



Presented by
BakerHostetler
Sailing Instructions

May 23 – May 30, 2014

Location: Galveston, Texas to Pensacola, Florida

Organizing Authority: Bay Access

Hosted by Lakewood Yacht Club, Galveston Bay Cruising Association and Pensacola Yacht Club

Contact: EmeraldCoastRegatta@LakewoodYachtClub.com

1. RULES

1.1 The regatta will be governed by:

- a. the rules as defined in *The Racing Rules of Sailing* (“R.R.S.”) except as modified by the Notice of Race or these Sailing Instructions, and by
- b. the current Edition of the *ISAF Offshore Special Regulations Governing Offshore Racing for Monohulls & Multihulls for Category 2* (“ISAF Special Regulations”), except as modified by section 3.4 of the Notice of Race and by these Sailing Instructions.
- c. the rules of the Performance Handicap Racing Fleet of Galveston Bay (“PHRF”) including:
 - a. the open PHRF rules in the Spinnaker Class of the PHRF Fleet
 - b. the PHRF Non-spinnaker Fleet rules in the Without Spinnaker Class of the PHRF Fleet
 - c. the definitions of the Racer/Cruiser Fleet in the Spinnaker Class of the Cruising Fleet
 - d. Cruising Canvas Fleet rules in the Without Spinnaker class of the Cruising Fleet.

Collectively the rules identified above are referred to herein as the “Rules”.

1.2 Failure to meet a Category 2 requirement is not subject to protest by another boat; this modifies R.R.S. 60.1, although as provided below, the Race Committee may protest a boat found to be in violation of the Category 2 equipment requirements during the random post-race inspection noted below. The Race Committee may also investigate a report of violation of the Category 2 requirements and may, but is not required to, file a protest based on its investigation. This modifies R.R.S. 60.2

1.3 Competitors are reminded that, under the preamble of Part 2, when a yacht sailing under the rules meets a vessel that is not, the rules require that she comply with the Convention on the International Regulations for Preventing Collisions at Sea 1972 (“COLREGS”) and the Inland Navigation Rules Act of 1980 (“Inland Rules”).

1.4 Safety Considerations: It is critical to the safety and success of this regatta that yachts obey all navigation rules of the road and do not interfere with commercial traffic. In particular:

- a. Keep a safe distance between your yacht and any ship;
- b. Be aware that a slow moving sailboat can be drawn toward a ship by the ship's wake;
- c. If appropriate to insure safety, have your engine on, in neutral, when *racing* near vessels that are not *racing*, and in particular near commercial shipping traffic;
- d. Many engine failures are caused by clogged fuel filters; to insure your safety, and the safety of others, be sure your engine has been properly maintained so that it will start on demand;
- e. At all times while *racing*, and in particular in or near a ship channel, be especially careful to assign a good lookout; and
- f. Be prepared to drop or furl sails.

1.6 Radios: All yachts shall have two working VHF radios, one of which can be a handheld. At least one working radio shall be carried in the cockpit at all times.

1.7 Monitor Channel 16: All yachts shall monitor the International Hailing Channel - VHF Channel 16, at all times.

1.8 Interfering With Commercial Traffic: A yacht is subject to immediate disqualification, without a hearing, if the Race Committee receives a report from a disinterested party that the yacht interfered with commercial traffic while transiting to the race area, while *racing*, or while transiting to her mooring after *finishing*. This modifies R.R.S. A5 and 63.1. **ANY YACHT AND SKIPPER SO DISQUALIFIED WILL NOT BE ALLOWED TO ENTER ANY FUTURE BAY ACCESS/LAKEWOOD YACHT CLUB EVENT.**

1.9 Rendering Assistance to Persons or Vessels in Danger: As required by R.R.S. 1.1, a yacht or competitor shall give all possible help to any person or vessel in danger. Pursuant to R.R.S. 42.3(f), motoring is allowed during emergency assistance, and will not result in disqualification. In the event a yacht renders emergency assistance, or stands by at the scene of an emergency until a determination is made that no assistance is required, or a yacht experiences a man overboard, the yacht may turn in information regarding the emergency assistance to the Race Committee after docking. Upon receiving a report, the Race Committee may request redress on behalf of the yacht(s) involved.

