

# Race to Alaska

## Race Packet

### 2024

It's year eight. Yes, we are also surprised that we are still here.

We've dodged every bullet, squeezed through a pandemic-sized bottleneck without major damage, and now we're here to do it all again. Step up, players.

Contained in the following crispy pages you'll find everything we are willing to tell you when you're wondering "How do I R2AK?" If you don't find the answer you're looking for here, it's likely because we want you to figure it out yourself, or at least do the work of pulling the answer out of some wizened old sailor who previously beached themselves in Ketchikan at the end of our little shindig.

The fact is: we think you can do it. So get going.

Avec amour,



Race to Alaska takes place on lands and waters that are loved, cared for, and reverently stewarded by the Indigenous people of the Salish Sea and have been since time immemorial.

Today, Indigenous people are our neighbors, colleagues, and partners in a shared love and respect for the sea and its teachings.

We are grateful to respectfully live and work in this place. This acknowledgment is one act in the ongoing process of working to deepen our relationship with the people of these lands and waters.

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## Participate at Your Own Risk

Competitors in this event are participating **entirely at their own risk**. A team's decision to participate in the race, or to continue racing once they've begun, is theirs 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 dangerous. All of us at R2AK High Command advise that if you're not damned sure you've got all your ducks in a row, and all of them float, you shouldn't do this.

## Calendar of Events

*All times Pacific Standard and subject to change due to: weather, whimsy, bad omens.*

<b>Nuts and Bolts</b>		
November 15		Application Period Opens
March 15		Slacker Tax Kicks In
April 15		Slacker Tax 2: The Return
April 15		Applications Closed
April 30		Registration Deadline
<b>Port Townsend Events</b>		
June 7 (Friday)	12 PM	R2AK Moorage Open
June 7 (Friday)	6 PM	Racer Lamb Roast
June 8 (Saturday)	3-??? PM	R2AK Ruckus!
June 8	10 AM-3 PM	Registration
June 8	3 PM	Skipper's Meeting
June 9 (Sunday)	5 AM	Proving Ground Start
<b>Victoria and Beyond</b>		
June 10	5 PM	Proving Ground End
June 10	6 PM	Meeting and Dinner
June 11	3-6 PM	Victoria Open Docks
June 12	High Noon	Le Mans Start
June 25	High Noon	Grim Sweeper Departs
July 5	High Noon	Race End
September 6	6 PM	R2AK Blazer Party

# Race Application & Registration

## Applying To Race and Getting Vetted

Putting in a solid application is the first step towards being a part of the 2024 cohort. We'll collect the usual information—names, dates, location of hidden money—but we're also going to ask you to write detailed Adventure Resumes for each member of your team. These resumes will be passed onto the Illustrious and Super Secret R2AK Vetting Team. And while we put out a lot of BS in our pursuit of whatever it is we're pursuing, vetting your team is one thing that we do in all seriousness. The vetting team is essentially looking for 3 things, although there is truly no objective checklist that we can point you to.

- 1) Is your chosen vessel up to the task? There is a **huge** range of boats that we will say yes to, but some that will always get a no.
- 2) Does your crew have the combined experience to encounter the R2AK course with enough skill that you **won't get dead?** Tell us about your adventures, times when you were exposed to rescue-less situations. Tell us about the biggest weather you've encountered, and tell us about times when shit broke, went sideways, and you made it through. We want to know that you understand what you're signing up to do, and if you
- 3) Do you have what it takes to make the hard decisions? Namely—would you quit if it were time to do so? Prove it.

The team will take this information, and assess it. If there are points where more clarity is needed, you can expect a call from the Race Boss (the only public-facing member of the team), and he will try to drill down to the truth.

Each year, we get resumes that say "Trust me, I have what it takes." Honestly, we really really don't trust you. In fact, we trust you less for saying that. Back up your bid with cold hard facts, and we'll get along swimmingly.

