

Regata al Sol XXVIII

May 7-8, 2014

Pensacola – Isla Mujeres

Sponsored by:

Southern Yacht Club



FOUNDED 1849

Pensacola Yacht Club



Club de Yates Isla de Mujeres



Club de Yates
Isla De Mujeres

Originally Posted: December 23, 2013

Revised: *This document may be revised over time*

TABLE OF CONTENTS

<i><u>DOCUMENT</u></i>	<i>PG</i>
OVERVIEW	3
REGATA AL SOL COMMITTEE	6
NOTICE OF REGATTA & SAILING INSTRUCTIONS	7
ENTRY FORM	14
SCHEDULE OF EVENTS	16
SAFETY ADDENDUM	17
TROPHIES	22
HOTELS	23
COMMUNICATIONS & TRACKING	24
REGATTA CREW LIST	26
CERTIFICATE OF RACE COMPLETION	28
APPLICATION TO REGATA AL SOL VILLISTA SOCIETY	29

REGATA AL SOL XXVIII - OVERVIEW

By Enrique Lima Zuno and Dr. Ed Boos

In 2014 Gulf Coast sailors will celebrate the 28th sailing of Regata al Sol from Pensacola, Florida to Isla Mujeres, Mexico. This biennial premier offshore race is organized by Southern Yacht Club, Pensacola Yacht Club, and the Club de Yates Isla de Mujeres. The starts of the race will be Wednesday May 7, and Thursday May 8th 2014.

The course will take racers from Pensacola Bay across the Gulf of Mexico to Isla Mujeres, Mexico just off the Yucatan coast from Cancun. This race offers all the excitement of any offshore race as well as the challenge of navigating the Gulf loop current.

Further information and details can be found on the Regata al Sol website www.regataalsol.org, as well as the websites of Southern Yacht Club (www.southernyachtclub.org) and Pensacola Yacht Club (www.pensacolayachtclub.org).

The history of the Regata al Sol dates back to 1964, when Victor Skiro, Mayor of New Orleans decided to honor Mexico by unveiling the statue of Benito Juarez, President of Mexico in the 1860's who defeated Maximilian of Austria and formed an alliance with the United States particularly with Louisiana and New Orleans.

Mr. Miguel Aleman Valdez and Mr. Jose de Jesus Lima Gutierrez were appointed by the President of Mexico, Lic. Adolfo Lopez Mateos, to assist on behalf of the Mexican Government in the Unveiling Ceremony of the Statue of Benito Juarez.

Mr. Jose de Jesus Lima in this trip decided to promote the tourism destination of the easterly part of the Yucatan Peninsula where Isla Mujeres and Cozumel are located.

At that time the United States Government and the Cuban Government had ended their political relations and sailors were not willing to come to Isla Mujeres because of its proximity to Cuba. Mr. Lima, the Federal Government and the Government of Quintana Roo had everything ready to host the Regata but no sailboats were willing to participate. Mr. Jose de Jesus Lima through his good friend Admiral Diego Mujica Naranjo, liaison between the Mexican Navy and the Minister of Tourism, convinced the commander of the Pensacola Navy Base to authorize that two sailboats of the Officer's Club would participate in the first Regata al Sol, which started in Biloxi, Gulfport and Pensacola. One sailboat, the *Tail Wind* had Naval Officials from Pensacola as crew members and the other one, *Trade Winds* was flagged Mexican and re-named *Isla Mujeres* for the race. The *Isla Mujeres* with crew members of Merida, Isla Mujeres and Mexican Navy officials won the first Regata al Sol in 1965.

In 1966, Southern Yacht Club, with Commodore Dick Spangenberg and the Club de Yates Isla Mujeres, with the Lima Family, initiated the annual offshore race from Biloxi to Isla Mujeres. The race was a tremendous success, drawing boats from Texas to Florida. In 1969 the race took a short detour to Cozumel and became a biennial regatta. The race continued to be very popular all along the Gulf Coast and in 1986 the starting line moved from Gulfport to Pensacola Bay, when Temple Brown and Bubby Hartson were the Southern Yacht Club commodores, and the finish line returned to a point off the north end of Isla Mujeres. The current record for the 555 nautical mile race is held by Stephen Murray's Andrews 70' *Decision* in a time of 59:03:54 (hh:mm:ss) set in 2002.

In 2012 Bob Hughes and Howard Leach of Southern Yacht Club guided their Beneteau 49 *Lady Gray* to overall victory as well as winning Cruising Class A and Cruising Fleet. SYC's Stephen Murray on the new Carkeek 40 *Decision* followed the winning ways of prior *Decisions* besting Racing Fleet as well as having the fastest elapsed time of 3 days 23 minutes and 3 seconds. Pass Christian YC's Steve Montagnet on his Beneteau 45 *Fidelis II* won Cruising Class B and Long Beach YC's Tom Stokes on his Pearson 365 *Free Spirit* won the Cruising C Class.

