

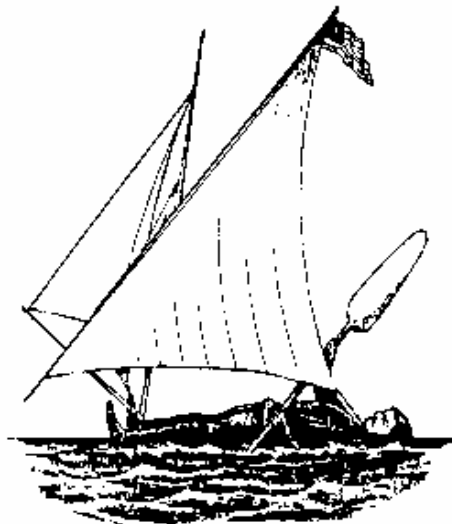
**PACIFIC SINGLEHANDED SAILING
ASSOCIATION**

2012

Winter Races

**Dan Byrne Series
&
Guadalupe Island Race**

Race Packet



PACIFIC SINGLEHANDED SAILING ASSOCIATION

Winter Races Calendar 2012

<u>Date</u>	<u>Event</u>	<u>Series Race</u>	<u>Category</u>
Mon., Jan. 9	General Meeting		
Thurs., Jan. 12	Skippers Meeting		
Sat., Jan. 14	Ship Rock – PV	Dan Byrne #1	3
Thurs., Feb. 9	Skippers Meeting		
Fri., Feb. 10	Bishop Rock	Dan Byrne #2	2
Mon., Feb. 13	General Meeting		
Thurs., Mar. 8	Skippers Meeting		
Fri., Mar. 9	Guadalupe Island	<i>(no Dan Byrne #3)</i>	1
Mon., Mar. 12	General Meeting		
Mon., Apr. 9	General Meeting		
Thurs., Apr. 12	Skippers Meeting		
Sat., Apr. 14	Catalina to Port	Dan Byrne #4	3
Thurs., May 10	Skippers Meeting		
Sat., May 12	Santa Barbara Island	Dan Byrne #5	3
Mon., May 14	General Meeting		

APPLICATION INSTRUCTIONS

Complete the following:

Race Application and Waiver

Crew Release of Liability (witnessed)

Submit your forms to the PSSA Principal Race Officer by no later than 1800 hours on the day before your first race in the series. The race application need only be submitted once for the entire series. Crew releases must be submitted as needed. The Principal Race Officer for 2012 is Whitall Stokes (310) 387-3313, email: PRO@pssala.com.

The PSSA Program for Singlehanded and Doublehanded Races

The Pacific Singlehanded Sailing Association (PSSA), based in Marina del Rey, California, has established a racing program for both singlehanded and doublehanded boats which is as full a program as can be found anywhere.

PSSA races are conducted on one of the best sailing areas in the continental United States. Five of the eight Channel Islands are within weekend sailing range and offer interesting rounding marks for offshore races. Further up the coast, Point Conception serves to shelter Southern California waters from the strong northwest winds which generally parallel the coast of Central California, allowing for shorter races in what are typically benign conditions inshore, as well as longer races that venture out into an area that is often more challenging.

Divisions and Classes

Originally, PSSA races were exclusively singlehanded. Doublehanded races were added in 1982, and this class has proved popular. Often, more boats sail in the Doublehanded division than in the Singlehanded. There are advantages in terms of convenience; the crew can get some sleep even when near shore or in the shipping lanes, etc.

A Mariners class was started in 1989 to encompass all boats participating in a race, including multihulls. When boats first sail with PSSA, their Mariners rating equals their PHRF rating. The Mariners rating is adjusted after each race with at least four boats. Boats sailing faster than the average will have their Mariner rating adjusted downwards by the difference between the boat's corrected time and the fleet's average corrected time. Similarly, the slower boat's rating will be adjusted upwards by the same difference to the average. Due to the nature of PSSA races, significant fluctuations in rating can occur between one race and the next due to the fact that the boats are sailing in different wind conditions, etc. The general theory is that if a boat sails with PSSA often enough, its handicap will eventually be adequately corrected to give it an even chance of winning.

The Dan Byrne Race Series

The Dan Byrne Series consists of four races (five races in non-Guadalupe Race years) sailed on courses that include the islands of Santa Barbara and Santa Catalina, as well as Bishop Rock, on Cortez Bank, and (alternating with the Guadalupe Island Race) Begg Rock, west of San Nicholas Island. The series is named in honor of Dan Byrne, one of the founders of PSSA, its first commodore, and a participant in both the Singlehanded TransPac and the 1982-1983 singlehanded around-the-world BOC Challenge race.

The Dan Byrne races are long, between 41 and 165 miles, and are held in the winter and spring when there tends to be more wind at night than in the summer. Experience has shown that there is usually enough wind to allow the completion of the race in the space of a weekend. These races are scheduled to take place near the time of the full moon, which makes night sailing much more pleasant and more safe as well.

The Dan Byrne races usually finish at Catalina Island, and are designed to keep the participants away from established shipping lanes and areas with considerable traffic, particularly at night, although it is important to note that commercial shipping may travel outside the shipping lanes.

The Guadalupe Island Race

The Guadalupe Island Race was originally designed as a qualifying race for the Singlehanded TransPac, sponsored by the Singlehanded Sailing Society in San Francisco. In the years since its inaugural run in 1981, it

has grown into a challenging and competitive event in its own right. While definitely not for the uninitiated, this race of six hundred miles, held in even-numbered years, is a significant test of seamanship, strategy, and endurance. It is a race that typically involves a full range of sailing conditions, and that rewards an all-round boat with an adaptable skipper.