## **Registering**

If and when you receive that glorious email from our registrar, Verity, you will be provided a link to proceed to Registration. The Team Captain will fill out the entire thing—and will need information from each team member to do so.

## **Race Rules**

*Race To Alaska High Command is no fan of rules. That said, here they are. Break one and get disqualified.*

### **Don't Break the Law**

This race complies and adheres to COLREGS and 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 [here](#).

### **Don't Have a Motor**

No motors onboard, at all, even if they're disabled, not hooked up, filled with cottage cheese, etc. This includes motors and engines of any fuel type, and that includes fossil-fuel-powered generators to keep the lights on. Human and wind power only for propulsion. Solar, wind, and human power are okay for charging things—and no, not for charging a battery that powers propulsion of any kind. Bilge pumps are okay, unless it's really big and pointed aft (see Rule 8).

### **Don't Be Supported**

You cannot pre-arrange any type of support during the race. Nobody back home analyzing weather data or giving you inside scoops, nobody booking hotel stays as you sail towards Nanaimo. No pre-stashed or mailed food drops.

That said, any type of support that manifests itself along the way—the kind which would be available to any team that happens to run into it—is allowed and even encouraged. Build some community, folks! Lots of pies, pizzas, winch handles,

and chair massages have been provided to racers along the route by R2AK fans following the tracker. Enjoy.

### **Don't Switch or Add Crew**

There's no adding crew along the way. You can subtract them for medical reasons, or if you decide you can't stand your brother-in-law who begged his way aboard. But once they're gone, they're gone—no coming back at a later point. *Any time you lose crew you will be re-vetted to determine if it is safe for your team to continue the race. Contact the Race Phone immediately if your crew number changes.*

### **Don't Skip The Waypoints**

Teams must go through Seymour Narrows and Bella Bella, BC. Why? Who knows.

### **Don't Turn Off Your Tracker**

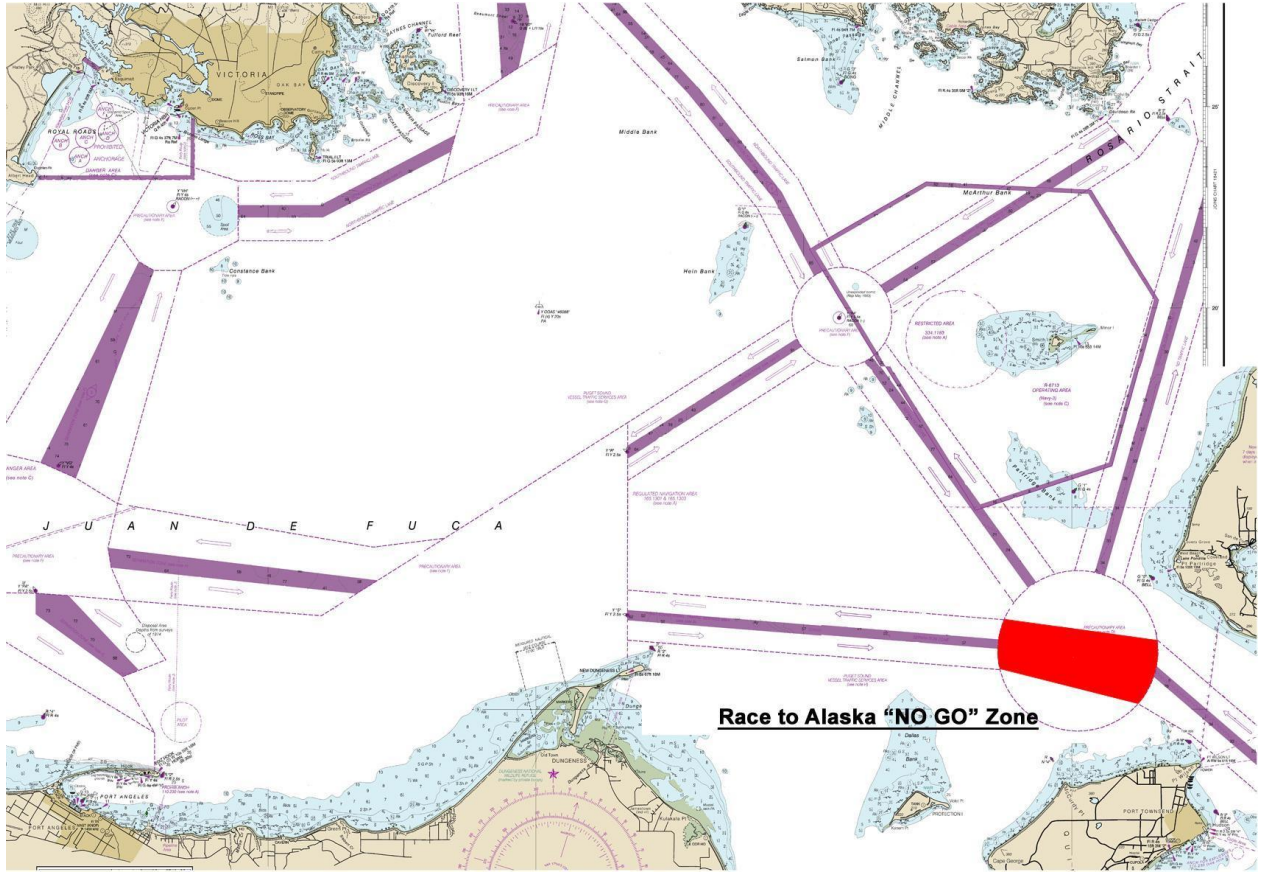
We will issue you a GPS tracker. Don't turn it off, don't lose it.

