

# Pensacola Bay General Sailing Instructions

with the 2013-2016 US Sailing Prescriptions

Approved by Pensacola Bay Yacht Club Fleet Captains

**Approved for 2015**

## 1.0 AUTHORITY AND RULES

- 1.1 The regatta will be sailed under the authority of the host club and managed by its Race Committee (RC).
- 1.2 The regatta will be governed by the current edition and addenda of the Racing Rules of Sailing 2013-2016 (the RRS) including the prescriptions of the United States Sailing Association; the regatta's Notice of Race (NOR); these Sailing Instructions (SIs); and the regatta's changes or addenda to this SIs.
- 1.3 It is recommended that all yachts as a minimum comply with the current ISAF Offshore Racing Council (ORC) recommendations for Offshore Sailing, including the ORC Special Regulations and US SAILING prescriptions, for a Category 5 Event for all bay races and Category 4 Event for all races with legs outside Pensacola Pass.
- 1.4 Handicaps:
  - 1.4.1 Monohull keelboats shall have a valid PHRF Certificate issued by the GYA-PHRF Rating Committee for PHRF Class entry. Boats without a valid PHRF Certificate may be assigned a rating by the Race Committee.
  - 1.4.2 Multihull boats shall have a valid PHRF Certificate issued by the GYA-PHRF Offshore Multihull Committee, or be a beach cat.
  - 1.4.3 Beach cat ratings will be determined by the current USSA Portsmouth Yardstick and its prescriptions.
  - 1.4.4 One Design (OD) boats sailing in a Regatta's OD fleet for her class shall comply with her class rules.
- 1.5 A description of class flags is found in Appendix D.

## 2.0 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board of the host club.

## 3.0 CHANGES IN SAILING INSTRUCTIONS

- 3.1 Changes in these Sailing Instructions may be announced at the skippers' meeting and will be posted on the club's official notice board no later than 20 minutes after the skippers' meeting. Competitors shall be responsible for checking the official notice board for changes.
- 3.2 In the case of a multiple day regatta, any change in the instructions will be posted on the official notice board no later than two hours before the scheduled first start on the day when no skippers' meeting is scheduled.
- 3.3 In the case of an extraordinary event, changes to the sailing instructions may be made orally on the water before a boat's warning signal. The procedure to orally change the sailing instructions is for the RC to state the change on the race's VHF channel and, also via VHF, pole all affected competitors to verify the competitor heard and understood the change. If a competitor can not be reached via VHF; direct verbal communication between the RC and the competitor may be substituted for the radio communications.

## 4.0 SIGNALS MADE ASHORE

Flag AP, Answering Pennant, means the race is "Postponed". The time of the warning signal for the first start will be posted on the official notice board before the flag is lowered. This changes RRS Race Signals.

## 5.0 SCHEDULE OF RACE

5.1 To comply with RRS J2.1 (3), the race committee will provide, via the particular event NOR & SI, and/or announcement: The classes to race; Starting order; and Time of first starting signal; for the scheduled races.

## 5.2. RADIO COMMUNICATIONS

5.2.1 The Race Committee will not respond to transmissions from competitors except to acknowledge retirements, protests, penalties reported, or requests for emergency assistance. The Race Committee intends to use the following VHF Channels for communication: 68, 69, or 72.

5.2.2 Race Committee broadcasts concerning its intentions; the course to be sailed, starting times, course changes, etc. are a courtesy only. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under RRS 62.1(a).

## 6.0 THE COURSE

6.1 Course marks will be displayed, or briefed ashore; or displayed from the race committee signal boat. The RC may also describe the course to be sailed by via NOR, announcement, or amendment to the Sis. See Appendix A for possible courses to be sailed.

6.2 Round course marks in the order displayed. The subscript P (port) or S (starboard), when displayed after a mark, indicates the side of the boat on which the mark is to be left as it is passed. Shoal Marks that are described in SI 7.1 shall be passed as required in SI 7.2.

6.3 When Fixed, or Government, Marks are used they may be indicated by capital letters keyed to the accompanying lettered chart of the bay (Appendices B & C) or by the appropriate government mark number.

