



**Southern Yacht Club's Annual  
RACE TO THE COAST**

*First sailed on July 4th, 1850*

**JUNE 7-8, 2013**

**New Orleans, LA to Gulfport, MS**

**SAILING INSTRUCTIONS**

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**1 RULES**

- 1.1 The event will be governed by *The Racing Rules of Sailing* (RRS) including the US Sailing prescriptions; applicable class and/or rating rules; the Notice of Race (NOR); and the Sailing Instructions (SI). When there is a conflict between rules, succeeding documents in this list shall govern. This alters RRS 63.7.
- 1.2 The deeds of gift of the **Beauregard "Bugs" Avegno Trophy** and **Jack Dane Trophy** will also apply.
- 1.3 Between the local hours of sunset and sunrise, RRS Part 2 will be replaced by the *USCG Navigation Rules* (IRPCAS/COLREGS) Part B—Steering and Sailing Rules.
- 1.4 Monohull yachts shall be governed by the By Laws of the GYA Performance Handicap Racing Fleet (GYA-PHRF).
- 1.5 Multihull yachts shall be governed by the GYA Multihull Council (GYA-MC) Safety Recommendations, for which the event shall be classified as Category 2.
- 1.6 RRS 26, 44.3(c), 60.1, 62.1(a) and 63.7 are altered herein. Other documents may change other rules.
- 1.7 Yachts shall set only one (1) headsail on the permanent forestay at a time, except while changing sails.
- 1.8 Yachts shall set only one (1) staysail at a time and it shall not extend beyond the rated LP distance.
- 1.9 Whisker poles shall only be set to windward, except while gybing.
- 1.10 NON-SPINNAKER classes shall not set unstayed, free-flying sails, such as a spinnaker, gennaker, flasher, shooter, blooper, or any other sail cut, set or flown to simulate such.

**2 SAFETY REQUIREMENTS**

- 2.1 RACE TRACKING - Each yacht shall provide and carry a GPS tracking device as prescribed in the NOR. The device shall be operational from the time a yacht casts off before the start and until she next docks, after finishing or withdrawing from the race.
- 2.2 The equipment listed in Appendix A—SAFETY EQUIPMENT is suggested for all yachts. Additionally, the OA strongly recommends compliance with the requirements of the *ISAF Offshore Special Regulations* for Race Category 3, including the US Sailing prescriptions.
- 2.3 Prior to the start, each yacht shall hold a man overboard (MOB) briefing or drill with her full crew.
- 2.4 While racing, yachts shall monitor VHF 16 each hour, on the hour for five (5) minutes. Official RC communications may be broadcast by the USCG.

**3 NOTICES TO COMPETITORS**

Notices will be posted on the official notice board at SYC and online at RN. Electronic notifications (email and/or SMS) will be sent to competitors registered via RN.

**4 CHANGES TO SAILING INSTRUCTIONS**

Any changes to these Sailing Instructions shall be posted no later than one (1) hour after the end of the Skippers Meeting.

**5 SIGNALS MADE ASHORE**

There will be no signals made ashore for this event. See also SI 3 & 10.4.

**6 SCHEDULE**

Sat, Jun 8, 2013	0800 – Pursuit Starting sequence begins
	GPS tracking devices must be active upon casting off
	Post-race Awards Ceremony at Gulfport Yacht Club

**7 CLASS ASSIGNMENTS**

Class assignments and ratings will be as shown on the Scratch Sheet.

**8 TIMING AND RADIO COMMUNICATIONS**

The RC will use local GPS time and VHF 68. The RC may hail its intentions or additional instructions.

**9 THE COURSE**

9.1 The STARTING AREA will be located in Lake Pontchartrain, approximately as follows:

Point of Origin	Range	Bearing	NOAA Chart
Southern Yacht Club	11.9 nm	045°	11369
Bayou Castine/Pontchartain YC	12.2 nm	152°	
Highway 11 bascule	6.4 nm	250°	
Approximate coordinates of Starting Area: <b>30°10.1' N, 089°57.1' W</b>			