1.10 Redress for Rendering Assistance: As provided in R.R.S. 62, a yacht may be given redress for rendering assistance. For purposes of this rule, "rendering assistance" includes standing by at an emergency scene until it is determined that no assistance is required. R.R.S. 62.1[c] is modified so that a yacht may be given redress in the event of giving help in compliance with R.R.S. 1.1, even if help is to herself or her crew. In the event a yacht experiences a man overboard, redress will not be refused solely on the grounds that her score was made worse through her own fault as a result of losing a crew member overboard.

1.11 Operating at night: The rules of Part 2 of the R.R.S. are replaced by the COLREGS and Inland Rules between sunset and sunrise.

2. ADVERTISING

As a courtesy to our valued sponsors, no advertising other than by sponsors officially so designated by the Race Committee may be displayed in the Pensacola marinas without prior written permission of the Race Committee. Generic class flags or manufacturer's flags, not personalized with a particular boat's name or logo dominant, are

considered advertising and shall not be displayed. This rule applies from the time a boat checks in to race until the boat leaves Pensacola.

3. ENTRY REQUIREMENTS

Entry is not complete until the Organizing Authority receives a Waiver and Release of Liability from each skipper and crew member. Skipper waivers were submitted during the registration process. Crew member waivers were required to be submitted on line prior to the Skippers' Meeting at:

https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=7757

In the event of a crew member substitution after the Skippers' Meeting, the new crew member must submit a waiver prior to *racing* for that yacht's entry to remain valid.

4. OFFICIAL NOTICE BOARD

The Official Notice Board will be online at:

https://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=7428

5. CHANGES TO SAILING INSTRUCTIONS

5.1 Written Changes: Written changes to these Sailing Instructions will be posted on the Official Notice Board and will be made available at the Lakewood Yacht Club office in the lobby of the main clubhouse. Any written changes will be posted before 5 p.m. the day before the scheduled race start.

5.2 Oral Changes: Any oral changes to these Sailing Instructions will be communicated on the water on VHF Channel 72 by the Principal Race Officer.

6. CHANGES TO DIVISIONS OR CLASS

Assignment of yachts to appropriate divisions or classes is within the discretion of the Race Committee. Any request for change in division or class must be done in writing, with the reason for the request, to the Race Committee no later than one hour after the Skipper's Meeting adjourns. Any change, if granted, will be reflected on the on line Scratch Sheet no later than 6 p.m. the day prior to the race start.

7. WEATHER POSTPONEMENT

The Race Committee may postpone the race for weather at any time prior to 11 a.m. on the day of the scheduled race start. The Race Committee will broadcast any postponement on VHF Channel 72 and will post a notice at the Lakewood Yacht Club office in the lobby of the main clubhouse. Participants may also call Lakewood Yacht Club at 281-474-2511 for any postponement information.

8. CHECK IN AND RADIO COMMUNICATIONS PRIOR TO THE START

8.1 Check in: Each yacht shall check in with the Race Committee on VHF Channel 72 not more than one hour, nor less than 15 minutes prior to her scheduled start time.

8.2 Radio Communications after Check-In: After check-in, and until ten minutes after her *start*, yachts shall monitor VHF Channel 72.

8.3 Race Tracking Communications: All yachts shall carry a SPOT or InReach device with tracking enabled and functioning at all times during the race. A Tracking Coordinator will attempt to contact any yacht whose tracking device is not reporting properly. Please keep your yacht phone accessible at all times. Yachts using InReach shall also use a Spot with tracking enabled if one is provided to them by the Race Committee.

8.3.1 Tracking: In the event a yacht's tracking device ceases to function, the Race Committee reserves the right to disqualify the yacht. The burden will be on the competitor whose tracker signal was lost to prove compliance with all course mark rounding requirements.

8.4 Other Communications: Except as required or limited by the *rules*, communication between yachts during the event may be tailored to your situation.

9. MOTORING

9.1 NO MOTORING: A yacht shall not use her motor for propulsion after her preparatory signal until she *finishes* or retires, except as allowed by the *rules*.

9.2 Exceptions:

A. According to R.R.S. 1.1, a yacht is required to give all possible help to any person or vessel in danger, and R.R.S. 42.3(f) allows a yacht to use her motor to help a person or another vessel in danger. For purposes of this race, helping "another vessel in danger" includes maneuvering in any ship channel to avoid interfering with commercial traffic transiting the area. A yacht may use her engine to avoid interfering with any commercial traffic and to clear the passage lane. Once clear from interfering with the commercial traffic, the yacht shall immediately cease motoring. A yacht shall not advance toward the Finish Line while motoring unless, once clear of traffic and prior to finishing, she returns to her pre-motoring position and completes the race under sail.