6.4 One or more of the following letters (T, W, O, or G) may be displayed from the committee boat to indicate the type of course to be sailed. The number of laps or partial laps to sail may be varied for T (1, 1 1/3, 1 2/3, 2, etc.) and W (1, 1 1/2, 2, 2 1/2, etc.) course configurations. The marks are to be rounded to port unless indicated otherwise. See Appendix A.

T - TRIANGLE

W - WINDWARD AND LEEWARD

O - OLYMPIC (Triangle followed by windward, leeward and windward).

G - GOLD CUP (Triangle followed by windward and leeward).


6.5 The symbol indicating a Dropped Mark may be displayed when the course is designated using Fixed Marks:


6.6 Original Dropped Marks are Orange. New Dropped Marks, as provided in SI 11, are Yellow.

6.7 An approximate compass heading displayed as the first mark of a course means: 'A Dropped Mark is the first mark of the course and it is to be left to Port unless S (Starboard) is given.'

6.8 When one of the courses listed in 6.4 is used the letter indicating that course will be shown to the left of the course displayed. Furthermore, all marks are to then be passed on the side indicated for the first Fixed Mark of the 6.4 type courses. If no Fixed Marks are designated for the course then the use of dropped marks is assumed and all rounding marks are to be rounded to port unless indicated otherwise. The leeward mark for the T and W type courses may be the mark at the port end of the starting line.

6.9 EXAMPLE COURSES:

<b>W</b>	<b>2</b>	<b>1/2</b>	<b>1</b>	<b>7</b>	<b>5</b>
<b>U<sub>P</sub></b>	<b>A<sub>S</sub></b>	<b>H<sub>P</sub></b>	 <b>S</b>	<b>C<sub>P</sub></b>	<b>A<sub>P</sub></b>

<b>T<sub>s</sub></b>	<b>2</b>		<b>0</b>	<b>9</b>	<b>0</b>
<b>G</b>		<b>J<sub>P</sub></b>	<b>A<sub>P</sub></b>	 <b>P</b>	

7.0 SHOAL MARKS

7.1 The following marks are Shoal Marks for all races.

- 7.1.1 "2", Bayou Chico Channel (letter A)
- 7.1.2 Fair Point. "2" (letter H)
- 7.1.3 Deer Point, "144" (letter L)
- 7.1.4 "1" (letter U)
- 7.1.5 "145" (letter N)
- 7.1.6 "12" Pensacola Pass (letter PP12)
- 7.1.7 "14" Pensacola Pass (letter PP14)

7.2

7.2 Boats shall pass shoal marks on the side away from the nearest land except when a shoal mark begins, or ends, the leg they are on. If a shoal mark begins, or ends, the leg a boat is on the boat may pass between the mark and the nearest land as they round the mark. Boats who unintentionally do not honor shoal marks shall receive a scoring penalty of 40% per RRS 44.3(c).

7.3 Only "2" (A), Fair Pt."2" (H), "145" (N), and "1" (U), may be specifically designated as course marks.

8.0 RACING AREA

The racing area is shown in Appendix B. Refer to NOAA Nautical Chart 11378 for details.

9.0 THE START

- 9.1 The starting line will be between a staff displaying an orange flag on the RC Signal Boat and the nearby starting mark.
- 9.2 Boats whose warning signal has not been made shall keep clear of the starting area and of all boats *Racing*.
- 9.3 Prior to the warning signal for the first race of the day, each boat shall pass astern of the Race Committee Signal boat displaying, or hailing her sail numbers, and receiving an acknowledgment from the RC.
- 9.4 A buoy may be tethered to the stern of the RC boat to act as a 'barging mark'. Any boat touching this buoy will have broken RRS 31 and shall act in accordance with RRS 44.1.
- 9.5 The RC may douse Code Flag Lima with multiple sound signals as an attention signal one minute before going into the first starting sequence of a race.

10.0 INDIVIDUAL RECALLS

Individual recalls will be signaled in accordance with RRS 29.1 except that the Race Committee will endeavor to hail the sail number(s) or name(s) of the boat(s) who are OCS. The order boats are hailed, or failures to hail one or more boats, or timeliness of the hail, are not grounds for Redress. This changes RRS 62.1(a).

## 11.0 CHANGING THE NEXT LEG OF THE COURSE

11.1 When the new mark is a Fixed Mark: The new Fixed Mark, and direction of passing, is designated the same as SI 6.3. Multiple New Fixed Marks may be designated in the same manner as SI 6.0 through 6.9. This is an addition to RRS 33.