Jose de Jesus Lima passed away in 2009 and a trophy was dedicated in his honor to be awarded for the first time in 2010 to honor sportsmanship and seamanship. Winning the award in 2012 was Anthony Hopkins and the crew of *Anemone Tickler*.

After experimenting with combining Spinnaker and Non-Spinnaker boats in the Cruising Division, we will return to separate divisions. In recognition trends in boat equipment the RRS will be amended for all classes to allow stored power (power winches) at no penalty. Entrants in the Racing division will also have the option of being scored under the IRC rating rule.

All boats will again be supplied with transponders that will track each boat's progress by satellite on a dedicated Regata al Sol webpage. This will allow the shore contingencies to follow the race, which will provide greater shore side excitement and peace of mind. In addition, the transponders will allow owners who rely on others to deliver the boat back to the US to track their vessel on its journey home.

New in 2012 was the induction of the inaugural class of the Regata al Sol Villista Society! Modeled after the Island Goats Sailing Society for sailors with 25 or more Chicago-Mac races, the Villista Society (pronounced vee-ye-stah) honors Sailors and Race Committee with 10 or more Regata al Sol's under their keels. Twenty-one members were inducted and we hope that more will be included with their participation in the Regata al Sol in 2014. The name derives from Pancho Villa's army and honors our good friend Enrique Lima. All sailors accepted into membership will be honored during the trophy presentation. An application to join the society is enclosed.

Isla Mujeres is a beautiful tropical island with pristine sand beaches, palm trees, and crystal clear water. Don't look for high-rise developments, as this is a very laid back, quaint island. The Lima family has been hosting our sailors for many years and provides an elegant atmosphere in this tropical paradise. There will be daily parties and events including beach parties, a basketball game, a Mardi Gras parade and banquets. The events culminate Thursday night with an island soiree and awards banquet.

Accommodations are provided in lovely unpretentious hotels located on the beautiful white beaches which makes this island a wonderful "off the beaten path" jewel. Most restaurants and shopping are within walking distance of the hotels and other destinations can be reached by taxi, golf cart, or scooter.

Nonsailors and racer-chasers can reach Isla Mujeres by flying into Cancun and taking a twenty minute ferry ride to the island.

Whether you are an offshore racer, cruiser or someone looking for a beautiful Caribbean retreat, we suggest that you consider the Regata al Sol in 2014. Southern Yacht Club will

host a Mexico Night on Saturday January 25th, 2014 and Pensacola Yacht Club will host one Saturday February 1, 2014.

For further information regarding Regata al Sol, including registration, notice of regatta, and housing accommodations, go to www.regataalsol.org, Southern Yacht Club's or Pensacola Yacht Club's websites mentioned above.

Bienvenidos a Mexico

2014 Regata al Sol XXVII Regatta Committee

Commodore Dr. Merlin R. Wilson, Southern Yacht Club
Commodore Robert “Bob” Dawkins, Pensacola Yacht Club

SYC Regatta Chairs: Guy Brierre* & Dr. Ed Boos*

PYC Regatta Chairs: John Matthews* & Alan McMillan*

Registration: Guy Brierre

Mexico Hotels and Customs Liaison: Ed Boos

Regatta Wear & Souvenirs: John Matthews

Trophies: John Matthews, Robin Moyer, Hjalmar Breit

Public Relations: Talbot & Virginia Wilson

PYC Regatta Starting Committee:

PRO: John Matthews

Assistant PRO: Alan McMillan

Race Committee: Gloria McMillan, Nancy Matthews, Beverly Stagg, Randy & Kim Ray, Bob & Renee Sutton

On-Station in Isla Mujeres:

Communications: Bill Parsons

Scoring: Wallace Paletou*

Menu Judges: Mary Ellen Wilson, Nancy Matthews, Macey Moyer, Marge Paletou

RaS Committee At-Large: Polly Breit, Melb Scoggin

RaS Committee Emeritus: Hjalmar Breit, Robin Moyer

RaS Committee in Memorium: Dick Kammer & Ron Richards

* Members of the Regata al Sol Race Committee

NOTICE OF REGATTA & SAILING INSTRUCTIONS
REGATA AL SOL XXVIII
PENSACOLA - ISLA MUJERES
MAY 7-8, 2014

www.regataalsol.org

www.southernyachtclub.org or www.pensacolayachtclub.org

The REGATA AL SOL XXVIII from Pensacola, Fl. to Isla Mujeres, Mexico again offers the challenge for all eligible skippers and boats to race to the Yucatan for sun, fun & hospitality.

