



2014 EMERALD COAST REGATTA GALVESTON TO PENSACOLA WWW.EMERALDCOASTREGATTA.COM

RACE, STAY AND PLAY MAY 23-30, 2014

Welcome



 *Bay
Access*



Welcome and Introductions

Commodore Tom Collier



Seminar Goals

Regatta Chairman David Comeaux

**Please help us in thanking
our Sponsors**



A 501 (c)(3) Charity

Lakewood's Home Town and Annual Platinum Sponsor



SEABROOK

Our Presenting Sponsor

The logo for BakerHostetler is a solid red rectangle. The text "BakerHostetler" is centered within this rectangle in a white, sans-serif font.

BakerHostetler

**Our good friend and regatta sponsor,
Jeremy Hood**



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PENTA**



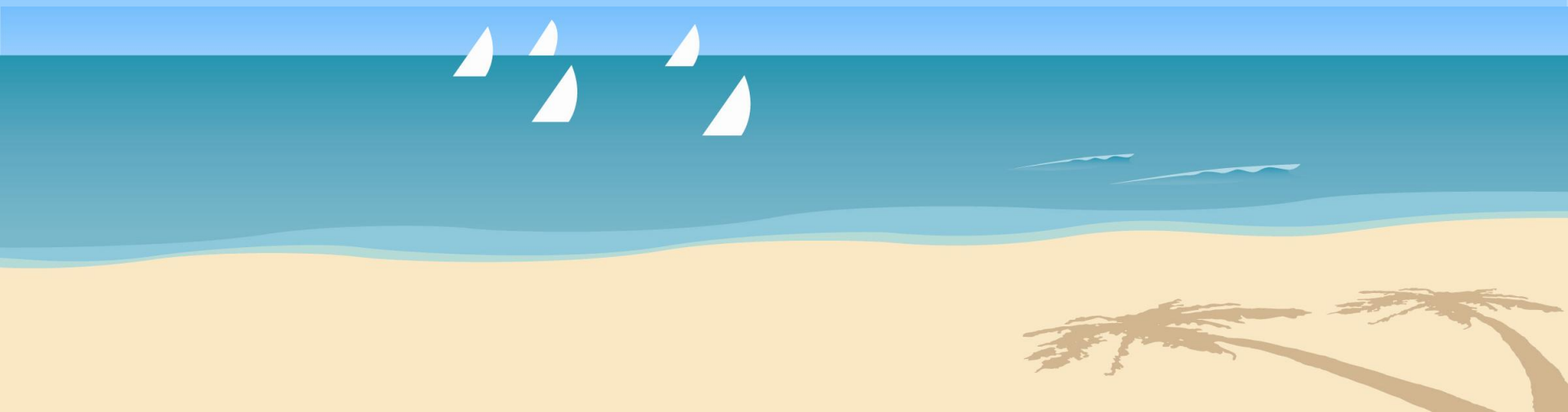
Safety & Navigation

THIS IS AN OFFSHORE RACE

- It takes more preparation
- It takes more experience
- There are unlit structures and may be missing navigational aids
- There are rules to protect you and those around you

Rules?

But I thought this was a
gentlemen's sport?



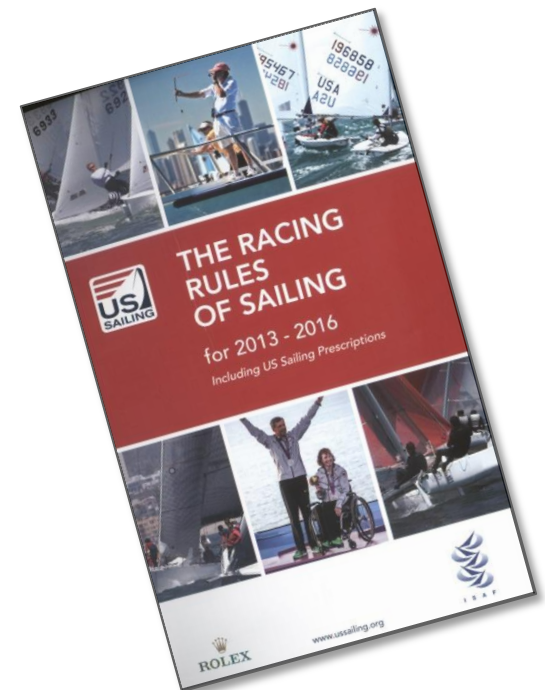


I FOREWARN YOU COUNSELLORS, JUSTICE WILL BE DISPENSED SWIFTLY TODAY, IT'S REGATTA WEEKEND YOU KNOW.

Rules

A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.

