



## **Kaneohe Yacht Club**

44-503 Kaneohe Bay Drive  
Kaneohe, Hawaii 96744-2525  
(808) 247-4121 · [kyc@kaneoheyachtclub.com](mailto:kyc@kaneoheyachtclub.com)

### **KYC Bulkhead Race Sailing Instructions**

- 1. RULES:** All races will be governed by the Racing Rules of Sailing (RRS) with US Sailing prescriptions, excluding the prescriptions to rules 60.3, 63.2 and 63.4, except as modified by a Notice of Race [NOR] or Sailing Instructions [SI] specific to an event. The organizing authority is Kaneohe Yacht Club.
- 2. NOTICES TO COMPETITORS:** Obtain a copy, read and understand the 10 Commandments of Beer Can racing by Rob Moore. Appendix B.
- 3. CHANGES TO SAILING INSTRUCTIONS:** Any changes to the sailing instructions will be updated on the KYC website.
- 4. RACING AREA:**
  - 4.1** The Bulkhead Race Fleet will race on Kaneohe Bay (see Appendix A - Racing Area).
    - i** Red/Green navigational buoys and white can buoys marking the MCBH off-limits/Buffer zone will be honored while racing.
    - ii** Alternatively, for pursuit or distance races the Racing Area may be extended to the greater Kaneohe Bay area which may include for example a rounding of Coconut Island.
- 5. COURSES:**
  - 5.1** The course for Bulkhead races will be handed out near the flagpole prior to the start.
- 6. MARKS:**
  - 6.1** Marks A, B, C, D, E, F, G, and H are permanent yellow/orange buoys (see Appendix A). Other marks to be used on bulkhead races are Coconut Island and Red/Green channel marker at the intersection of the Sampan and Shipping channel.
  - 6.2** The start will be the KYC bulkhead unless otherwise noted on race day.
  - 6.3** The finish line will be a line between the end of 'E' Pier and the reef marker across the channel.
- 7. PROTESTS:**
  - 7.1** Protests shall be submitted to the RC within 45 minutes after the race is finished and will be heard as soon as possible in the order of receipt.

- 7.2** Protest and Requests for Redress notices will be posted within 30 minutes after the protest time limit expires to inform competitors and witnesses of the time and place for a hearing.
- 7.3** In the absence of a protest committee, protests will be heard on Wednesday of the week following the race at 1900 hours, or at another time that is agreed to by all parties.
- 7.4** Breaches of Instructions 10.2, 13.1, 18 and 19 will not be grounds for a protest by a boat. This modifies Rule 60.1(a). Penalties assessed by a jury for these infractions may be less than disqualification.

## **8. SCORING**

- 8.1** The Low Point scoring system [Rule A4] will apply except that no scores will be discarded unless the NOR or Sailing Instructions for the event state otherwise. This modifies Rule A2.
- 8.2** In an event which is part of a seasonal series, points will be scored in accord with Rule A9.

## **9. SAFETY REGULATIONS**

- 9.1** While racing, personal flotation devices must be worn by the crew of all single-handed boats and doublehanded dinghies.
- 9.2** 18.2 shall be waived if a boat, competitor or support person comes to the aid or rescue of a person or vessel in danger (RRS1.1).

# APPENDIX A

## Kaneohe Bay Permanent Yellow Buoys



# APPENDIX B

## 10 Commandments of Beer Can Racing

By Rob Moore

**I) Thou shalt not take anything other than safety too seriously.** If you can only remember one commandment, this is the one. Relax, have fun, and keep it light. Late to the start? So what. Over early? Big deal. No instructions? Improvise. Too windy? Quit. Not enough wind? Break out the beer. The point is to have fun, but stay safe. Like the ad says, "Safe boating is no accident."

**II) Thou shalt honor the racing rules if thou knowest them.** The Racing Rules of Sailing, unless specifically stated elsewhere in the Sailing Instructions, is the current rules bible. Few sailors we know have actually studied it cover to cover: it's about as interesting as reading tax code or the phone book. For beer can racing, just remember some of the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; **and outside boats shall give room at the mark**). Stay out of the way of bigger boats, pay your insurance premiums and keep a low profile unless you're sure you know what you're doing. Like most things, it boils down to common sense.

**III) Thou shalt not run out of beer.** Beer (a.k.a., brewskis, chill pills, thought cylinders) is the beverage that lends its name to 'beer can' racing; obviously, you don't want to run out of the frothy nectar. Of course, you can drink whatever you want out there, but there's a reason these things aren't called milk bottle races, Coca-Cola can races, hot chocolate races or something else. Just why beer is so closely associated with this kind of racing escapes us at the moment, but it's a tradition we're happy to go along with.

**IV) Thou shalt not covet thy competitor's boat, sails, equipment, crew or PHRF rating.** No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in zircon-encrusted widgetry or unobtainium sailcloth to have a great time out on the water with your friends. Even if your boat's a heaving pig, make modest goals and work toward improving on them from week to week. Or don't – it's only beer can racing.

**V) Thou shalt not amp out.** No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for Saturday's 'real' race. If you lose it in a Friday nighter, you're going to run out of crew – not to mention friends – in a big hurry. Downing a quick chill pill on the way to the starting line has been medically proven to have a calming influence on the nerves.

**VI) Thou shalt not protest thy neighbor.** This is extremely tacky at this level of competition and should be avoided at all costs. Perhaps it's justifiable if one's boat is damaged and blame needs to be established, but on the whole, tossing a red flag is the height of bad taste in something as relatively inconsequential as a beer canner. Besides proving that you're unclear on the concept of beer can racing, it screws up everybody's evening, including yours. Don't do it – it's bad karma.

**VII) Thou shalt not mess up thy boat.** Everybody knows some hardcore weekend warrior who ripped his sails up in a Friday night race and had to sit out the championship race on Saturday. The point is that it's not worth risking your boat and gear in such casual competition: like the song says, you got to know when to hold 'em, and know when to fold 'em. Avoid other boats at all costs, not to mention buoys and other hard objects. If you have the luxury of two sets of sails, use the old ones.

**VIII) Thou shalt always go to the yacht club afterwards.** Part of the gestalt of beer can races is bellying up to the yacht club bar after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, the bar is a logical place to see old friends and make new ones. However, when meeting new sailors, avoid the gung-ho, overly serious types who rehash the evening in such gory detail that the post mortem (yawn) takes longer than the race. As much as we enjoy a quick romp around the cans, there's more to life.

**IX) Thou shalt bring thy spouse, kids, friends and whoever else wants to go.** Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, co-workers or maybe even the family dog. Always bring your significant other along, too – coed crews are happy crews. And don't just make the newcomers watch – give them a job on the boat. Get everyone involved.

**X) Thou shalt not worry; thou shalt be happy.** Leave the cell phone in the car, bring the ghetto blaster. Lighten up, it's not the Big Boat Series. Have fun, and we'll see you out there!

**Failure to live by these laws could exclude you from Beercan Heaven!**