### **Finish in Time, Don't Get Caught**

You're out of the race if you get passed by the *Grim Sweeper*, our sweep boat. It departs Port Townsend as soon as the first racer crosses the finish line **or** at High Noon on June 25—whichever happens **LAST** and will log 75 miles a day until it reaches Ketchikan. If they catch up to you, you'll be tapped out and will be officially out of the race.

### **Don't Enter the VTS No Go Zone Near Port Townsend**

The honchos of Seattle Traffic Services have deemed that getting yourself inside the TSS around the "SA" buoy north of Port Townsend is a bad idea, and as such have made it illegal for you to do so in our event permits. And so check out the map below, and don't go where it's RED. (We know, that's **precisely where you want to go**. But since nobody can do it, you're not missing out.)





## **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.

*(the remainder of this page is intentionally blank for dramatic effect.)*

## **FAQs About The Rules**

*These often come to us in the form of complaining.*

### **Can I portage my boat?**

As long as you don't break any other rules doing it—be our guest. You just can't involve any other vehicle, even a bicycle.

**Do I really have to remove my engine? Can't I just disable it?** Great Odin's Raven, we get this question a lot, and we don't know how to be clearer. ABSOLUTELY NO ENGINES, ever, forever, period, the end. Take it out.

### **What do the laws say about "XYZ"?**

That research is up to you, bub. We expect that you're taking this seriously enough that you're going to spend some late nights in the library.

### **What does it mean to go "through" Bella Bella?**

Oof. We really thought y'all could figure this one out on your own. But as evidenced by online forum threads on certain unnamed politically-unaffiliated sailing websites, you can't. Draw a line between the dock in Bella Bella and the dock in Old Bella Bella. Make your boat go over that line. We couldn't care less which direction you go.

### **What do I do if I decide to quit mid-race?**

Hmm.. I guess that's up to you. But first thing—as long as you've gotten yourself into a reasonably safe situation after going through whatever caused you to drop out—please get a hold of the Race Boss, so we know just what the heck is happening.

### **What if the tracker doesn't work? My family will get worried.**

We do what we can to make sure the tracker system is top-notch. That said, satellites flying through space 870 miles above our heads are a bit out of our control, and little electric boxes that talk to them can sometimes screw up. We make no guarantee that this system will always be accurate, and your family should NOT rely on it for their ability to sleep at night. Get them to trust your skills, experience, and planning instead. And you can always set up redundant systems to contact them.

