'll be talking about how VTS is going to be supporting the race during our Skippers' Meetings.

Your VHF radio

Use it. Keep it on. You know it's a law that you monitor channel 16 while underway. You should probably be scanning 16, 13 and the local VTS channel as well. If space is an issue bring the spare batteries and leave the extra undies at home. One extra set of undies is not going to help, really.

Element 4: Contacts to know

VHF Ch 16 - for all distress and reaching the Coast Guard in both countries

Phone - 911 for emergencies in both countries

Canada

Joint Rescue Coordination Center (JRCC)Victoria, British Columbia
Toll-free number: 1-800-567-5111

Marine Communications and Traffic Services (MCTS):
Phone *16 (for emergencies only)
VHF 16 (for emergencies only)

Victoria Traffic, which covers the area from Victoria to Ballenas Island and which will be used for the second half of leg 1 and the first portion of leg 2.
VHF Ch 11

Comox Traffic, which covers the area from Ballenas Island to the north end of Vancouver Island (Port Hardy).
VHF Ch 71

Prince Rupert Traffic, which covers the rest of the coast all the way to Alaska
VHF Ch 11 then back to Ch 71 up by Prince Rupert.

US

Seattle Traffic, which will be for the first part of Leg 1.
VHF 5a

SE Alaska does not have a VTS system to check into.

Getting your boat home

From Victoria

Well, it's up to you. We recommend enjoying the splendors and sin dens of Victoria for awhile and maybe stopping off on some perfect beach on your way home for a barbeque.

From Ketchikan

Other than doing the return trip, selling, or abandoning the boat in Alaska there are several options for shipping your boat home. The following companies operate terminals in Ketchikan:

- **Alaskan Marine Lines-** These folks operate a container barge service with a couple sailings a week to Seattle. As long as your boat fits within the size guidelines (which so far most in this race look like they will) you can ship it home. The boat will need to either sit flat ok or have a trailer/cradle for it. If you have a trailer/cradle you can put it on a barge headed north and have it meet you in Ketchikan. AML may be offering shipping discounts to racers. We'll let you know.
- **Samson Barge Lines-** Basically the same deal as AML.
- **Alaskan Marine Highway-** The state ferry system is probably a good option for people travelling with small hand carry boats and/or also want a ride home. Any boat needing a trailer can travel without an accompanying car as long as there is a car on each end to drop off and pick up. The trip from Ketchikan to Bellingham takes about 36 hours- and we heard there is a bar!
- **Vigor Shipyard** - is offering free short term storage of boats as well. Contact us if you are interested.

We're working on a few leads to get some discounts for race participants looking to ship their boats home. We'll let you know if we are successful.

That's it! Good luck and we'll see you on June 6 for the Lamb Roast and the 7th for sure!