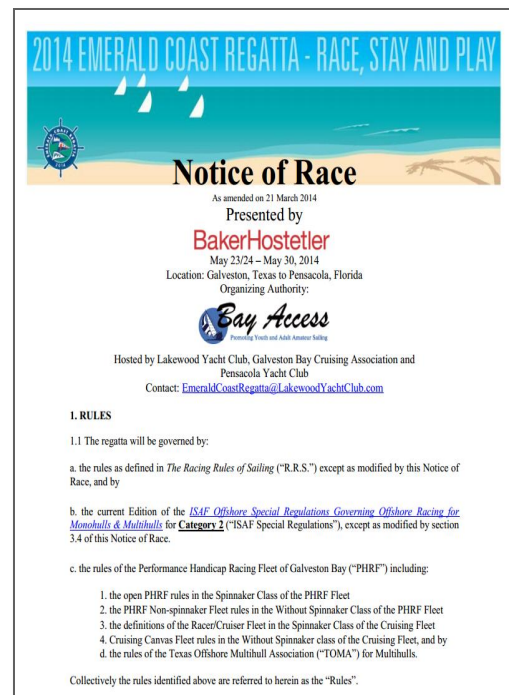
(Preamble to Part 1RRS)



“Rule”

The term “rule” is defined in the Racing Rules of Sailing. It includes many things. Some of the most important for this race include:

- The rules in the Racing Rules of Sailing book
- The Notice of Race
- The Sailing Instructions
- International Regulations for Preventing Collisions at Sea
aka the Col Regs
- Class rules (including PHRF rules)



Racer/Cruiser Definitions

GENERAL

Membership in PHRF Galveston Bay is required to be a member of the PHRF Racer Cruiser Fleet. PHRF Galveston Bay rating certificates are required. The Spinnaker rating will be used by this fleet. USSA and PHRF rules apply.

This fleet is intended for medium and heavy displacement dual purpose production yachts.

ELIGIBILITY

Any self-righting keel boat with a cabin, sleeping accommodations, cooking facilities & head. Yachts that are considered to be ultra-light or racing under a one design rating rule will not be eligible. Final eligibility determination will be at the discretion of the fleet's captain or the race committee.

The Sail Area to Displacement ratio (SA/D) shall be less than or equal to 19.0.

The Displacement to Length ratio (D/L) shall be greater than or equal to 150.0.

FORMULAE

$$\text{Sail Area: } SA = \frac{(I * J) + (P * E)}{2}$$

$$\text{Sail Area to Displacement: } SA / D = \frac{SA}{\left(\frac{Disp}{64}\right)^{2/3}} = \frac{(I * J) + (P * E)}{2 * \left(\frac{Disp}{64}\right)^{2/3}}$$

$$\text{Displacement to Length: } D / L = \frac{Disp}{2240 * \left(\frac{|w|}{100}\right)^3}$$

Units: Displacement is given in pounds. Dimensions I, J, P, E and |w| are given in feet. These inputs may be obtained from manufacturer's literature, a certified PHRF measurer, a certified scale or IMS certificate at the discretion of PHRF-GB.

PHRF Non-Spinnaker Fleet Rules



GENERAL

Membership in PHRF Galveston Bay is required to be a member of the PHRF Non-Spinnaker Fleet. PHRF Galveston Bay rating certificates are required. The Non-Spinnaker rating will be used by this fleet. USSA and PHRF rules apply, except as noted below.

WHISKER POLES

1. Maximum pole length is 100% of "J" dimension. A telescoping pole may be used, but it must be used at the proper length. Telescoping poles should be banded at maximum length to avoid protests.
2. Pole lifts and downhauls may be used.
3. Only one whisker pole may be used at a time.
4. A permanent club-footed jib or staysail boom, as long as it is less than "J" length, is not considered a whisker pole.

HEADSAILS AND STAYSAILS

1. Spinnakers, Cruising Spinnakers, Flashers, Bloopers, Gennakers, etc. are not allowed.
2. Drifter or Reacher type sails are allowed as long as they are smaller than the largest measured headsail, and are attached periodically along the forestay.
3. Two headsails may not be carried at the same time, except that while changing headsails, the replacing sail may be set and trimmed before the replaced sail is lowered.
4. Staysails are not allowed except on yachts that are provided with a permanent inner forestay that the staysail is hanked onto.

PHRF Cruising Canvas Fleet Rules

GENERAL

PHRF Cruising Canvas Fleet Rules are the same as shown above for the Non-Spinnaker Fleet except as noted below.

A skipper may enter one event without a PHRF Galveston Bay certificate and be issued a provisional rating by the fleet's captain. A skipper must have applied for a PHRF certificate before entering a second event.

ELIGIBILITY

Any self-righting keel boat with a cabin, sleeping accommodations, cooking facilities & head. Yachts that are considered to be ultra-light or racing one designs will not be eligible. Eligibility will be at the discretion of the fleet's captain or the race committee.

HEADSAILS

1. Only Dacron sails may be used.

Equipment Rules



As amended on 21 March 2014

Presented by

BakerHostetler

May 23/24 – May 30, 2014

Location: Galveston, Texas to Pensacola, Florida

Organizing Authority:



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 this Notice of Race, 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 this Notice of Race.

c. the rules of the Performance Handicap Racing Fleet of Galveston Bay ("PHRF") including:

1. the open PHRF rules in the Spinnaker Class of the PHRF Fleet
2. the PHRF Non-spinnaker Fleet rules in the Without Spinnaker Class of the PHRF Fleet
3. the definitions of the Racer/Cruiser Fleet in the Spinnaker Class of the Cruising Fleet
4. Cruising Canvas Fleet rules in the Without Spinnaker class of the Cruising Fleet, and by
- d. the rules of the Texas Offshore Multihull Association ("TOMA") for Multihulls.