Like the Dan Byrne races, the Guadalupe Race is held near the full moon and finishes at Catalina Island, to keep tired skippers away from the traffic close to the mainland coast.

The Dave Wall Race Series

Named for a charter member of the Pacific Singlehanded Sailing Association who lost his life at sea, this series consists of five races ranging in distance from 15 to 29 nautical miles. The races are held in the summer and fall months following the Dan Byrne Series, and serve as a superb entry to the world of short-handed sailing.

Eligibility

All races are open to monohull sailboats from 20 to 60 feet in length. The PHRF rating system is used for handicap purposes. The required safety equipment list is patterned after the 2008-2009 ISAF Offshore Special Regulations. Membership in the PSSA or any other yacht club is not required. If the boat does not have a current PHRF rating, PSSA will establish a rating. Multihulls are welcome to compete and will be scored in the Mariners class only. Classe Mini boats that do not comply with standard PSSA requirements shall comply with the PSSA Classe Mini race requirements. If there are two or more Classe Mini boats, they will be scored in their own division; otherwise, they will only be scored in the Mariner class. PSSA recommends that all participants join PSSA by paying modest dues to support the organization and to keep informed of PSSA events and race results in the club's monthly newsletter, SOLO. Race results are also posted on the club's website, www.pssala.com.

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Winter Races (Dan Byrne Series & Guadalupe Island Race)

STANDARD RACE CONDITIONS

1 Owner's Responsibility

The safety of the yacht is the responsibility of the owner, who must do his or her best to ensure that the yacht is thoroughly seaworthy and manned by an experienced crew physically fit to handle the yacht in adverse weather conditions. The owner, or the owner's representative, must be satisfied as to the soundness of the hull, spars, rigging, sails, and all gear. Such person shall ensure that all equipment is properly maintained and stowed, and that the crew knows where it is kept and how it is to be used.

Neither the establishment of these conditions nor the inspection of the yacht under these regulations in any way limits or reduces the responsibility of the owner, or imposes any liability upon the Pacific Singlehanded Sailing Association, its officers, board, or members.

It is the sole and exclusive responsibility of each yacht to decide whether or not to start or continue to race.

2 Ratings

Current handicap ratings of the Performance Handicap Racing Fleet of Southern California ("PHRF") are used. Boats that do not have a valid PHRF certificate will have a rating assigned by the Principal Race Officer ("PRO"). Boats must have a valid PHRF certificate in order to be eligible for the overall singlehanded or doublehanded series trophies. RLC Base ratings apply in the PSSA *Winter Races* (Dan Byrne Series and Guadalupe Island Race).

Boat modifications or configurations outside of those allowable by PHRF shall be brought to the attention of the Principal Race Officer.

3 Rules

3.1 The race will be managed and sailed under The Racing Rules of Sailing 2009-2012 ("RRS") and these PSSA Standard Race Conditions as modified by the Sailing Instructions.

3.2 For the purpose of determining the right of way between two contestants, Part 2 of the ISAF Racing Rules shall govern, except that between sunset and sunrise, the following rules shall apply:

"When two yachts are on the same tack and within three overall lengths (of the larger yacht) of each other, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear, and neither yacht shall bear away toward nor luff the other."

3.3 Boats shall sail entirely single or double handed, according to the class entered.

3.4 Outside assistance after 5 minutes before the start of a race is prohibited. Paid subscriber services such as weather routing, forecasting, etc., are, for the purpose of these races, considered outside assistance. Publicly available information obtained by telephone, radio or internet is permissible for PSSA races.

3.5 Advertising is restricted. PSSA races are Category A under ISAF regulation 20.

4 Sailing and Navigation Equipment

4.1 There is no restriction on the use of electronic navigation aids.

4.2 Automatic steering systems may be used, including modification to the rudder or addition of a secondary rudder, without affecting the rating of the yacht. Electric autopilots may be used. This modifies RRS 52

4.3 Two headsails may be carried simultaneously on the forestay. Two poles may be used. This modifies RRS 50.2

5 Safety Equipment

The yacht is expected to satisfy the requirements set forth in the PSSA *Winter Races* (Dan Byrne Series and Guadalupe Island Race) Race Requirements. Classe Mini boats are welcome in all PSSA races and must meet the PSSA Classe Mini Race Requirements to race in their own class, or the standard PSSA requirements to race in the standard classes.

6 Skippers Meeting

There is a mandatory skippers meeting for all *Winter Races*. The location and time of the skippers meeting will be defined in the Notice of Race or Sailing Instructions. Failure to attend a mandatory skippers meeting, unless such absence is excused by the Principal Race Officer, shall be grounds for disqualification.

7 Waiver

Each skipper and crewmember shall complete and deliver to PSSA all of the waiver forms prior to the skippers meeting. Failure to do so shall be grounds for disqualification

8 Race Fees

Unless otherwise defined in the Notice of Race, the PSSA race fee for the Dan Byrne Series is as follows:

Free to members of PSSA
\$35 per race for non-members of PSSA

For the Guadalupe Island Race the race fee is \$100 for members of PSSA and \$125 for non-members.

9 Starts

9.1 All PSSA boats start as a single class.

9.2 If a race committee boat is available, starts are as described by Rule 26 in the RRS. Usually, PSSA uses the rabbit boat start described below.