GENERAL CONDITIONS

1.0 ELIGIBILITY

To be eligible, a yacht must have a minimum deck length of 30', and must be self-righting, properly rigged and ballasted with enclosed cabin, watertight, self-bailing cockpit and positive closures on all through hull fittings. Exceptions to the minimum length may be granted by the organizing authority upon application and consideration of the vessel's soundness and the experience of the entire crew.

The Regata al Sol is not a race for novices. Every Competitor should have experience sailing a yacht offshore and be prepared to encounter heavy weather.

2.0 MANAGEMENT

The regatta is organized by Southern Yacht Club, Pensacola Yacht Club, and Club de Yates Isla de Mujeres and is to be administered by the Regata al Sol Race Committee which has full power to interpret and enforce these general conditions. The decision of the Regata al Sol Race Committee (RASRC) regarding eligibility is not subject to protest.

3.0 CLASSES / RATINGS / ENTRIES

PHRF Handicap System will be used for all divisions and all yachts must have a GYA-PHRF Certificate valid through the yacht's finish which can be obtained by making application to the chairman of the GYA PHRF Board of Handicappers, Commodore Thomas D. Beery, Jr., 1001 Sea Cove, Pascagoula, MS 39581. There must be at least 3 boats registered in each division in order to have separate divisions. The fleet will be divided into two Divisions (RACING & CRUISING) with intentions of having two or three classes in each division provided sufficient entries are received. Power driven winches will be allowed in all Divisions and Auto-pilots will be allowed in the Cruising Division only. This changes RRS 52.

Any boat wishing to enter the Cruising Divisions must have a Sail Area to Displacement (SA/D) ratio less than or equal to 20 using the 100% foretriangle criteria (regardless of the size headsail used). Boats with a SA/D ratio higher than 20 may appeal to the Race Committee for inclusion. There are no sail limitations (other than PHRF rating sail limitations). In addition, the Race Committee reserves the right to ensure only cruising type vessels are eligible for entry in the Cruising Division. The Decision of the Race Committee will be final. We encourage participants to help recruit boats similar to their own so as to allow the committee to break divisions into classes of similar boat type.

Entrants in the Racing Division may also register to be scored using the IRC scoring system using either a valid Standard Certificate (based on ratings assigned to sisterships) or a valid Endorsed Certificate (requires measurement by an authorized IRC measurer). These racers will be eligible for both PHRF and IRC trophies. *We must have a minimum of 5 boats registered by the early entry deadline to offer IRC Trophies.* For further

information on the IRC certificate process and the differences between the certificates please visit: www.ussailing.org/offshore/IRC/index.asp.

Divisions and Classes are to be split at the discretion of the Race Committee. In an effort to group boats more by performance type, classes may not be divided simply by rating bands. There shall be a minimum of 3 boats per class.

Entry shall be on the official form (attached) and shall be accompanied by a valid GYA PHRF certificate as well as an entry fee of \$425.00 (members of U.S. Sailing \$400.00). The entry fee does not include port fees and agent fees to clear vessel in and out of customs and immigration in Isla Mujeres. An additional charge is to be paid for port fees, agent fees & customs fees with boat/crews to be cleared by Club de Yates Isla de Mujeres which also includes escort service from finish line into harbor as well as ice & beer upon arrival. Twenty-five dollars (subject to change) per crew member will be required for each crew member visa.

NOTE: Entries received by February 1, 2014 will be entered in a drawing to have 100% OF THEIR ENTRY FEE REFUNDED!

4.0 SAFETY, RESPONSIBILITY AND LIABILITY

Please refer to the General Regata al Sol Safety Requirements attached. In addition please note:

SPECIFIC ATTENTION IS DIRECTED TO THE FOLLOWING FUNDAMENTAL RULES:

RRS Rule 1.1 – Helping Those in Danger: *A boat or competitor shall give all possible help to any person or vessel in danger.*

RRS Rule 4 – Decision to Race: *The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.*

Advances in safety equipment and techniques have been incorporated into the US Safety Requirements developed by US Sailing's Safety at Sea Committee:

<http://media.ussailing.org/AssetFactory.aspx?vid=22457>

The Regatta Committee requests that every skipper/owner review these Regs and determine which elements best suit their individual boat as well as the competency of the crew for a race of this sort. The Regatta Committee **STRONGLY RECOMMENDS** that each owner comply with these additional regulations.

Each entrant must also comply with the appropriate US Coast Guard requirements for their vessel.