9.2 The course distance is **50.0 nm** and is not subject to redress. This alters RRS 62.1(a).

9.3 The required Marks of the Course, in order of rounding or passing, will be as follows:

Marks of the Course	Leave To:	Description	NOAA Chart
Starting Mark	PORT	Inflatable orange shape	11369
<b>“Highway 11 Bridge”</b> and NSRR bridge	(a)	(2) bascule bridges	11371
I-10 Twin Span Bridge	(b)	(2) fixed bridges	
North Shore Channel green marks	STBD	(7) day markers – G “15,13,11,9,7,5,3”	11371 or 11367
Rigolets West Entrance #6	PORT	Fixed mark – Fl R 2.5s 17ft 3M “6”	
Highway 90 Bridge	(b)	Fixed bridge	
<b>“CSX Rigolets Bridge”</b>	(a) (b)	Swing bridge	
ICW Rigolets Approach #19	PORT	Fixed mark – Q G 17ft 4M “19”	11371
Gulfport Sound Channel #62 / Finish	PORT	Fixed mark – Fl R 2.5s 17ft “62”	
(a) Bridge tenders monitor VHF 13 using the <b>“quoted”</b> call signs. See also SI 11.6.			
(b) At the Skipper’s risk and subject to SI 12.3, a yacht may pass through any span of the fixed bridges or on either side of the swing span.			

**10 THE START**

10.1 The STARTING LINE will be between a staff bearing an orange flag on the Race Committee boat on the starboard end and the port end starting mark.

10.2 APPENDIX P–PURSUIT STARTING SYSTEM shall apply. This replaces RRS 26.

10.3 Starting Times are as listed in APPENDIX B–50-MILE PURSUIT STARTING TIMES. Starting times may be delayed by postponement.

10.4 STARTING BOAT ABSENT – If the RC boat is not on-station at a yacht’s prescribed Starting Time, the yacht shall assume the starting sequence is under Postponement, in accordance with SI Appendix P, and shall stand by in the starting area. The RC will attempt to hail her intentions via VHF or cell phone to the affected yachts. This race condition shall not be grounds for redress. This alters RRS 62.1(a).

**11 BRIDGE SAFETY AND DELAYS**

- 11.1 A yacht shall not overtake another yacht while both are transiting the same passage through a bridge.
- 11.2 If a yacht encounters a closed draw bridge on the course, the crew shall use the BRIDGE DELAY REPORT FORM to record the time of day (STOPPED) that the yacht's bow reaches a point two (2) boat lengths from the nearest fender, before turning away to wait. Once the bridge opens and the yacht begins to transit the bridge passage, the crew shall record the time of day (RESUMED) that the bow passes the same point relative to the fenders.
- 11.3 Yachts shall resume progress as soon as possible and shall not prolong their delay to gain an advantage.
- 11.4 Yachts delayed at a bridge shall keep clear of yachts that are still racing.
- 11.5 Each yacht shall submit a Bridge Delay Report Form regardless of whether she was delayed.

11.6 The success of this regatta depends on the cooperation of the bridge tenders to get the fleet through The Rigolets. Competitors SHALL NOT engage in argumentative or obscene conversation with the bridge tenders. Competitors SHALL exercise patience and consideration and use polite and clear speech in their communications with the bridge tenders. An offending yacht is subject to disqualification and exclusion from future events. Also, note that bridge tenders must record the names and sail numbers of all boats transiting the bridges.

**12 USE OF AUXILIARY PROPULSION WHILE RACING**

- 12.1 Yachts may use auxiliary propulsion without penalty as specified in this section.
- 12.2 While using auxiliary power, a yacht shall not overtake another yacht in the race.
- 12.3 For safety, while transiting through the primary navigational passage of each bridge and in no other bridge span or passage, yachts may use auxiliary propulsion to maintain a steady course and speed, not to exceed four (4) knots, from the time the bow is two (2) boat lengths from the nearest fender until the yacht clears the fenders on the opposite side.
- 12.4 A yacht that becomes grounded in the North Shore Channel or The Rigolets and nowhere else on the course, may use auxiliary propulsion to free herself. Once free, a yacht shall immediately disengage her auxiliary power before proceeding in the race.
- 12.5 A yacht delayed at a draw bridge may use auxiliary propulsion to maneuver and to return to the point where her bridge arrival time was taken, as long as her speed does not exceed four (4) knots at that point.

**13 NOTIFICATION OF RETIREMENT**

Yachts retiring while racing must report their actions as soon as possible to the Race Committee via VHF or phone (see Contacts listed below). Failure to report promptly will be grounds for penalty, including exclusion from future events.

**14 THE FINISH**

- 14.1 The FINISH LINE will be set roughly north-south, between a staff bearing an orange flag on the RC signal boat on the starboard (south) end and the port (north) end finish mark.
- 14.2 Yachts finishing in darkness shall illuminate their sail numbers to aid the RC in identification.
- 14.5 FINISH BOAT ABSENT – If required, a yacht shall report her GPS finishing time and position relative to nearby yachts to the Race Committee upon docking at GYC or via phone. Failure to report in a timely manner will be grounds for disqualification and additional penalties.