9.3 Rabbit boat starts:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time, the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

10 Recalls

Individual recalls will be in accordance with Rule 29.1 of the RRS, and general recalls shall be in accordance with Rule 29.2 of the RRS, except that Marine VHF Channel 72 may be used to augment or replace the visual and sound signals. However, it is always the responsibility of the skipper to ensure that his yacht has started correctly.

11 Logbooks

A written logbook shall be maintained; charts or GPS memory shall not be erased for a period of one week after the end of the race.

12 Roll Call

Each yacht is expected to follow the roll call requirements detailed in the sailing instructions. Failure to do so will result in a penalty of 10 minutes being added to the boat's uncorrected finish time for each missed roll call. The Principal Race Officer may waive this penalty under exceptional circumstances.

13 Rendering Assistance

Yachts are considered fully independent and capable of carrying out their own emergency repairs. Skippers should not expect that a rescue operation be launched unless the yacht, skipper, or crew is severely compromised.

Yachts are not only encouraged to respond to any distress call, but they are also reminded that they are required to respond by the racing rules, common sense, maritime rules, and good seamanship. At the discretion of the race committee, an elapsed time credit will be given to a yacht rendering assistance to or standing by a vessel in distress. To receive such credit, the skipper rendering assistance must submit to the race committee, immediately upon arrival, detailed information, in writing, of the time spent and the extra distance traveled, if any.

14 Finish Time

Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports to the PRO according to the sailing instructions. Failure to do so shall be grounds for disqualification. The finish time report should be delivered in writing, such as by email or text message. Please note that many competitors avidly await the distribution of race results, which may be delayed by

tardiness in reporting finish times. Prompt reporting is part of being courteous and considerate of the other racers.

15 Abandonment

A yacht abandoning the race shall, as soon as possible, report such fact by radio to the race fleet, and to the PRO by no later than 24 hours after their expected finish time. Failure to report race abandonment to the PRO will be grounds for disqualification from future PSSA races.

16 Trophies

Trophies for Singlehanded, Doublehanded, and Mariners divisions will be awarded on the basis of the number of starters, as follows:

Number of Starters	Number of Trophies
1	0
2 or 3	1
4 or 5	2
6 or more	3

A trophy winner in Singlehanded or Doublehanded will not also receive a trophy for Mariners.

17 Scoring of Dan Byrne Series

The Low Point System as described in the RRS Appendix A including paragraph A9 shall be used. Only boats that have started two or more races will be counted as series competitors. Boats will be scored on their best four finishes. *This means that there will be no excluded scores in the Dan Byrne Series in a Guadalupe Island Race year, as this race is not part of the Dan Byrne Series.*

18 Protests

PSSA encourages the Corinthian spirit of sailboat racing, which relies on self-regulation and the education of others regarding the racing rules. Consequently, protests in PSSA races are extremely rare. The time limit for lodging a protest with the PRO shall be within 24 hours of finishing, and only after every effort to notify the other involved boats.

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Winter Races (Dan Byrne Series & Guadalupe Island Race)

RACE REQUIREMENTS

[Note: New starting in 2011, PSSA requires each yacht to have a 406MHz PLB and strongly recommends that competitors carry it attached to their persons at all times while on deck.]

These requirements are drawn from ISAF Offshore Special Regulations for Category 1 Monohulls (2008-2009), with some PSSA modifications. For more detail, go to:

http://www.sailing.org/tools/documents/OSR2008_Mo1_181207-%5B4340%5D.pdf

from SECTION 1

- 1.02.1** The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge, who must do his or her best to ensure that the yacht is fully found, thoroughly seaworthy, and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He or she must be satisfied as to the soundness of hull, spars, rigging, sails, and all gear. He or she must ensure that all safety equipment is properly maintained and stowed, and that the crew know where it is kept and how it is to be used.
- 1.02.2** Neither the establishment of these Special Regulations and their use by race organizers nor the inspection of a yacht under these Special Regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge.
- 1.02.3** Decision to race: The responsibility for a yacht's decision to participate in a race or to continue racing is hers alone – RRS Fundamental Rule 4.

from SECTION 2

- 2.02** A yacht may be inspected at any time. If she does not comply with these Special Regulations, her entry may be rejected, or she will be liable to disqualification or such other penalty as may be prescribed by the national authority or the race organizers.
- 2.03.1** All equipment will be suitable and functional.
- 2.03.2** Heavy movable items will be fastened.
- 2.03.3** Navigation lights will be shown as required by ColRegs.

from SECTION 3

- 3.01** A yacht shall be strongly built, watertight, and capable of withstanding solid water and knockdowns. She must be properly rigged and ballasted, be fully seaworthy, and meet the standards set forth herein. Shrouds shall never be disconnected.

3.02.1 A hull, including deck, coach roof, windows, hatches, and all other parts, shall form an integral, essentially watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.

3.03.1 A boat shall be essentially compliant with ISO 12215 Category A for Cat 1 races, and Category A or B for Cat 2 races.

3.04 Stability – Monohulls

3.04.2 A boat shall be designed and built to resist capsize. The minimum limit of positive stability is 105 degrees.

3.08.4 A companionway hatch shall:

- a) be fitted with a strong securing arrangement which shall be operable from the exterior and interior, including when the yacht is inverted
- b) have any blocking devices
 - i) be capable of being retained in position with the hatch open or shut
 - ii) whether or not in position in the hatchway, be secured to the yacht (e.g., by lanyard) for the duration of the race, to prevent their being lost overboard
 - iii) permit exit in the event of inversion

PSSA requires compliance with 3.08.4 for Cat 1 races, and recommends (but will not enforce) for Cat 2 & 3 races.