All captains/owners/Persons in Charge are solely responsible for the structural integrity of their yachts, its ability to undertake a safe ocean voyage and the abilities of their crew.

Neither the establishment of minimum equipment standards nor any inspection that may be performed by the Race Committee shall in any way limit the Captain's, Owner's and/or Person in Charge's responsibility or confer any such responsibility on the Committee.

Competitors participate in this race entirely at their own risk, see RRS 4 above. The RASC, SYC & PYC bear no responsibility for accidents, damage or injuries to yachts or their personnel arising from any cause during the race or related activities. As a condition of entry the owner or charterer and the skipper of each yacht shall submit a signed Waiver Form by the Mandatory Skippers Meeting.

The entry form constitutes the Skipper's certificate of compliance with these conditions, and disqualification for any breach or violation of these requirements is not subject to protest and/or redress.

Finally, both Pensacola Yacht Club and Southern Yacht Club have hosted US Sailing sanctioned Safety at Sea Seminars in 2010-11. We highly recommend that at least two members of each crew have Safety at Sea Certification within the past 5 years. Please visit the US Sailing Safety at Sea website for excellent additional information and the schedule of upcoming seminars: <http://offshore.ussailing.org/SAS.htm>

5.0 SKIPPERS' MEETING

There will be a **mandatory** Skippers' Meeting for the Cruising Divisions at 1900 hours Tuesday, May 6, 2014 at Pensacola Yacht Club. There will be a **mandatory** Skippers' Meeting for the Racing Division at 1900 hours Wednesday, May 7, 2014 at Pensacola Yacht Club. **ALL PARTICIPATING YACHTS MUST BE REPRESENTED AT THEIR RESPECTIVE SKIPPER'S MEETING OR THEY MAY BE DISQUALIFIED.** A cocktail reception will be held after the skippers meeting. Pensacola Yacht Club will be available after skippers meeting for "Dutch Treat" dinner. Reservations need to be made at Pensacola Yacht Club telephone 850-433-8804.

6.0 START / COURSE

6.1) Starting Dates

May 7, 2014 CRUISING Division

May 8, 2014 RACER Division

6.2) Starting Times

a) Starting signals will be given in accordance with racing rule 26 (RRS).

b) The Cruising Division will start at 1100 on Wednesday May 7th. The Racing Division will start at 1100 on Thursday May 8th. Further details will be provided at the respective skipper's meetings.

6.3) Starting Line

The starting line will be between an orange flag displayed on a staff located on the race committee boat and a nearby temporary mark (orange tetrahedron) whose location will be further described at the Skippers Meeting.

6.4) Check-in

All yachts shall sail past the stern of the committee boat prior to their warning signal and hail their vessel name and sail number until acknowledged. Yachts not complying with this rule shall have a minimum of one hour added to their elapsed time, at the discretion of the Race Committee.

6.5) Course

a) After starting, Pensacola Pass buoys "14" and "12" are to be left to port and sea buoy "1" to starboard.

b) Isla Contoy and Contoy light shall be left to starboard, thence to the Finish.

7.0 RECALLS

7.1) Individual recalls will be signaled in accordance with RRS 29.2. The race committee will attempt to hail on VHF channel 68 the sail number(s) of the yacht(s) recalled. Failure to hear a hail is not grounds for redress. Any yacht not returning and properly starting will be assessed a time penalty by the Jury not less than 1 hour.