11.2 When using Dropped Marks:

11.2.1 To change the next leg of the course, the RC will lay a new dropped mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new dropped mark is replaced, it will be replaced by an original dropped mark.

11.2.2 RRS 33(a) (1) is changed to read: "the approximate compass bearing or"

## 12.0 THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the finish line committee boat and the nearby mark.

## 13.0 PENALTY SYSTEM

Competitors taking a Two-Turn Penalty shall give notice to the finish line committee boat immediately upon finishing that they took a Two-Turn Penalty per RRS. Other information should also be given to fully identify the incident (leg of course, boat protesting, etc) in case a Protest is lodged.

## 14.0 PROTESTS

14.1 A protesting boat shall also give oral notice of intent to protest to the finish line committee boat immediately upon finishing; or if she does not finish, at the first reasonable opportunity; and shall provide at that time the sail number or name of the protested boat. This changes RRS 61.1 (a).

14.2.1 Protests shall be written on US SAILING Protest Forms available from, and to be delivered to, the Race Committee (RC)

14.2.2 Protests by a boat about an incident that occurred in the racing area shall be delivered to the RC within one hour of the RC docking. The time of the RC docking will be indicated by one sound signal. This changes RRS 61.3. Docking time will be posted on the official notice board.

14.3 The time and place of protest hearings and the approximate order in which protests will be heard will be posted on the official notice board as soon as possible after the race committee boat has docked which may be after the end of protest time limit. Parties to the protest and witnesses shall remain available at the host club.

14.4 A competitor may be a member of a Protest Committee if all *parties* to the hearing agree that member is not an "*interested party*". This clarifies RRS 63.4.

## 15.0 SCORING

15.1 The low-point scoring system of Appendix A of the RRS shall be used except there will be no discarded races. This changes RRS A2.

15.2 Section A3 of the RRS is changed as follows:

a) Corrected finish times calculated using handicaps, or ratings, will rounded to the nearest whole second.

b) When there is a tie at the finish of a race on computer-calculated corrected times, manually calculated times shall be used. When a tie remains the points for the place for which the boats have tied will be assigned as provided in the RRS.

16.0 SPECIAL REGULATIONS

- 16.1 Boats shall monitor the designated VHF channel while racing. The RC recommends boats begin monitoring the designated VHF channel at least 30 minutes before the scheduled start of the first race.
- 16.2 It shall be the sole responsibility of the skipper and crew to determine when personal floatation devices will be worn. Neither the host club nor the Race Committee assumes this responsibility.
- 16.3 A boat retiring from the race shall notify the race committee before leaving the course or, if that is not possible, notify the host yacht club immediately upon arriving ashore.
- 16.4 Boats shall not discard trash into the water. Boats observed discarding trash into the water are subject to protest by another competitor, the Race Committee, or the Judges.

17.0 NON-SPINNAKER CLASSES

- 17.1 HEADSAILS: A single headsail of the maximum size used for the boat's PHRF Rating, or smaller, may be carried and shall be tacked at the usual tack point with its luff attached to the forestay by the means provided by the sail maker.
- 17.2 WHISKER POLES: Whisker poles shall not exceed 160% of the "J" dimension shown on the vessel's GYA-PHRF Certificate.
- 17.3 THE FOLLOWING SHALL NOT BE FLOWN by NON-SPINNAKER CLASSES: SPINNAKER, POLELESS SPINNAKER, BLOOPER, and GENNAKER.
- 17.4 STAYSAIL: Staysails may be flown only as provided in CUTTER RIGS and YAWL AND KETCH RIGS.
- 17.5 CUTTER RIGS: Cutter rigs rated as such by the GYA-PHRF Rating Committee shall set staysails to the tack point provided by the vessel's manufacturer.
- 17.6 YAWL AND KETCH RIGS: Yawl and Ketch Rigs may fly mizzen staysails.