3.09 Cockpits: Attention is drawn to ISO 11812.

3.09.1 Cockpits shall be structurally strong, quickly self-draining by gravity at all angles of heel, and permanently incorporated as an integral part of the hull.

3.09.2 Cockpits must be essentially watertight, that is, all openings to the hull must be capable of being strongly and rigidly secured

3.09.3 A bilge pump outlet pipe shall not be connected to a cockpit drain.

3.09.4 A cockpit sole shall be at least 2% LWL above LWL.

3.09.5 A bow, lateral, central, or stern well shall be considered a cockpit for the purposes of OSR 3.09.

3.12 The heel of a keel-stepped mast shall be securely fastened to the mast step or adjoining structure.

3.14.3 A boat shall have taut lifelines supported on stanchions which, with pulpits, shall form an effectively continuous barrier around a working deck for man-overboard prevention.

3.14.5 – 3.14.6 For boats under 28ft the minimum lifeline height is 18" and the minimum wire diameter is 1/8". For boats over 28ft, double lifelines are required with the upper being minimum height 24" and minimum diameter 5/32". Lifelines shall be stranded stainless steel wire. PSSA recommends but does not require that the wire be uncoated.

3.18 – 3.24 A boat shall have a head, bunks, a stove, water tanks and delivery pump, emergency water, handholds, bilge pumps, and buckets. PSSA allows one of the two required bilge pumps to be electric. For Cat 1 races, PSSA requires at least 5 gallons of water per person plus 2 gallons separate emergency supply; for Cat 2 races, at least 2 gallons per person plus 1 gallon emergency supply.

3.24 A boat shall have an installed non-electric compass plus some sort of backup compass.

- 3.27** A boat shall have proper navigation lights. Minimum visibility is 1 mile for boats under 12 meters, 2 miles for boats over.
- 3.28** A boat shall have an adequate propulsion engine plus at least 8 hours of fuel at cruising speed. A boat's cruising speed in knots shall be equal to the square root of the boat's waterline length in feet. PSSA allows an outboard motor to satisfy the propulsion engine requirement.
- 3.29** A boat shall have a VHF with masthead antenna and a GPS. For Cat 1 & 2 races, a waterproof handheld VHF is required in addition.

from SECTION 4

A boat shall have the following:

- 4.03** Wood plugs or other means of blocking thruhulls
- 4.04** Jacklines and clipping points
- 4.05** Fire extinguishers
- 4.06** Anchor: sized appropriately, with chain at least as long as the LWL of the yacht, and a total rode of at least 175 feet. Two such systems are required for Cat 1 races.
- 4.07** Flashlights
- 4.08** First aid manual and kit
- 4.09** Foghorn
- 4.10** Radar reflector. PSSA reduces ISAF Offshore requirements as follows: Installed height must be at least five feet above the deck. If octahedral (e.g., Davis), the reflector shall have a minimum diameter of 12". If multipart dihedral (e.g., Mobri), multipart trihedral (e.g., Blipper), or multipart Luneberg (e.g., Tri-lens), the least dimension shall be more than 5".
- 4.11** Charts
- 4.12** Safety equipment location chart
- 4.13** Depthsounder
- 4.14** Knotmeter
- 4.15** Emergency steering: For both Cat 1 and Cat 2 races, an emergency tiller is required. For Cat 1 races, this should be a complete, separate system for steering the boat in the advent of loss of the main rudder.
- 4.16** Tools and spare parts: PSSA requires the toolkit to include a hacksaw with spare blades or rigging wire cutter; a banding machine or supply of large hose clamps; seizing wire and duct tape; and a sail repair kit.
- 4.17** Yacht's name on miscellaneous floatable equipment
- 4.18** Reflector tape on life jackets, MOB gear, etc.

- 4.19** A 406 MHz PLB (Personal Locator Beacon), properly registered, is required for all PSSA Dan Byrne races and the Guadalupe Island Race. PSSA strongly recommends that competitors carry the PLB attached to their persons at all times when on deck.
- 4.20** Liferaft for Cat 1 races, alternative flotation or liferaft for Cat 2. PSSA requires, for Cat 1 races, a liferaft meeting ISAF, SOLAS or ORC requirements, serviced within its manufacturer's service interval. For Cat 2 races, PSSA requires a liferaft as above, or a detailed plan in writing for survival for at least 24 hours in 55-degree water in the advent of a major breach in the hull. Possibilities might include a lesser-rated liferaft, or some combination of exposure protection and positive or alternative flotation.
- 4.21** Grab bag
- 4.22** MOB gear
- 4.23** Flares: In addition to CG required flares, for Cat 1 & 2 PSSA requires 4 red SOLAS parachute flares, 4 red SOLAS hand flares, and 2 orange SOLAS smoke flares. These flares may be up to 6 years old.
- 4.24** Heaving line
- 4.25** Cockpit knife
- 4.26** Storm sails: PSSA requires a storm jib and a reefable mainsail for Cat 1 races, and a reefable mainsail for Cat 2 races.