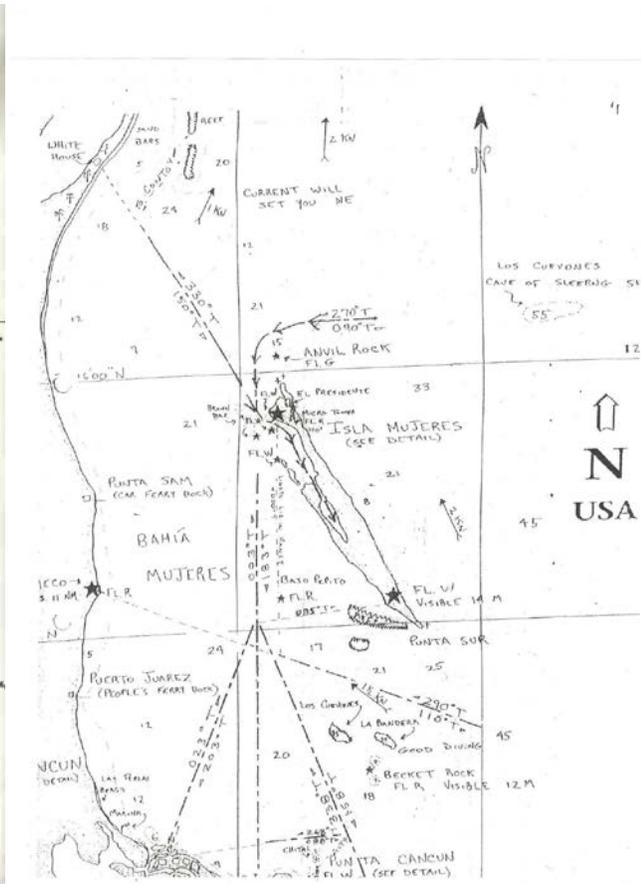
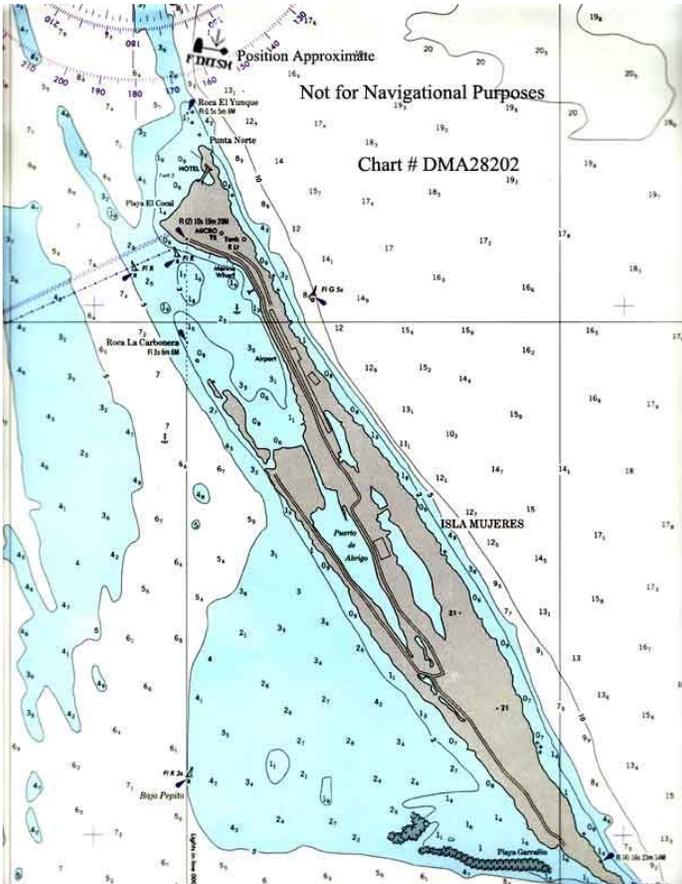
7.2) General recalls will be signaled in accordance with RRS 29.3.

7.3) When a general recall has been signaled, the start for the succeeding class(es) will be postponed accordingly.

7.4) From the first warning signal until they reach Pensacola "A" yachts shall monitor VHF channel 68. See Communications Addendum for more info.

8.0 FINISH LINE

The finish line will be on the eastern side of the north tip (Punta Norte) of the island at approximately 21° 16.707' N 86° 45.329' W. The line will be between a Mexican Naval Vessel (Code Name "Echo") displaying a Race Committee flag and a large white buoy with light. The finish line is to be crossed in a northerly / easterly to southerly / westerly direction as it may appear. Should the Naval Vessel have to leave its station it will be replaced by another styrofoam buoy which will be the Western end of the line. In the event naval vessel is not on station each yacht must record its own finish time and report same to the Race Committee within two hours after finishing.



9.0 GENERAL FINISH INSTRUCTIONS -

9.1 Each yacht is to report its estimated finish time to the Race Committee of the Club de Yates Isla de Mujeres as soon as it is within VHF radio range (generally around Contoy Light). Channel 68 will be used for the initial call. R/C will monitor VHF 68 for the finish of the race (but may, on occasion, be on VHF 16 due to other Regatta Duties). In the event of a night finish, the Naval vessel will display a revolving amber light. In addition, the vessel will make an effort to fire a green flare each half hour from sunset to sunrise and will also make an effort to fire rockets when vessels finishing are in sight. Each vessel finishing at night must put a light on its sail numbers while crossing the line to assist in recording their time.

An escort boat (Code Name "Juliette") will guide yachts to the customs docks. You do not need to contact Juliette, they will find you and escort you. Upon reaching the customs docks yachts without previously arranged dockage will be assigned a berth according to its draft and electrical requirements. The use of docks may require a small docking fee and fuel, water and shore power must be paid for. Vessels are to fly the Mexican flag as a courtesy upon arrival, with the "Q" (yellow) flag until cleared by customs.