**APPENDIX D:**

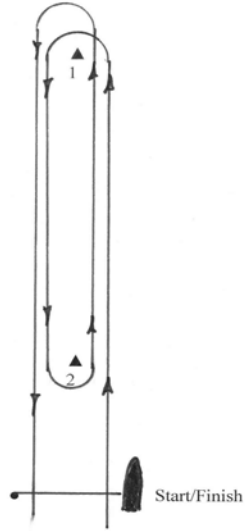
Class flags are as follows:

Class	Color
A	Pink
B	Light Blue
C	Purple
D	Dark Green
E	Light Green

# APPENDIX A: Course Diagrams for Possible Courses

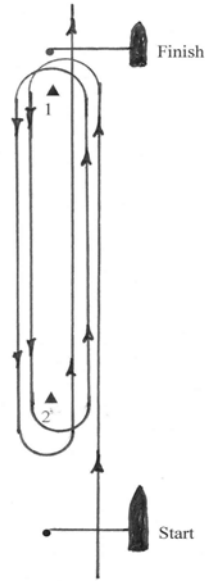
**A Windward-Leeward Course (W2)**

Start- 1 - 2 - 1 - Finish



**A Windward-Leeward Course (W21/2)**

Start - 1 - 2 - 1 - 2 - Finish

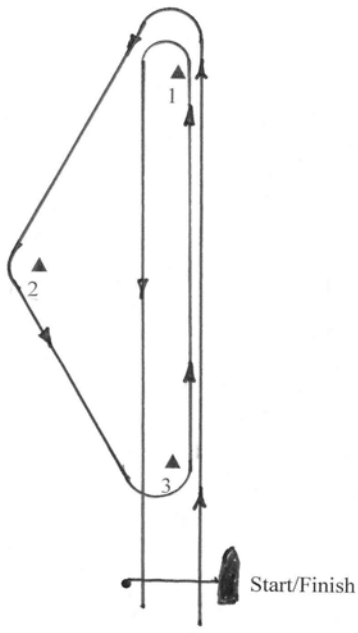


Note: ▲ may also represent a orange or yellow ball

● may represent an orange or red ball

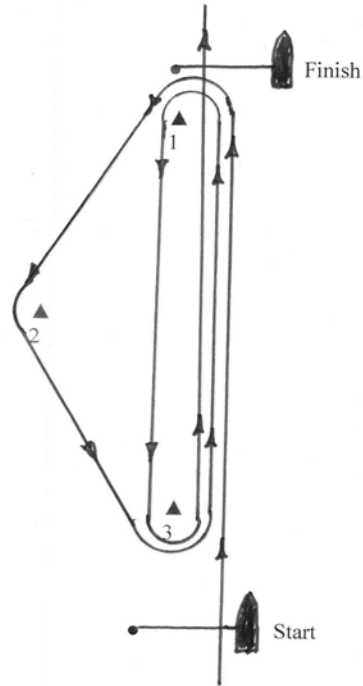
**A Triangle-Windward-Leeward Course G**

Start- 1 - 2 - 3 - 1 -Finish



**A Triangle -Windward-Leeward Course O**

Start - 1 - 2 - 3 - 1 - 3 - Finish



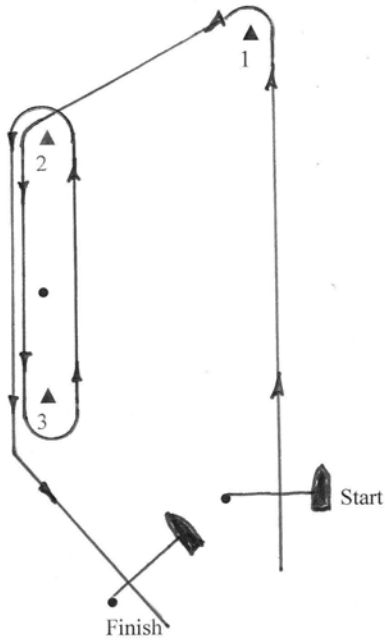
Note: ▲ may also represent a orange or yellow ball