Additional PSSA prescriptions:

PSSA 1 Alarm clock or timer

PSSA 2 Re-boarding accessory: some means whereby a person in the water can get back on board

PSSA 3 Means to operate the navigation lights for a duration of 84 hours (Cat 1) or 24 hours (Cat 2).
Recharging of battery is permissible.

PSSA 4 For Cat 1 races, a satellite phone or high-seas email system is required.

from SECTION 5

5.01.1 Each crew member shall have a lifejacket, as follows:

- a) equipped with a whistle
- b) fitted with marine grade retro-reflective material
- c) compatible with the wearer's safety harness
- d) if inflatable, regularly checked for air retention
- e) clearly marked with the yacht's or wearer's name
- f) equipped with a lifejacket light in accordance with SOLAS LSA code 2.2.3 (white, >0.75 candelas, >8 hours operation)

5.02.1 Each crew member shall have a harness and safety line that complies with EN 1095 (ISO12401) or equivalent, with a safety line not more than 2m in length.

Warning: It is possible for a plain snap hook to disengage from a U-bolt if the hook is rotated under load at right angles to the axis of the U-bolt. For this reason the use of snap hooks with positive locking devices is strongly recommended.

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Dan Byrne Series

SAILING INSTRUCTIONS

Dan Byrne Series Race No. 1

Ship Rock

Saturday, January 14, 2012

COURSE: From the starting line located approx. 1.0 NM at 164°M from the south end of the MdR detached breakwater, pass El Segundo buoy "ES2" to port, round Ship Rock to port, finish when the Palos Verdes buoy ("R10" Fl R 4 sec) is within 0.5 NM and bears 90°M from the helmsman's position. The skipper shall take his own finish time. Handicap distance 47 NM.

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions and Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 3 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 3 races. Note that a PLB is required.

ENTRY AND FEE: Application and Waiver forms shall be completed and submitted to the Principal Race Officer on or before the Skippers Meeting. The fee is \$35 for non-members, free to members.

SKIPPER'S MEETING: A mandatory Skippers meeting will be held on the Thursday prior to the race at 1900 hours at SMWYC. Skippers not attending this meeting must receive permission to compete from the Principal Race Officer.

CHECK-IN TIME: The check-in time shall be from 1030 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1100 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to monitor Marine VHF Channel 72 on the hour for 5 minutes. Each yacht must answer each roll call on VHF Channel 72 at 0000, 0600, 1200, and 1800 hours stating their present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed roll call.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports by text or email by no later than 0800 on the Monday following the finish of the race. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Dan Byrne Series

SAILING INSTRUCTIONS

Dan Byrne Series Race No. 2
Bishop Rock
Friday, February 10, 2012

COURSE: From the starting line located approx. 1.0 NM at 164°M from the south end of the MdR detached breakwater, pass El Segundo buoy "ES2" to port, round Bishop Rock buoy ("R2" Fl R 4 sec Whistle) to port, finish when the Catalina West End light is within 1.0 NM and bears 110°M from the helmsman's position. The skipper shall take his own finish time. Handicap distance 165 NM.

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions and Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 2 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 2 races. Note that a PLB is required.

ENTRY AND FEE: Application and Waiver forms shall be completed and submitted to the Principal Race Officer on or before the Skippers Meeting. The fee is \$35 for non-members, free to members.

SKIPPER'S MEETING: A mandatory Skippers meeting will be held on the Thursday prior to the race at 1900 hours at SMWYC. Skippers not attending this meeting must receive permission to compete from the Principal Race Officer.

CHECK-IN TIME: The check-in time shall be from 1430 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1500 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to monitor Marine VHF Channel 72 on the hour for 5 minutes. Each yacht must answer each roll call on VHF Channel 72 at 0000, 0600, 1200, and 1800 hours stating their present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed roll call.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports by text or email by no later than 0800 on the Monday following the finish of the race. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Guadalupe Island Race

SAILING INSTRUCTIONS

Guadalupe Island Race Friday, March 9, 2012

COURSE: From the starting line located approximately 1.0 NM at 164°M from the south end of the MdR detached breakwater, round Guadalupe Island and all associated islets and rocks to port, and return to finish when Catalina's East End light is within 1.0 NM and bears 300°M from the helmsman's position. Handicap distance 582 NM. (Note the approximate location of East End light is N 33°18.1', W 118°19.0', and the position where the light bears 300°M at 1.0 NM distant is N 33°17.45', W 118°18.15'.)

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions, and the Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in the Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 1 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 1 races. Note that a PLB is required.

ENTRY AND FEE: Application, Inspection, Qualifying Run Log, and Waiver forms shall be completed and submitted to the Principal Race Officer (PRO) on or before one week prior to the start of the race. The fee structure is explained in the race packet.

QUALIFICATION RUN: Before an entry is accepted, each yacht and skipper shall have made a qualifying race or cruise of at least 125 NM, extending at least 40 NM offshore. This voyage must be non-stop, under sail, and either single- or doublehanded, as appropriate to the division entered. Completion of either the PSSA Bishop Rock Race or the PSSA Begg Rock Race can be referenced to fulfil this requirement; otherwise, a copy of the log of the voyage must be submitted to the PRO.

INSPECTION: All boats must be inspected for compliance with the Race Requirements. Contact the PRO at least two weeks before the start date to be assigned an inspector.

SKIPPER'S MEETING: A mandatory Skippers meeting will be held on the Thursday prior to the race at 1900 hours at a location to be announced. Skippers not attending this meeting must receive special permission to compete from the PRO.