## The Winners

### 1st to Arrive in Ketchikan

\$10,000

### 2nd to Arrive in Ketchikan

A Set of Steak Knives

### Any Vessel That Arrives in Ketchikan

Victorious

## Required Equipment

### What The Law Says to Have

Race to Alaska requires you to carry aboard any and all equipment dictated by law. What law? All the laws—International, US and Canadian. The laws are generally written that your required equipment is dictated by the governing body holding jurisdiction over your vessel's home port.

Study up and know the laws. Depending on your boat type you may be required to carry additional items such as: radar reflector, fire extinguisher, boarding ladder, anchor and rode, bailer/bilge pump or compass. (Really. Some nincompoop made a compass optional on some boats.) We will inspect you for this stuff, and it's one of the few things that we're serious about.

### GPS Tracker

We will issue you a GPS tracker, and you've got to use it. Never turn it off from the moment it touches your hand.

Closer to race time, you will need to pony up a \$200 **refundable** tracker deposit. This will be collected either by an online form (sent to you later) or at the registration table during registration on June 8.

*Your refund may take a few weeks to process after we have received your tracker back.*

### **PLB or EPIRB**

Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs) are the primary tool that Coast Guards worldwide want you to carry. In fact, our lovely friends at the Canadian Coast Guard have specifically asked us to require that each team carries at least one of (either of) these devices aboard.

Let's be clear: Garmin InReaches or similar devices **ARE NOT EPIRBs OR PLBs**. They are fundamentally different, and so while it's awesome that you have one, you'll still need to pick up the real thing. Once you register for the race, you'll be supplied with a (hefty) discount from our sponsor Fisheries Supply and that's where we suggest you pick one of these puppies up.

## Proving Ground Instructions

*The R2AK Proving Ground is not a race. It's a qualifier, and if you want to continue to Stage Two, you need to complete this leg without getting rescued.*

### **Start**

The official start will be 5 AM on June 9, and teams have 30 minutes to cross the start line to be entered into the race. The starting line extends from the end of the Northwest Maritime Center dock to a committee boat. There will be a starting sequence. Maybe it will have flags and stuff. We'll tell you at the Skipper's Meeting.

### **Route**

Port Townsend to Victoria without entering the VTS No-Go Zone. (See Rules above.)

### **Time Limit**

36 hours. That's 5 PM on June 10.

### **Finish**

Finishing means you have passed the Ogden Point Breakwater. Racers finishing within the time limit without getting rescued are eligible to continue in Stage Two: Full Race. 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.

### **Entering Canada**

All racers must make entry to Canada at the Raymur Point Customs Dock located just west of Laurel Point before proceeding to the Causeway Docks. There is a single telephone on the customs dock that will connect you to a customs agent. This process can be LONG, and there isn't a toilet on that dock so... plan ahead.

You can also call that phone number directly as you enter the harbor, but you cannot pass the customs dock until you have the go ahead. The phone number is: **1-888-226-7277**

### **Tying Up in Victoria**

A vessel's ceremonial finish is declared when one of the crew members rings the bell located at the Causeway Docks. Where exactly? You'll figure it out.

### **Important Things About the Port of Victoria**

The Port of Victoria is home to a certified water airport and receives hundreds of aircraft arrivals and departures every day. There are designated runways in the center channel of the Outer Harbour and the Middle Harbour. Avoid entering the harbour on these runways—if you do, Royal Canadian Mounted Police will stop you, shout at you, cause you to be passed by everyone else—and all this while mounted...on a harbor porpoise or something. Oh, also you might get hit by a freaking airplane. So use the traffic lanes marked on the charts, and keep yellow buoys to port when inbound, starboard heading out.

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.)

No blackwater discharge or anchoring in Victoria. Just say no.

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 below.