**15 TIME LIMIT**

There is no time limit.

**16 POST-RACE CHECK-IN**

Skippers shall submit a completed Bridge Delay Report Form to the Race Committee or GYC office upon docking or via telephone. Yachts that do not check-in within one (1) hour of their finish time may be disqualified.

**17 PENALTIES AND PROTESTS**

- 17.1 The SCORING PENALTY, RRS 44.3 (yellow flag), replaces the One-Turn and Two-Turns Penalties. The penalty will be thirty (30) minutes added to elapsed time. This alters RRS 44.3(c).
- 17.2 The Protest Time Limit is one (1) hour after the last yacht finishes.
- 17.3 Breaches of SI 2, 11.6, 13, 14.2, 14.5 or 16 will not be grounds for a protest by a yacht. This alters RRS 60.1. Penalties for these breaches may be less than disqualification if the jury so decides.

**18 DOCKING**

Yachts may dock or raft at the Gulfport YC Visitors Pier (D-Pier) through Friday, June 21, 2013 (Pensacola Race start) without charge. GYC slips may also be available by prior arrangement.

**19 SCORING**

Yachts shall be scored in their finishing places, after any adjustments.

**20 PRIZES**

Marker trophies will be awarded as follows:

- First place in fleet.
- First place on elapsed time in fleet.
- First place in each class with 4 or more boats.
- Second place in each class with 5 or more boats.
- Third place in each class with 6 or more boats.

The following perpetual trophies will be awarded:

- Beauregard "Bugs" Avegno Trophy** – First boat in fleet skippered by an SYC member.
- Jack Dane Trophy** – First place in PHRF Class A

**21 DISCLAIMER OF LIABILITY**

Competitors participate in the event entirely at their own risk. See RRS 4 Decision to Race. The Management of the event will not accept liability for any losses resulting from competitors' participation in this event and associated activities prior to, during and after the regatta.

**22 INSURANCE**

Each participating yacht shall be insured with valid third-party liability insurance sufficient to cover liability for loss, damage, personal injury or death.

**23 MISCONDUCT**

In the event of gross misconduct by a Skipper, owner, crew or their guests, before, during or after the regatta, a yacht may be subject to disqualification and other disciplinary action.

**24 CONTACTS AND FURTHER INFORMATION**

For more information, see the SYC web site ([www.southernyachtclub.org](http://www.southernyachtclub.org)) or contact:

- PRO Wallace Paletou: (504) 453-1764 or [wpaletou@cox.net](mailto:wpaletou@cox.net)
- Southern Yacht Club: (504) 288-4200 or [info@southernyachtclub.org](mailto:info@southernyachtclub.org)
- Gulfport Yacht Club: (228) 863-6796
- GYC Harbormaster, Sam Vasquez: (228) 323-1336 or [sam@gulfportyachtclub.org](mailto:sam@gulfportyachtclub.org).

Regatta Network event page: [www.regattanetwork.com/event/6410](http://www.regattanetwork.com/event/6410)

Race Tracking: [Kattack.com](http://Kattack.com)

Scan the QR code at right to view the RN mobile event page.

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**APPENDIX A—SAFETY EQUIPMENT**

The following equipment is recommended for each yacht while racing:

**A1 MONOHULLS**

Marine Compass	Navigational charts and devices for safe piloting
Soft wood plugs	Two buckets, each one gallon minimum capacity
Anchor and rode	Two gallons emergency water
Water resistant flashlight	Minimum of two fire extinguishers
VHF radio	Cell phone with charger or spare batteries
Navigation Lights	USCG approved PFD's with whistle for each crew member
One manual bilge pump	Horseshoe type life ring with pole and self-activating light, or Man Overboard Module
First Aid kit and manual	
Tools and spare parts	USCG required distress signals

**A2 MULTIHULLS**

Multihulls are subject to the requirements of the *GYA-MC Safety Recommendations* for Category 2 events. The Category Requirements are excerpted below:

**5 Category Requirements**

In addition to required USCG safety equipment, the owner should provide, but not be limited to...

**5.01 Category 2** (Port to Port Racing along or across coastal waters at night)

- 5.01 (a) The yacht shall be sailed by a full, seaworthy crew.
- 5.01 (b) Synthetic trapeze wires are allowed.
- 5.01 (c) The yacht should have on board the following...