For your information, the following Code Names have been assigned for radio communications:

Mexican Navy Isla Mujeres Headquarters: "Yankee".

Finish Boat: "Echo"
Mexican Minesweepers: "Delta"
Escort Boat: "Juliette"
Race Committee: "Race Committee"

9.2 Certificate of Race Completion: Each Owner/Skipper must complete the Certificate of Race Completion certifying compliance with engine and auto-pilot usage as well as their finish time. The Certificate must be submitted and received by a Race Official within 4 hours of the yacht's finish time. **Failure to complete and submit this certification within this time frame may result in disqualification.** Also please see 16.0 below.

9.3 Please be sure that all wastewater Y-valves or thru-hulls are closed when approaching the dock to prevent any discharge into the waters of Isla Mujeres.

10.0 SCORING:

10.1 Distance: For purpose of handicapping, the distance calculated for the race is 555 nautical miles and is not subject to protest.

10.2 Scoring: RRS Appendix A4.1, Low Point Scoring

10.3 Time Limit: Yachts not finishing by Thursday May 15 at 1600 shall be scored DNF.

11.0 RULES

11.1 The race will be governed by the rules as applicable as described in The Racing Rules of Sailing (RRS) 2013-2016 including US Sailing Prescriptions, the GYA-PHRF prescriptions, the IRC Rule, and by this Notice of Race & Sailing Instructions. **The Notice of Race & Sailing Instructions may be updated, amended and/or supplemented up until the time of the respective Skipper's Meetings for each Division.**

11.2 RRS Part 2 will be replaced by Part B, the Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (COLREGS) between the hours of local sunset and local sunrise.

11.3 RRS 44.1 (a) and 44.2, the Turns Penalties, shall not apply

12.0 CREW / VESSEL DOCUMENTATION

Racing and Cruising Division vessels shall have a minimum of four crew, of which the skipper and navigator shall be amateurs (as defined by ISAF Group 1). The maximum shall be determined by the boat's PHRF Certificate. Regatta Crew Lists are to be turned in prior to start. Failure to do so could result in disqualification. Lista de Tripulantes are to be given to Immigration by race committee to facilitate clearing of vessel into Mexico. **IT IS THE RESPONSIBILITY OF EACH SKIPPER TO SECURE PROPER DOCUMENTATION FOR HIS YACHT AND CREW.**

13.0 RADIOS, TRANSPONDERS AND SATELLITE PHONES

Please see the Communications Addendum starting on Page 20.

13.1 Once again this year all participants are required to carry and properly mount a transponder on their boat. More information will be included in a future NOR/SI update.

13.2: All boats must have an EPIRB and must give registration information on the registration form. Personal Locator Beacons are also encouraged. If PLB are to be used, registration information shall also be provided.

13.3: All boats will be required to carry a Satellite phone, which shall be capable of being powered by or rechargeable by the yacht's electrical system. It shall remain on from one hour prior to the start until the boat reaches the dock in Isla Mujeres. If a yacht retires from the race without reaching Isla Mujeres, they shall report and receive

acknowledgement from the Race Committee before they are absolved of this requirement. Satellite phone numbers must be supplied to the Race Committee no later than the mandatory Skipper's Meeting.

14.0 PROTESTS AND PENALTIES

Protests must be given verbally to the Race Committee as soon as possible after the race, and must be filed in writing within six hours of the finish of the protesting yacht. Fouling of another yacht or being OCS (On the Course Side of the starting line) at the start shall be subject to a minimum penalty of one hour at the discretion of the Race Committee. In addition, the Race Committee may impose time penalties for infractions of the rules in lieu of disqualifications. Intentional failure to display proper lights shall result in disqualification.

15.0 ABANDONMENT OF RACE

Due to distance involved and the international character of the race, it is imperative that notice of withdrawal from the race be given immediately upon such action, by radio if possible or other means as available. Notice to be given to Regata al Sol Race Committee (Buhos 011-52-998-877-0301 or in Mexican territory this may change to 001-52-998-877-0301), Southern Yacht Club (504) 288-4200, Pensacola Yacht Club (850) 433-8804 or other authority / persons who would communicate message to Race Committee.

16.0 ENGINES

An engine may be used to recover a man overboard, to render assistance or in any other emergency. If an engine is used in the event of an emergency the yacht shall return to the exact location where the engine was first used and shut down the engine before resuming the race. The full details of such use shall be reported to the race committee at the earliest practical time but no later than 4 hours after arrival in Isla Mujeres (note: this is in addition to the Completion Certificate). Engines may be used for battery charging without reporting as long as the propeller shaft is locked / not turned.