CHECK-IN TIME: The check-in time shall be from 1030 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1100 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to communicate with the PRO daily at 0600 and 1800 hours stating present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed check-in. There will be a system for distributing these positions to the fleet. PSSA suggests that boats monitor Marine VHF Channel 16, and communicate with each other on VHF Channel 72.

TIME LIMIT: Unless modified by the PRO, the time limit for the race is 10 days from the start.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish times by text or email to the PRO within 24 hours of finishing. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

DOCUMENTS: Competitors should carry valid passports.

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

Guad Is. Race is even years only

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Dan Byrne Series

SAILING INSTRUCTIONS

Dan Byrne Series Race No. 3

Begg Rock

THIS RACE IS ONLY HELD IN YEARS WHEN THERE IS NO GUADALUPE ISLAND RACE

COURSE: From the starting line located approx. 1.0 NM at 164°M from the south end of the MdR detached breakwater, pass Begg Rock buoy ("4BR" Fl R 4 sec Whistle, approx. location 33° 22.0'N, 119° 41.8'W) to port, round Begg Rock (approx 33° 21.7'N, 119° 41.7'W) to port, finish when the Catalina Head light at Cat Harbor is within 0.5 NM and bears 300°M from the helmsman's position. The skipper shall take his own finish time. Handicap distance 130 NM.

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions and Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 2 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 2 races. Note that a PLB is required.

ENTRY AND FEE: Application and Waiver forms shall be completed and submitted to the Principal Race Officer on or before the Skippers Meeting. The fee structure is explained in the race packet.

SKIPPER'S MEETING: A mandatory Skipper's meeting will be held on Thursday prior to the race at 1900 hours at SMWYC. Skippers not attending this meeting will be deemed not to compete from the Principal Race Officer.

CHECK-IN TIME: The check-in time shall be from 1430 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1500 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to monitor Marine VHF Channel 72 on the hour for 5 minutes. Each yacht must answer each roll call on VHF Channel 72 at 0000, 0600, 1200, and 1800 hours stating their present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed roll call.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports by text or email by no later than 0800 on the Monday following the finish of the race. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Dan Byrne Series

SAILING INSTRUCTIONS

Dan Byrne Series Race No. 4
Catalina to Port
Saturday, April 14, 2012

COURSE: From the starting line located near Palos Verdes buoy "R10", leave the West End of Catalina to port, finish when Catalina East End light (Fl 10s) is within 0.5 NM and bears 350°M from the helmsman's position. The skipper shall take his own finish time. Handicap distance 41 NM.

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions and Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 3 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 3 races. Note that a PLB is required.

ENTRY AND FEE: Application and Waiver forms shall be completed and submitted to the Principal Race Officer on or before the Skippers Meeting. The fee is \$35 for non-members, free to members.

SKIPPER'S MEETING: A mandatory Skippers meeting will be held on the Thursday prior to the race at 1900 hours at SMWYC. Skippers not attending this meeting must receive permission to compete from the Principal Race Officer.

CHECK-IN TIME: The check-in time shall be from 1030 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1100 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to monitor Marine VHF Channel 72 on the hour for 5 minutes. Each yacht must answer each roll call on VHF Channel 72 at 0000, 0600, 1200, and 1800 hours stating their present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed roll call.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports by text or email by no later than 0800 on the Monday following the finish of the race. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 Dan Byrne Series

SAILING INSTRUCTIONS

Dan Byrne Series Race No. 5
Santa Barbara Island
Saturday, May 12, 2012

COURSE: From the starting line located approx. 1.0 NM at 164°M from the south end of the MdR detached breakwater, leave Santa Barbara Island (and Sutil Is.) to port, finish when Catalina's West End light is within 1.0 NM and bears 180°M from the helmsman's position. The skipper shall take his own finish time. Handicap distance 68 NM.

DIVISIONS: Singlehanded, Doublehanded.

ELIGIBILITY, RATINGS, RULES: Open to all yachts 20' to 60' LOA. PHRF ratings will be used for Singlehanded and Doublehanded divisions and Cruiser rating system will be used for the Mariner class. Multihull boats will only be scored in Mariner class. The race shall be sailed under the 2009-2012 Racing Rules of Sailing, the PSSA Standard Race Conditions, and these Sailing Instructions. This is a Category 3 race and yachts shall comply with the requirements set forth in the PSSA Race Requirements for Category 3 races. Note that a PLB is required.

ENTRY AND FEE: Application and Waiver forms shall be completed and submitted to the Principal Race Officer on or before the Skippers Meeting. The fee is \$35 for non-members, free to members.

SKIPPER'S MEETING: A mandatory Skippers meeting will be held on the Thursday prior to the race at 1900 hours at SMWYC. Skippers not attending this meeting must receive permission to compete from the Principal Race Officer.

CHECK-IN TIME: The check-in time shall be from 1030 hours. Boats shall hail the Race Committee on VHF Channel 72 giving boat name and division entered.

START TIME: The start time shall be 1100 hours. All boats start as one class. If a committee boat is available, the start will be as described in RRS 26. Usually, PSSA races use a rabbit boat start, as described here:

- At start minus ten minutes, the rabbit boat is near the starting mark reaching on port tack (the starting mark will be a balloon or set of balloons held in place by a weighted line).
- At start minus seven and a half minutes, the rabbit comes about.
- At start minus five minutes, the rabbit is in the vicinity of the starting mark reaching on starboard.
- At start minus two and a half minutes, the rabbit comes about.
- At start time the rabbit will be in the vicinity of the starting mark and will harden up on port tack. Boats start by passing between the rabbit's stern and the starting mark. At all times the rabbit has the right of way until all boats have started, at which time the rabbit is considered to have started.