● may represent an orange or red ball

**Trapezoid Courses**

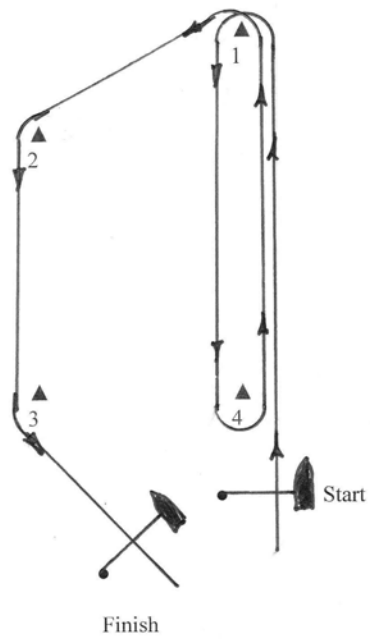
**TR1**

Start - 1 - 2 - 3 - 2 - 3 - Finish



**TR2**

Start - 1 - 4 - 1 - 2 - 3 - Finish

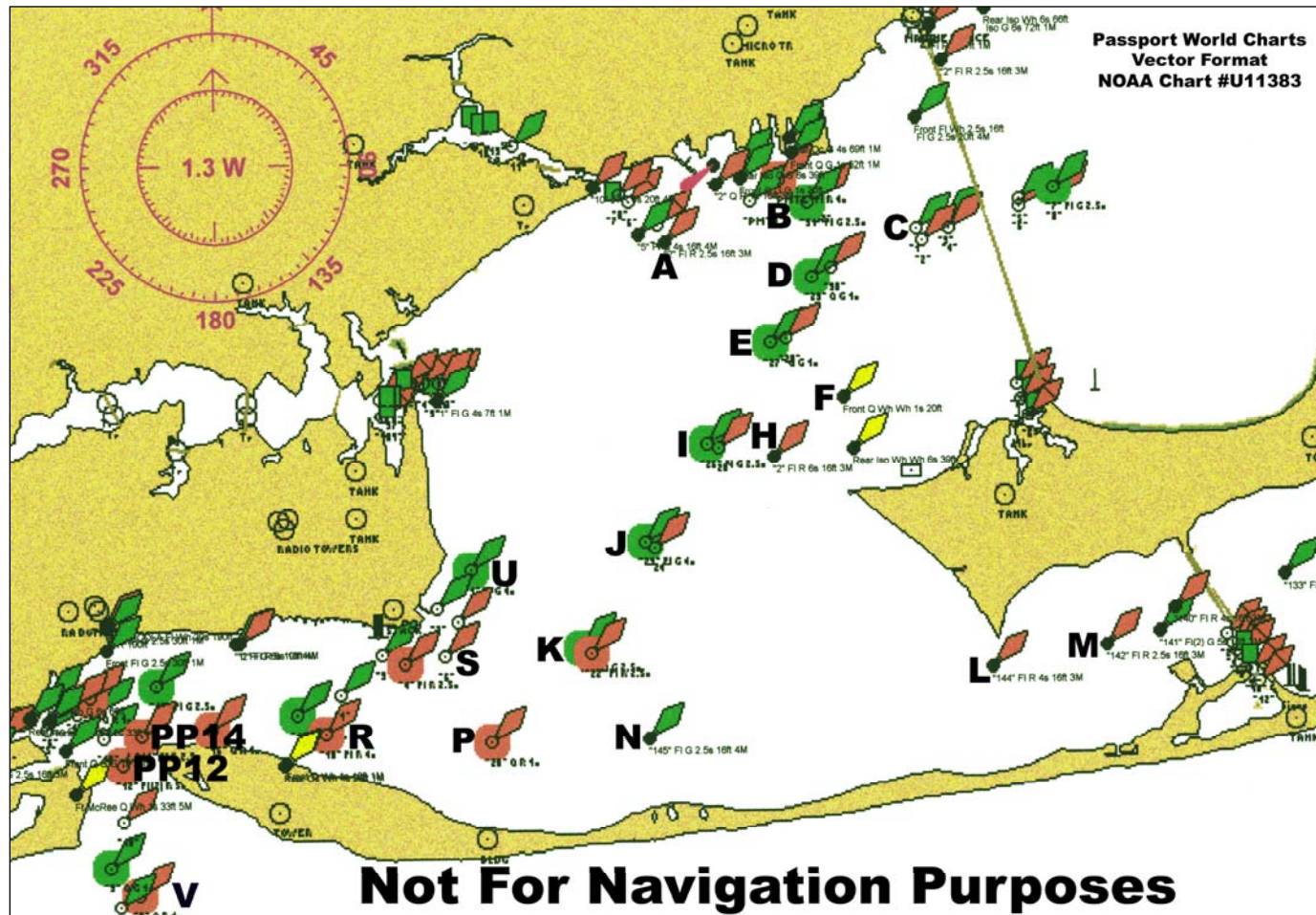


Note: ▲ may also represent a orange or yellow ball

● may represent an orange or red ball

APPENDIX B: Government Mark Location on Pensacola Bay (see APPENDIX C for Lat/Lons)