B. If wind conditions are such that no yacht in the division finishes within the time limit without motoring, each yacht that motors will be assessed a two hour penalty for each hour of motoring. The penalty will be added to the adjusted elapsed time, and not to the finishing time.

9.3 Notify Race Committee: As soon as practical, a yacht that used her motor to avoid interference with a commercial ship transiting the area shall notify the Race Committee on VHF Channel 72 of the action taken.

10. STARTING LINE

10.1 The Starting Line will be a line between Galveston Channel Green #11 and an orange Race Committee flag or large tetrahedron on the shore.

11. STARTING PROCEDURES

11.2 Starting Sequence. Starts will take place and will be signaled as set out on the schedule below in accord with R.R.S. 26. As a courtesy only, the Race Committee may give a ten (10) second countdown on VHF Channel 72 to the raising and lowering of each flag.

		Preparatory Gun	One-Minute Horn	Starting Gun		Class/Divisions
	Green Flag UP	Prep Flag UP	Prep Flag DOWN	Green Flag DOWN		
Friday, May 24	13:55	13:56	13:59	14:00		Cruising
Saturday, May 25	13:55	13:56	13:59	14:00		PHRF

12. OVER EARLY YACHTS

12.1 Courtesy Notification: As a courtesy only, the Race Committee may attempt to notify “over early” yachts on VHF Channel 72.

13. LATE STARTS

Five minutes after the last group has *started*, the starting mark will be removed. Any yacht that has not yet checked in and *started* may *start* after the starting mark is removed, so long as the yacht was entirely on the pre-start side of the starting line at or after her starting signal. She shall notify the Race Committee of her late start via VHF Channel 72. In the event the Race Committee does not respond, she shall contact the Principle Race Officer via telephone at 281-658-3610.

14. YACHTS WITHDRAWING

A yacht withdrawing from the race shall immediately notify Lakewood Yacht Club by telephone or the Race Committee by radio. Failure to do so will result in that yacht and skipper not being allowed to enter any future Lakewood Yacht Club event. The Lakewood Yacht Club telephone number is 281-474-2511 and is answered 24 hours a day.

15. SAFETY ADVISORY

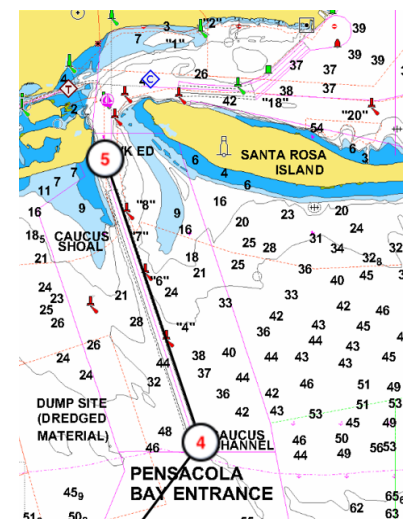
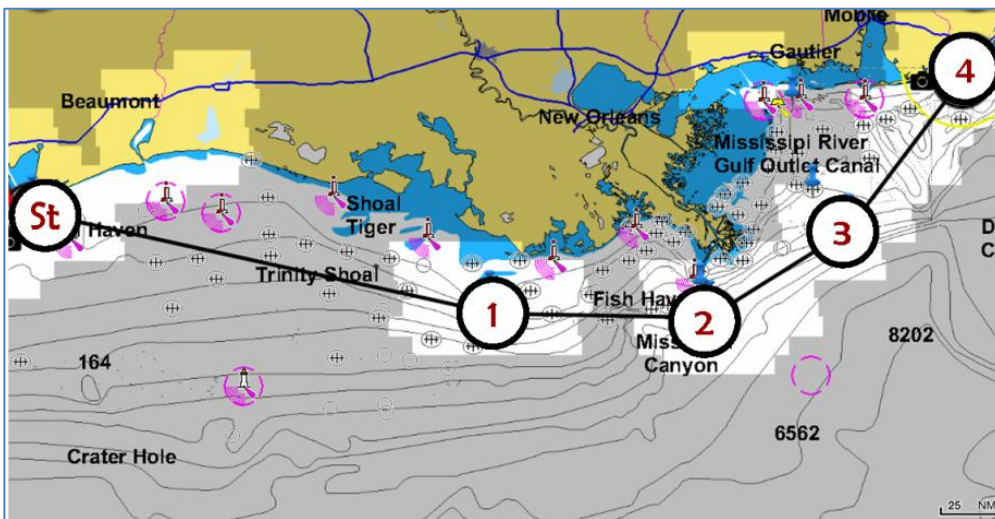
ALL YACHTS ARE REMINDED TO PAY SPECIAL ATTENTION TO NAVIGATION OF THE TEXAS AND LOUISIANA COASTS.