The Race Committee will attempt to notify yachts observed to be over the line early on Marine VHF Channel 72. Any yacht observed over early and not exonerating herself shall be penalized one hour.

ROLL CALL: Each yacht is expected to monitor Marine VHF Channel 72 on the hour for 5 minutes. Each yacht must answer each roll call on VHF Channel 72 at 0000, 0600, 1200, and 1800 hours stating their present position and heading and any existing or anticipated problems. Failure to do so will result in an automatic penalty of 10 minutes added to the boat's uncorrected finish time for each missed roll call.

FINISH TIME REPORT: Skippers shall record their finish times in the yacht log, as well as the relative position of other nearby yachts if known. The timepiece shall be checked by GPS. Skippers shall supply their finish time reports by text or email by no later than 0800 on the Monday following the finish of the race. Failure to do so shall be grounds for disqualification. Send your report to: PRO@pssala.com

PRINCIPAL RACE OFFICER: Whitall Stokes (310) 387-3313, email: PRO@pssala.com

PACIFIC SINGLEHANDED SAILING ASSOCIATION

INSPECTION CHECKLIST

Bring this form, completed and signed by your inspector, to the skippers meeting.

YACHT: _____ SKIPPER: _____

FOR THE BISHOP ROCK AND BEGG ROCK RACES

- | | |
|---|--|
| <input type="checkbox"/> Watertight cockpit with adequate drains | <input type="checkbox"/> First aid manual and kit |
| <input type="checkbox"/> Lifelines (see Race Requirements 3.14) | <input type="checkbox"/> Foghorn |
| <input type="checkbox"/> Accommodations: head, bunks, stove, etc. | <input type="checkbox"/> Radar reflector (see Race Requirements 4.10) |
| <input type="checkbox"/> Water in tank, plus 1/2 gal/person emergency water | <input type="checkbox"/> Paper charts (at least 18740) |
| <input type="checkbox"/> Bilge pumps | <input type="checkbox"/> Safety equipment location chart |
| <input type="checkbox"/> Steering compass plus back-up | <input type="checkbox"/> Tool kit (see Race Requirements 4.16) |
| <input type="checkbox"/> Nav lights | <input type="checkbox"/> 406 PLB |
| <input type="checkbox"/> Propulsion engine | <input type="checkbox"/> Liferaft (Y__N__), or alternative plan (attach) |
| <input type="checkbox"/> VHF | <input type="checkbox"/> Grab bag |
| <input type="checkbox"/> Handheld VHF | <input type="checkbox"/> MOB gear |
| <input type="checkbox"/> GPS | <input type="checkbox"/> Flares per Coast Guard requirements |
| <input type="checkbox"/> Thru-hull plugs | <input type="checkbox"/> Flares SOLAS (see Race Requirements 4.23) |
| <input type="checkbox"/> Jacklines, port & stbd | <input type="checkbox"/> Mainsail reefing |
| <input type="checkbox"/> Safety harness clipping points | <input type="checkbox"/> Alarm clock or timer |
| <input type="checkbox"/> Fire extinguishers | <input type="checkbox"/> Re-boarding accessory |
| <input type="checkbox"/> Anchor with adequate rode | <input type="checkbox"/> Lifejackets, with light and whistle |
| <input type="checkbox"/> Flashlights, at least two | <input type="checkbox"/> Safety harness with tether |
| <input type="checkbox"/> High-brightness flashlight or spotlight | |

FOR THE GUADALUPE ISLAND RACE

In addition to the items listed above, vessel must have:

- | | |
|---|---|
| <input type="checkbox"/> Storm jib | <input type="checkbox"/> Satellite phone or high-seas email |
| <input type="checkbox"/> 10 days food | <input type="checkbox"/> Emergency steering system |
| <input type="checkbox"/> Min. 5 gal/person water in tank, plus 2 gal/person emergency water | <input type="checkbox"/> Second anchor and rode |
| <input type="checkbox"/> ISAF / ORC-approved liferaft | <input type="checkbox"/> Mexican courtesy flag |

Notes or comments: _____

INSPECTED BY: _____ DATE: _____

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 PSSA Races (Dan Byrne Series, Guadalupe Island, & Dave Wall Series)

RACE APPLICATION

Please complete both sides and submit to the PRO.

PSSA also suggests that you provide a copy of this information to the person(s) you have organized to alert the authorities in the event that you are overdue.

Yacht Name: _____ **Skipper's Name:** _____

Address: _____

Email: _____ Phone: Day _____ Night _____

Emergency Contact: _____

Email: _____ Phone: Day _____ Night _____

Crew Name: _____

Address: _____

Email: _____ Phone: Day _____ Night _____

Emergency Contact: _____

Email: _____ Phone: Day _____ Night _____

Yacht has valid PHRF certificate: Y ___ N ___ Random Leg Course (RLC) Rating: Base _____ Area B _____

Yacht is modified or configured differently from standard PHRF conditions: Y ___ N ___ Don't know _____

Guadalupe Is. Race only: Describe qualifying voyage (125 NM min.). _____

Yacht Description, Search and Rescue Information:

Make/Model: _____ Sail Number/Logo: _____ LOA: _____ Beam: _____

Disp: _____ Rig: _____ Sail Area: _____ CF # or Doc #: _____

Colors: Hull _____ Hull Stripe _____ Deck _____ Cabin _____

Engine: Outboard: Y ___ N ___ Inboard: Y ___ N ___ Speed under Power: _____ knots Range: _____ NM

Number of 406 EPIRBs/PLBs: _____ Registered: Y ___ N ___

Liferaft Type: _____ Size: _____ ISAF / ORC Approved? Y ___ N ___

Alternative Flotation System:

Dinghy: Y ___ N ___ Positive Flotation: Y ___ N ___ Survival Suit: Y ___ N ___ Other: _____

Number of flares: Meteor type _____ Parachute type _____ Smoke type _____

Communications: VHF: Y ___ N ___ SSB: Y ___ N ___ AIS: Y ___ N ___ MMSI #: _____

Sat Phone No.: _____ Cell Phone No(s): _____

Agreement and Waiver

In consideration of the acceptance of my race entry by the Pacific Singlehanded Sailing Association ("PSSA"), I acknowledge and agree as follows:

I own or have chartered the boat entered. I certify that my boat is equipped to conform with U.S. Coast Guard, U.S. SAILING and PSSA safety requirements as set forth in the 2012 PSSA Race Packet, including a personal flotation device for each crew member. I represent that each of my crew members is physically fit to participate in the race, and has reviewed and approved my boat's safety equipment and procedures.

I have read the 2012 PSSA Race Packet and the sailing instructions for the race which I have entered and will abide by their terms. I will comply and cause my crew to comply with all US SAILING rules, the sailing instructions and laws governing the race, and the laws governing use of the marina, including the California Harbors and Navigation Code.

My crew and I acknowledge that sailboat racing involves risks, and we freely assume all risks, including the risks of serious personal injury, death or disability from accident, drowning, exposure, overexertion, adverse sea or weather conditions, loss or damage of my boat and equipment as well as all unforeseen risks. Our participation in this recreational event is voluntary, and I am free to withdraw at any time if I deem it prudent under existing conditions.

TO THE FULLEST EXTENT PERMITTED BY LAW, I WAIVE THE RIGHT TO SUE AND I FOREVER RELEASE PSSA, ITS OFFICERS, DIRECTORS, COMMITTEE PERSONS, MEMBERS AND/OR RACE OFFICIALS FROM ALL LIABILITY ARISING FROM MY OR MY CREW'S PARTICIPATION IN THE RACE, AND ANY NEGLIGENCE OF PSSA, ITS OFFICERS, DIRECTORS, COMMITTEE PERSONS, MEMBERS AND/OR RACE OFFICIALS. TO THE FULLEST EXTENT PERMITTED BY LAW, I AGREE TO INDEMNIFY AND HOLD PSSA, ITS OFFICERS, DIRECTORS, COMMITTEE PERSONS, MEMBERS AND RACE OFFICIALS HARMLESS FROM ANY CLAIM, DAMAGE, LIABILITY, LOSS, SUIT, COST OR EXPENSE, INCLUDING ATTORNEYS' FEES, ARISING FROM MY OR MY CREW'S ACTS OR OMISSIONS, AND FROM ANY SUIT BROUGHT AGAINST PSSA, ITS OFFICERS, DIRECTORS, COMMITTEE PERSONS, MEMBERS AND/OR RACE OFFICIALS IN VIOLATION OF THIS AGREEMENT.

This Agreement contains all of the understandings between PSSA and me regarding the subject matter hereof. The terms of the Agreement shall be interpreted in such a way as to render them valid whenever possible, and shall not be strictly construed against PSSA. If any part of this Agreement is held invalid, the remainder shall continue in full force and effect.

I have carefully read, understand and agree to the above. I agree that this is a contract that strictly limits PSSA's liability for negligence.

Name (print)

Signature

Date

PACIFIC SINGLEHANDED SAILING ASSOCIATION

2012 PSSA Races

CREW RELEASE OF LIABILITY

I, the undersigned, being a member of the crew for the yacht named below, acknowledge that sailboat racing involves risks, and I freely assume all risks, including the risks of serious personal injury, death or disability from accident, drowning, exposure, overexertion, adverse sea or weather conditions, as well as all unforeseen risks. For myself, my heirs, next of kin, legal representatives, successors and assigns, and in consideration of the acceptance of the yacht named below to participate in any and/or all of the races indicated above, I hereby waive any and all claims which I may have against the Pacific Singlehanded Sailing Association, its officers, committeemen, committeewomen and/or race officials, arising out of or in any way connected with my participation in said race and its related activities.

TO THE FULLEST EXTENT PERMITTED BY LAW, I WAIVE THE RIGHT TO SUE AND I FOREVER RELEASE PSSA FROM ALL LIABILITY FOR PERSONAL INJURY OR PROPERTY DAMAGE ARISING OUT OF MY PARTICIPATION IN THE RACES AND ANY ORDINARY ACTIVE OR PASSIVE NEGLIGENCE OF PSSA.

This Agreement contains all of the understandings between PSSA and me regarding the subject matter hereof. The terms of this Agreement shall be interpreted in such a way as to render them valid whenever possible, and shall not be strictly construed against PSSA. If any part of this Agreement is held invalid, the remainder shall remain in full force and effect.

I agree that this is a contract that strictly limits PSSA's liability to its gross negligence or willful misconduct.

Signature

Date

Witness

Date

YACHT

SKIPPER