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

ISAF OFFSHORE SPECIAL REGULATIONS

JANUARY 2014 - DECEMBER 2015

www.sailing.org/specialregs



Extract for Race Category 2 Monohulls

© ORC Ltd. 2002,

all amendments from 2003 © International Sailing Federation, (IOM) Ltd.

Version 1_2 - 2014

Because this is an extract not all paragraph numbers will be present

Copyright

When reprinting these regulations National Authorities and Race Organizers should :-

- request copyright permission from ISAF and ORC Ltd (normally given free of charge)
- display a copyright acknowledgement with the reprint (similar to © ORC Ltd. 2002, all amendments from 2003 © International Sailing Federation, (IOM) Ltd.)
- make any amendments by deleting contrary provisions and indicating that changes have been made
- supply a copy of the reprint to each of ISAF and ORC Ltd

Official interpretations shall take precedence over these Special Regulations and will be indexed, numbered, dated and displayed on the ISAF web site www.sailing.org/specialregs

Language & Abbreviations Used

Mo - Monohull

Mu - Multihull

" ** " means the item applies to all types of yacht in all Categories except 5 for which see Appendix J or 6 for which see Appendix L.

RED TYPE indicates a significant changes in 2014

Guidance notes and recommendations are in italics

The use of the masculine gender shall be taken to mean either gender

Administration

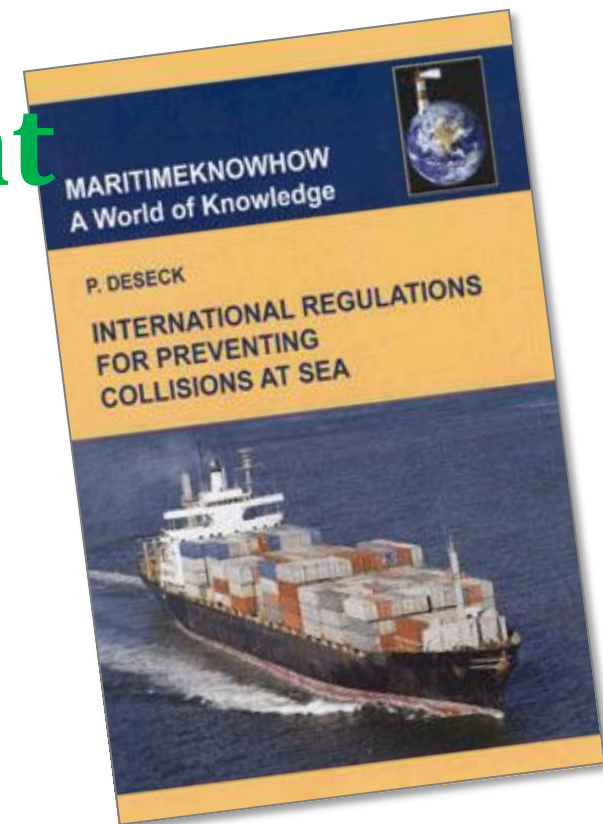
The Offshore Special Regulation are administered by the ISAF Special Regulation Sub-Committee whose terms of reference are as follows:
(www.sailing.org/regulations)

ISAF Regulation 6.8.8.3 - The Special Regulations Sub-Committee shall:

- (a) be responsible for the maintenance, revision and changes to the ISAF Offshore Special Regulations governing offshore racing, under licence from ORC Ltd. Such changes shall be biennial with revised editions published in January of each even year, except that matters of an urgent nature affecting safety may be dealt with by changes to the Regulations on a shorter time scale;*
- (b) monitor developments in offshore racing relative to the standards of safety*

Rules of the Road

- Racing Rules of Sailing
- COLREGS
- There's an app. for that



When do they apply?

1. Sunset to sunrise

The Sailing Instructions will provide, per the NOR:

- The rules of Part 2 of the R.R.S. are replaced by the International Regulations for Preventing Collisions at Sea (I.R.P.C.A.S.) between sunset and sunrise.

2. When meeting vessels not racing

- The Preamble to Part 2 of the Racing Rules of Sailing states:
- *When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) of government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of IRPCAS or by government right-of-way rules.*

The Responsibility of the Skipper

The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his 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 must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He 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.

Read the Sailing Instructions

We make changes to the sailing instructions for every regatta. Be sure to read them before the Skippers' Meeting so you can get any questions answered at the meeting.

Remember: GPS tracking is required for this regatta. SPOT or inReach will work on Trackleaders.com.

Post Race Inspection

CATEGORY 2 (ISAF Offshore Regulations Governing Offshore Racing for Monohulls & Multihulls)

The regulations are adopted for your safety. Don't be caught without proper equipment. There is more at stake than a pickle dish.