## Leg Two (Full Race) Instructions

*This is the main event, folks.*

### Start

Stage Two begins with a Le Mans start from street level above the Causeway Docks in Victoria. At High Noon on June 12, you will be dashing to your boat to get that 2-minute edge on this 700-mile leg of the race. Giddyup.

### Route

Victoria to Ketchikan, passing through Seymour Narrows and Bella Bella.

### Time Limit

Official race end is at High Noon on July 5.

### Finish

A team's finish is declared when they pass the breakwater of Thomas Basin in Ketchikan, and a horn is sounded, or an elevated level of shouting is heard from the Baranof Fishing Excursions dock. Proceed to said dock where you will be greeted by adoring fans and a frosty beverage. Ring the bell! Depending on the

time of day and activity level of the dock, we may need to help you move to another space quickly. Or not. We'll let you know.

### **Entering the USA**

Download the [ROAM App](#) on your phone. As you approach Ketchikan, use it to make legal entry into the country, and you won't have to tangle with Border Agents once you land. If you want to do it the "traditional" way, you can call them once you land at **1-888-226-7277**. We highly recommend the app.

### **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 or 4, it moves around), 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.



## **Parties and Logistics**

### **Racers Only Lamb Roast - 7 June**

Of course we're going to make a sacrifice to the powers that be...in the form of lamb and whatever else you bring. R2AK Lead Instigator (and owner of the head from which R2AK sprang forth like some bass-ackwards Athena) 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 7. More info on that will come at a later date in a Racer email.

### **Port Townsend Team Check-in - 8 June from 0900 - 1500**

Check-in is June 8 from 9 AM-3 PM at the Northwest Maritime Center, upstairs in the big yellow building. We might even have a sign or something.

During that time we will confirm your onboard phone numbers, give you some fancy racer t-shirts, and issue you your GPS tracker (and teach you how to use it). 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 and registration.

The Skippers' Meeting will begin at 1500, upstairs in the big yellow building at the Northwest Maritime Center.

### **Skipper's Meeting - 8 June from 1500**

The Skipper's Meeting is open to all racers, not just you skippers. In fact, we encourage everyone to attend, as we will be going over some important stuff, and maybe some of your crew pay better attention than you do.

This is also upstairs in the big yellow building at the Northwest Maritime Center.

### **R2AK Ruckus - 8 June from 1200 to 1700**

The Ruckus is a time-honored tradition. It's the place for you to rub shoulders with your competition, your fans, the townsfolk, and likely a few gawkers considering their own R2AK aspirations.

This shindy takes place on the Northwest Maritime Center campus and there will be MUSIC! There will be FOOD! There will be DRINKS!

And as a centerpiece to it all: your fine vessels. If your vessel can be displayed on land, we encourage you to let Race High Command know if you'd like to show it off. Otherwise, you will likely be moored in Point Hudson Marina (information on this to follow in emails to teams)—and you'll be swarmed by your loving fans. Be warned. Also, get yourself an R2AK tattoo, and we'll pay for it.

### **Racer Dinner & Skipper's Meeting in Victoria - 10 June**

There will be an awesome dinner and Skipper's Meeting on 10 June at Swan's Pub in Victoria. Not as raucous as the Ruckus, but way better than sitting on your boat adding more chafe gear to your standing rigging. Celebrate **the finish** of Stage One and send the racers off to Ketchikan with a story.

The Skipper's Meeting will begin at 6 PM, with a buffet dinner served up shortly after. If your friends and family want to attend, that's great! But let them know they should order off of the (extensive and awesome) menu.

### **Victoria Open Docks - 11 June**

We invite all of your adoring fans (and the general public) to come down to the docks and meet you and your boats. This is a goodwill activity well received by Victoria. It'll be from 1200-1800. You are asked to have all or some of your crew on the docks to represent. You'll love it!