15.1 RACE MARKS HAVE BEEN SET TO PROMOTE SAFETY. HOWEVER, SHOAL AREAS EXIST ALONG THE COAST AND RACERS MAY ALSO ENCOUNTER OTHER AREAS WITH SUBMERGED OR PARTIALLY SUBMERGED OBSTRUCTIONS. ALL RACERS ARE FREE TO PASS AS FAR OUTSIDE OF THE MARKS AS THEY DEEM APPROPRIATE IN THE INTEREST

OF SAFETY. FURTHERMORE, OBSTRUCTIONS WILL BE ENCOUNTERED IN STEERING RHUMB LINE COURSES FROM MARK TO MARK AND, THEREFORE, SKIPPERS MUST KEEP A SHARP LOOKOUT BY SIGHT, SOUND AND ALL OTHER AVAILABLE MEANS IN ORDER TO AVOID OBSTRUCTIONS, WHETHER ON THE SURFACE OR SUBSURFACE. ADDITIONALLY, THE RACE COURSE CROSSES ELEVEN SAFETY FAIRWAYS/TRAFFIC SEPARATION SCHEMES. A SHARP LOOKOUT MUST BE MAINTAINED AT ALL TIMES FOR TRAFFIC AND GPS TRANSPONDERS MUST REMAIN IN THE TRANSMIT MODE AT ALL TIMES. SKIPPERS SHOULD NOT RELY SOLELY ON ELECTRONIC MEANS OF NAVIGATION OR WATCH KEEPING NOR SHOULD THEY RELY ON ANY ONE MEANS OF NAVIGATION.

16. COURSE AND MARKS

16.1	Description	Instruction	Approx. Lat / Lon
Start	Line between Mark on shore and HSC #11		29°20.529N 94°44.462W
Mark 1	2 platforms close together- approx. 15 NM South of Ship Shoal	Leave to Port	28°37.899N 91°01.770W
Mark 2	Platform “MOXY-MC-365-5” at SW edge of Safety Fairway	Leave to Port	28°36.062N 89°18.688W
Mark 3	NOAA Lighted Buoy 42040 – Yellow Fl. 20sec	Leave to Port	29°12.750N 88° 12.450W
Mark 4	Pensacola Sea Buoy – Red #2 – Red Fl. 2.5sec w/ Bell	Leave to Port	30°16.274N 87°17.392W
Finish Line (Port End)	Green channel marker #11 – Green Fl. 4 sec.	Leave to Port	30°19.268N 87°18.568W



16.2 In the event any mark is missing, yachts shall use the charted location in lieu of the mark and shall provide the identity of the missing mark and provide a precise latitude/longitude of the point at which the navigational rounding was executed.

16.3 In the event of a dispute over whether a mark was in fact present or was missing, the Race Committee reserves the right to make the final determination whether a mark was missing. Navigational Roundings of marks found in fact to have been present and reasonably locatable on the water, will result in disqualification or

penalty, if the Race Committee finds that the Navigational Rounding, as executed, resulted in a shortening of the course for the boat executing the Navigational Rounding.

17. THE FINISH LINE

The FINISH LINE will be a line between Green Channel Marker #11, Caucus Channel, Green Fl. 4 sec on the port end and an orange object on the starboard end on Santa Rosa Island at or near a historic gun emplacement bearing approximately 59° from #11.



18. RACE FINISH TIME LIMIT

The time limit for the finish of the race is 1 PM, Friday, May 30, 2014. Yachts not *finished* by this time will be scored DNF.

19. COMMUNICATIONS AT THE FINISH

19.1 Yachts shall contact PRO Andrea Todaro at 281-658-3610 when approaching the Pensacola Sea Buoy. Yachts shall hail the Race Committee on VHF channel 72 when approaching the finish line. Yachts crossing the finish line at night shall display a light on their mainsail.