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APPENDIX C: Location of Government Marks on Pensacola Bay

Race Mark Letter	Chart Label	Description	Latitude (N)	Longitude (W)
<b>A</b>	FI R 2.5s 17ft 3M "2"	Beginning of Bayou Chico Channel	30 ° 23.531 '´	87 ° 13.729 '´
<b>B</b>	G "31" FI G 2.5s	Close to Municipal Auditorium	30 ° 23.759 '´	87 ° 12.574 '´
<b>C</b>	G C "1"	Three Mile Bridge Channel Marker	30 ° 23.557 '´	87 ° 11.658 '´
<b>D</b>	G "29" Q G	Bay Channel "29"	30 ° 23.211 '´	87 ° 12.551 '´
<b>E</b>	G "27" Q G	Bay Channel "27"	30 ° 22.726 '´	87 ° 12.878 '´
<b>F</b>	Q 30ft	Forward Range Marker for East Channel	30 ° 22.383 '´	87 ° 12.233 '´
<b>H</b>	FI R 6s 17ft 3M "2"	Fair Point	30 ° 21.952 '´	87 ° 12.819 '´
<b>I</b>	G "25" FI G 2.5s	Bay Channel "25"	30 ° 21.989 '´	87 ° 13.456 '´
<b>J</b>	G "23" FI G 4s	Bay Channel "23"	30 ° 21.282 '´	87 ° 13.979 '´
<b>K</b>	G "21" FI G 2.5s	Bay Channel "21"	30 ° 20.509 '´	87 ° 14.537 '´
<b>L</b>	FI R 4s 17 ft 3M "144"	Deer Point	30 ° 20.397 '´	87 ° 10.947 '´
<b>M</b>	FI R 2.5s 17ft 3M "142"	Between Deer Point and Pensacola Beach Bridge	30 ° 20.549 '´	87 ° 10.013 '´
<b>N</b>	FI G 2.5s 17ft 4M "145"	Pensacola Bay off Santa Rosa Island	30 ° 19.893 '´	87 ° 13.891 '´
<b>P</b>	R "20" FI R 4s BELL	Pensacola Bay off Santa Rosa Island	30 ° 19.821 '´	87 ° 15.305 '´
<b>R</b>	R "18"FI R 4s	Pensacola Bay off Santa Rosa Island	30 ° 19.888 '´	87 ° 16.692 '´
<b>S</b>	R N "6"	Turning Basin East of Naval Air Station Dock	30 ° 20.450 '´	87 ° 15.719 '´
<b>U</b>	FI G 4s "1"	Approx. 0.6 nm northeast of Naval Air Station Docks	30 ° 21.075 '´	87 ° 15.460 '´
<b>V</b>	R "8" Q R BELL	Caucus Channel (gulf entry channel) Buoy 8	30 ° 18.715 '´	87 ° 18.300 '´
<b>X</b>	G "1" FI G 2.5 s GONG	Pensacola Pass Sea Buoy	30 ° 16.262 '´	87 ° 17.546 '´
<b>PP12</b>	R "12" FI (2) R 5s	Pensacola Pass "12"	30 ° 19.685 '´	87 ° 18.417 '´
<b>PP14</b>	R "14" FI R 2.5s	Pensacola Pass "14"	30 ° 19.891 '´	87 ° 18.280 '´

The above positions are approximate. While every care has been taken in the preparation of the above list, no Request for Redress and/or liability can be accepted for any loss or damage arising from any error or inaccuracy. Lat/Long data source NOAA ENC#11383, 07AUG03 update.

These marks and characteristics contained herein were current 2/06/03. "The Notice to Mariners" should be referred to as any of these marks could be subject to change in approximate position and characteristics. The individual Race Committees shall endeavor to note and post any changes that may affect this table. Ultimately, it is the responsibility of the competitors to navigate the given course properly.