## **Moorage in Port Townsend, Victoria, Ketchikan**

### **Port Townsend**

The Northwest Maritime Center campus in Port Townsend, Washington, is the hub of R2AK activity. (You do know that we're a program of [NWMC](#), right?) You'll need to get yourself and your boat here. If you need to park a trailer for a few weeks during the race, we've got you covered—you can park it at the Haines Street Park and Ride (just put a weatherproof note with your contact info on it). If you need moorage, we reserve a block at the Point Hudson Marina starting Friday the 7th at noon. You can opt-in to that moorage in the registration process. You can also moor your boat at Port Townsend's Boat Haven Marina. It's first come first served. You can **also** anchor out. There is a boat launch ramp just next to our campus, and also you're welcome to hand launch kayaks and the like on our beach.

### **Victoria**

You'll need a passport. Seriously, don't get caught with your pants down because one of your crew forgot to renew—check into this early. And when you get there, you'll need to check in through Customs and Border Services. There's some things that can keep you out of Canada, so do your research.

You're welcome to sleep on your boat at the Victoria Causeway Docks (where all the racers will be staying between legs). There's also about a billion hotel rooms and we've got no rule against being comfortable while in Victoria. It's also a great time to fix all the stuff that broke on the Proving Ground.

### **Ketchikan**

You made it! Now hopefully you aren't one of those teams that didn't think ahead about what you're going to do with your boat.

The Ketchikan Harbormaster *usually* gives a great deal to racers—2 free nights of moorage. This will require you to register with the Harbormaster before the race—the Race Boss will remind registered racers about this at some point.

The Ketchikan Yacht Club is awesome. They have a floating clubhouse with showers, laundry, a kitchen, the board game "Candyland"... And they will let you become a temporary member for just a few bucks. They also have limited slip spaces that they will also let you stay at for just another few bucks. You'll need to wander over to the clubhouse when you get there to make these deals happen. Some racers in the past have overstayed their welcome, thrown wild parties, generally caroused in a bit of an over-the-top manner. Maybe save that stuff for places more suited (plenty of those in Ketchikan), and keep our relationship with the Club tip-top.

## **Crossing Borders and Personal Responsibility**

### **Entering Canadian and U.S. Waters**

It is illegal to land on foreign soil or anchor in foreign waters before 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>

### **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**

It may be legal in both Washington state and Canada. But you would be quite foolish to think they're going to let you haul some across the border. No weed.

### **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 cheese is freaking spendy in Canada. Canadian rules are [here](#).

### **Nothing made out of cat fur & no Haitian animal hide drums**

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](#).

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 travelers, 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 traveling with you, or if you are traveling with minors for whom you are not the parent or legal guardian, you need to 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. Start looking into it now, this is real.

## **Emergencies, Emergency Assistance, Fine Print Stuff**

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. This will be easy to see on the SPOT tracker interface, so don't try no tricks.

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 8 if we don't have it already.

- Name of crew
- Emergency contact name, number & relationship
- Age
- Gender
- Physical description and 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

## 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."*

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 hallowed 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.

For the race you will always use your team name for all VHF communication with race officials and search and rescue organizations.

## **Some Communication Resources**

### **VHF**

Channel 16

International distress and hailing frequency  
MCTS (Canadian VTS)

Channel 5a

Seattle Vessel Traffic Services between Port Townsend and Canada

Channel 68

R2AK race start channel

Channel 11/71

Victoria Traffic/Prince Rupert Traffic

### **Phone Numbers**

911

Works in both countries

xxx-xxx-xxxx

Race Phone. This number is important and will be given to you at the Skipper's Meeting. It's a direct line to the Race Boss and should be used to update Race Command of ... anything.



## Getting Your Boat Home

### From Victoria

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

### From Ketchikan

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

**Alaska Marine Lines (AML):** 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 (so far, most in this race look like they will) you can ship it home. The boat will need to either sit flat okay 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.

**Samson Barge Lines:** Basically the same deal as AML.

**Alaska Marine Highway System:** The state ferry system is a good option for people traveling 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 you can either camp on deck or reserve a cabin.

**Prince Rupert:** You can reach this town by car in Canada (hint, hint)...So you could leave a trailer in Prince Rupert and just sail down there.