19.2 If the Race Committee does not respond to a boat's hail on VHF Channel 72, the Yacht shall be prepared to record her own finish time. Finish time shall be marked when Channel Marker Green #11 is at a bearing of 240 degrees from the vessel's helm. GPS time shall be used.

20. DOCKING AT PENSACOLA

20.1 Radio Contact: After *finishing*, yachts are asked contact the Harbor Master on VHF Channel 69.

20.2 Requirements: Yachts shall have adequate docking lines and fenders on board and readily available when approaching to dock.

21. REPORTING SHEET REQUIRED AT PENSACOLA YACHT CLUB

As soon as possible after finishing, a yacht shall turn in her Mandatory Reporting Sheet at the Check-In Table at the Pensacola Yacht Club.

22. INSPECTIONS

The Race Committee may inspect a yacht any time after her *finish* and prior to the awards ceremony. If the yacht is not available for inspection, the Race Committee may disqualify the yacht without a hearing. This modifies R.R.S. A5 and 63.1. Yachts not intending to berth in the vicinity of Pensacola Yacht Club after the finish should make prior arrangements with the Principal Race Officer.

23. SCORING

23.1 Course Length: The official course is 443 nautical miles.

23.2 Time-on-Distance scoring: All fleets will be scored using Time on Distance scoring.

24. PROTESTS

24.1 Corinthian Principles: In accordance with the highest Corinthian spirit, competitors are encouraged to resolve their differences on the water.

24.2 Protest Forms: Protest forms are available at the Pensacola Yacht Club office. Protests shall be delivered there within the protest time limit.

24.3 Protest Time Limits: The protest time limit for a yacht protesting another yacht is the later of 3 hours after the incident or 3 hours after the protesting yacht's *finish*. The time limit for the Race Committee to protest a yacht is 2:00 p.m. Friday, May 30, 2014. Scoring errors should be reported immediately. If the Race Committee refuses to correct an alleged scoring error, the time limit to request redress based on that decision is three hours after notice is received of the refusal.

24.4 Notice of Hearings: Hearing times will be posted on the Official Notice Board. It is each yacht's obligation to check the Notice Board and to provide contact information on the Reporting Sheet. As a courtesy only, the Protest Committee will attempt to notify any protested yacht of the hearing time on the local contact phone number provided on the Mandatory Reporting Sheet.

24.5 Arbitration: At the discretion of the Protest Committee Chairperson, arbitration may be offered to resolve a protest involving only two yachts where no injury or damage is alleged. A 40% scoring penalty may be used if a protested, or protesting yacht, accepts the arbitrator's determination that the yacht broke a rule which would otherwise result in disqualification. This modifies R.R.S. 63.1.

24.5 Alternative Penalty: The Protest Committee shall assign a penalty other than disqualification if it determines that a breach of a rule was not a result of a conscious disregard for the rules, and the breach did not cause damage or injury. The Protest Committee shall craft an appropriate penalty, and may decide that no penalty is necessary.

24.6 Violations of the ISAF Special Regulations: The ISAF Special Regulations are adopted for your safety and for the safety of your crew. If upon inspection by the Race Committee it appears that the yacht is in violation of the ISAF Special Regulations, a yacht may avoid a protest hearing by accepting a 40% scoring penalty.

25. DISCLAIMER OF LIABILITY

Competitors participate in the Emerald Coast Regatta entirely at their own risk. See R.R.S. 4: Decision to Race. Neither the Organizing Authority or the Host Clubs, their officers, directors, members or agents accept any liability for the material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

THE SAFETY OF THE VESSEL AND CREW ARE AT ALL TIMES THE RESPONSIBILITY OF EACH SKIPPER.

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MANDATORY REPORTING SHEET
TURN THIS IN TO THE CHECK-IN TABLE AT THE PENSACOLA YACHT CLUB

YACHT NAME _____ **SAIL NUMBER** _____

APPROXIMATE FINISH TIME _____

LOCAL CONTACT PHONE NUMBER _____

DOCKING LOCATION OF YOUR YACHT AFTER FINISHING

PICK ONE:

- I certify that my yacht completed the race and we did not use the motor for propulsion and we did not use an autopilot.
- I withdrew from the race prior to finishing.
- I used my motor in an emergency, but not otherwise. (Please explain on the other side of this form.)
- I motored _____ hours and _____ minutes to complete the race by the time limit.

Printed Name _____

Signed _____