Marine Compass	Righting Line at least 8 mm in diameter - beach cats
Adequate drinking water	Navigational charts and devices for safe piloting
Adequate food, energy bars, and snacks to maintain crew stamina	Tools and spare parts
First Aid kit	VHF radio receiver (2 suggested) rated submersible and floats
GPS - rated submersible	Water resistant flashlights with spare batteries
Cell phone or satellite phone (sealed)	One hand flare and PLD for each crewmember
EPIRB or Personal Locator Device	Tether and knife for each crewmember

## Southern Yacht Club

### APPENDIX P—PURSUIT STARTING SYSTEM

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*The purpose of the Pursuit Starting System is to apply time-on-distance rating (PHRF) corrections at the start of a race, instead of calculating the corrections after the finish. Thus, the fleet will finish in simple place-order and within a relatively narrow time span.*

#### **P1 PURSUIT STARTING SYSTEM**

- P1.1 RRS 26 is omitted; 62.1(a) and Race Signals I and P are modified herein.
- P1.2 Each yacht shall have a prescribed Starting Time corresponding to her rating and calculated for the course distance, as shown in the starting sequence list distributed by the Race Committee. Starting Times may be altered by postponement.
- P1.3 A WARNING SIGNAL will be displayed with one sound signal not less than five (5) minutes prior to the first start of the starting sequence or following a postponement. The signal will remain displayed throughout the starting sequence, as follows:  
**Flag I** – The starting sequence is active; each yacht shall start at her prescribed time.  
**Flags I over P** – The starting sequence is active following a postponement; each yacht must check the postponement time displayed by RC signal boat and adjust her Starting Time accordingly.
- P1.4 For the purposes of the rules, each yacht's STARTING SIGNAL shall be her Starting Time and her PREPARATORY SIGNAL shall be four (4) minutes prior to her Starting Time.
- P1.5 The RC will attempt to make a sound signal at the Starting Time of each yacht entered in the regatta. Failure to make an accurate sound signal shall not be grounds for redress. This changes RRS 62.1(a).

#### **P2 INDIVIDUAL RECALLS**

- P2.1 The **I Flag Rule**, RRS 30.1 (around the ends), will be in effect for all starts.
- P2.2 The RC will attempt to hail the sail numbers of OCS yachts. The order, timing and success of these hails shall not be grounds for redress. This changes RRS 62.1(a).

#### **P3 POSTPONEMENT**

- P3.1 At its discretion, the RC may signal a postponement in accordance with RRS 27.3 before or during the starting sequence. Postponements will apply only to yachts that have not yet started.
- P3.2 Postponements will be made in five (5) minute increments. Prior to resuming the sequence, the aggregate duration of all postponements will be displayed by the RC signal boat in hours and minutes (H.MM).
- P3.3 If there is a sufficient gap in the starting sequence, the RC may reduce or omit previous postponements for subsequent starts by removing flags I over P, with multiple sound signals, and making a new Warning Signal. Yachts must remain vigilant for changes to the postponement status.

#### **P4 SCORING**

Yachts shall be scored in their finishing places, after applying any adjustments.

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**BRIDGE DELAY REPORT FORM**

This form shall be completed, signed and submitted to the RC at Gulfport YC for each yacht, regardless of whether she encountered bridge delays.

**YACHT**

<i>name</i>	<i>sail no.</i>
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**HIGHWAY 11 BRIDGE**

<i>time of day...</i>	hour (24)	minutes	seconds	<i>check box if...</i>
<b>STOPPED</b>	<input style="width: 40px; height: 25px;" type="text"/>	:	<input style="width: 40px; height: 25px;" type="text"/>	:
<b>RESUMED</b>	<input style="width: 40px; height: 25px;" type="text"/>	:	<input style="width: 40px; height: 25px;" type="text"/>	:
				<b>NO DELAY</b> <input style="width: 40px; height: 25px;" type="checkbox"/>

<i>other yachts delayed</i>
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**CSX RIGOLETS BRIDGE**

<i>time of day...</i>	hour (24)	minutes	seconds	<i>check box if...</i>
<b>STOPPED</b>	<input style="width: 40px; height: 25px;" type="text"/>	:	<input style="width: 40px; height: 25px;" type="text"/>	:
<b>RESUMED</b>	<input style="width: 40px; height: 25px;" type="text"/>	:	<input style="width: 40px; height: 25px;" type="text"/>	:
				<b>NO DELAY</b> <input style="width: 40px; height: 25px;" type="checkbox"/>

<i>other yachts delayed</i>
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**SKIPPER'S CERTIFICATION**

*I hereby certify that the information provided herein is true and accurate.*

<i>name</i>	<i>signature</i>
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