17.0 TIME

The official chronometer of the race will be aboard the finishing Naval Vessel. In the event the Naval Vessel is unable to go to or maintain station on the finish line, yachts shall use GPS time. The race will be conducted on Central Daylight Time. (NOTE: This is a change from some prior years – stay on Central Daylight Time.)

18.0 TROPHIES - See Trophy Addendum

19.0 CUSTOMS / PORT / DOCKAGE EXPENSES: All the fees need to be confirmed and are subject to change. A fee of \$275.00 (believed correct but subject to change) per vessel needs to be collected as a "CLEAR IN AND CLEAR OUT FEE", (pilotage/escort of vessel to dock, port charges/expenses fees and clearing of vessels on departure by customs), all of which is done by Club de Yates Isla de Mujeres. The \$275.00 expense is to be paid by check mailed with entry and a visa/immigration charge of \$25.00 (believed correct but subject to change) per crew member will be paid at Isla Mujeres Local Bank by Club de Yates Isla de Mujeres, at Fuel Dock upon skippers request.

20.0 HOTELS – Please make your Hotel Reservations through the Regata al Sol Committee as the Regatta receives credits toward party expenses based on hotel reservations booked through the Regata al Sol. Please complete and return the enclosed form as instructed. First Come First Served so the earlier you make reservations the better.

21.0 MISCELLANEOUS

- After starting, yachts may access weather data only from universally available methods (radio, internet, etc.). Specifically excluded is receipt of data or routing information subscribed to or provided specifically for a vessel. Receiving tracking information available through the Regata al Sol website via internet or relayed via phone is allowed.
- Weapons and/or ammunition are NOT allowed to enter Mexico since September 11, 2001.
- Once again Coral Reef Sailing Apparel is the official source of Regata al Sol shirts, hats, and more. Go to http://coralreefsailing.net/regata_al_sol to get your fashion on! To receive your gear in time for the race you must order by April 28th and if you enter "EventPickUp" in your order form they will deliver to PYC for pickup at the Skipper's Meeting and you won't pay shipping! For a small additional charge you can have your boat name on most merchandise as well. No merchandise will be available in Isla Mujeres except that provided by Club de Yates Isla de Mujeres.
- Amigos Parade - Participants should provide throws, favors and mementos for local children.
- Temporary Regatta Tattoos are required for admittance to all regatta parties and functions. Four tattoos are included with the registration. Additional tattoos for crews & friends will be \$45.00 each if payment is received with the entry form. Unless pre-purchased with entry, tattoos will be \$60.00 each. Under no circumstances will any person be admitted to any Regata al Sol party or function without a tattoo. If the tattoo begins to deteriorate to the point it is almost unrecognizable, see any regatta official and a replacement tattoo will be provided at no charge.
- Further Addendums, forms and information will be added to this NOR as available, including documents required by Mexican Customs/Government, etc.

End of Notice of Regatta & Sailing Instructions

**ENTRY FORM
REGATA AL SOL XXVIII**

In order for this to constitute a valid entry form, you must read, complete, sign & date the entry form; pay the entry fee (not refundable) & Customs/Port/Dockage expenses & have a current PHRF rating certificate valid through the completion of Racing for your yacht. The entry form, entry fee of \$425.00 (\$400.00 U.S. Sailing Member), "Custom Fee" of \$275.00 & a copy of the rating certificate are to be received not later than midnight 4/01/12. (After that date there will be a late fee of \$50.00)

Name of Yacht: _____
Sail Number: _____ Manufacturer: _____
VHF/SSB Call Letters: _____/_____
Dimensions: LOA _____ Beam _____ Draft _____
Color: Deck _____ Topsides _____ Cabin _____ Bottom _____

NOTE: If you have a picture of your boat and would like it posted on the transponder tracking website, please email it to guy.brierre@capitalone.com

Division: Racing PHRF Only _____ Racing PHRF/IRC _____
Cruising Spinnaker _____ Cruising Non- Spinnaker _____
PHRF Rating: _____ Certificate #: _____
IRC Certificate: _____ Certificate #: _____
U.S. Sailing # _____

(Certificates must be attached for entry form to be valid unless prior arrangements have been made with Race Committee)

Type of Aux. Power: _____
Rig: # of Masts _____ # of Spreaders _____

Home Port: _____
Yacht Club: _____

Name of Owner: _____
e-mail _____
Mailing Address: _____
Telephone: Home _____ Business _____ Cell _____

Name of Skipper (If different): _____
e-mail _____
Mailing Address: _____
Telephone: Home _____ Business _____ Cell _____

The undersigned represented the following:

1. The safety of my yacht and crew and the decision whether or not to start a race and/or continue racing are my/our sole and exclusive responsibility.
2. I/we have read this Notice of Regatta in its entirety and will abide all of its prescriptions and make it available to each of my/our crew prior to race.
3. My/our yacht will be seaworthy in hull, rig and gear, and will be competently manned.
4. The rating certificate submitted with this entry is the correct rating for my/our yacht for this race.

5. I/we will hold a "man-overboard" practice on my/our yacht prior to the race, and will make each member of my/our crew aware of the location and proper usage of safety equipment on my/our yacht prior to race.

6. I/we understand that neither the establishment of any special rules or conditions for the regatta nor their use by the organizing authority, the race committee, or the host club in any way limits or reduces my/our complete and unlimited responsibility as to the safety of my/our yacht and crew.

Signature _____, Date _____
Owner/Bona fide Charterer

Signature _____, Date _____
Skipper if different from owner

The skipper/owner or charterer is to be a member of a G.Y.A. club or a recognized club/association outside the G.Y.A. unless waived by the organizing authority.

MAKE CHECKS PAYABLE TO "REGATA AL SOL" AND MAIL WITH THIS ENTRY FORM TO: Southern Yacht Club, ATTN: Regata al Sol, 105 N. Roadway Drive, New Orleans, La. 70124 **OR** if you prefer to pay by credit card, scan and email form to guy.brierre@capitalone.com with card info below (VISA/Master Card/AMEX)

Name on Card: _____

Card #: _____ Exp Date _____ Sec Code _____

Amounts Enclosed:

Entry Fee \$425 (Non-US Sailing Member): \$ _____

OR

Entry Fee \$400 (US Sailing Member): \$ _____

Customs Fee (Subject to Change): \$ 275.00

Visa Fee (\$25/crew member, Subject to Change) \$ _____

Late Fee \$50 (after April 1, 2014) \$ _____

Optional:

Pre-registration Party Passes (four included with entry)
(# _____ @ \$45 ea.) \$ _____

Price for Party Passes will be \$60 in Isla Mujeres

TOTAL ENCLOSED: \$ _____

**NOTE: REGISTRATIONS RECEIVED BY FEBRUARY 1, 2014
WILL BE ENTERED IN A DRAWING TO RECEIVE A 100%
REBATE OF THEIR ENTRY FEE!**

REGATA AL SOL XXVIII
PENSACOLA - ISLA MUJERES
Tentative Schedule of Events

TUESDAY, MAY 6, 2014

- 1800 Cocktail Party
- 1900 Mandatory Skipper's Meeting for Cruising & Mini Division – Pensacola YC

WEDNESDAY, May 7, 2014

- 1100 Start Time Cruising & Mini Division
- 1800 Cocktail Party
- 1900 Mandatory Skipper's Meeting for Racing Division – Pensacola YC

THURSDAY, May 8, 2014

- 1100 Start Time Racing Division

SUNDAY, May 11, 2014

- 1700 Competitor Wives, Race Officials, Racer-Chasers Early Arrivals Party – Buhos – Free
 Mayan Hors D'oeuvres

MONDAY, May 12, 2014

- 1700 Welcome Party – Buhos – Hors D'oeuvres, Rum, Cerveza

TUESDAY, May 13, 2014

- 1200 Beach Party – Buhos – Playa Norte
- 1900 Reception at Town Hall where Regata Participants are declared Distinguished Guests,
 Skippers please attend as you are to receive Mementos.

WEDNESDAY, May 14, 2014

- 1200-1330 Skippers' Cocktail Party – The Rock House – Hosted by the Lima family.
- 1700 Mardi Gras Parade – Golf Carts, mopeds, bicycles or just marching! Meet in area of
 Ciros Restaurant to line up – Have Costumes and provide throws for the kids – Numerous
 stops for libations and relief for the Krewes
- 1900 Basketball game – Isla Mujeres Team vs Regata “Go NADS”! and remember, Ladies and
 Gentlemen, PLEASE no wagering!

THURSDAY, May 15, 2014

- 1900 Trophy Presentation – Maria Del Mar Hotel.

**REGATA AL SOL XXVIII
PENSACOLA - ISLA MUJERES
SAFETY ADDENDUM**

4.0 SAFETY, RESPONSIBILITY AND LIABILITY
General Regata al Sol Safety Requirements (RASSR)

1. *Purpose of RASSR* --- Establishes uniform minimum equipment, accommodation and training standards for boats racing in this regatta. The RASSR do not replace, but rather supplement, the requirements of governmental authorities, the Racing Rules of Sailing (RRS) and all applicable rating rules.
2. *Responsibility of Person-In-Charge* -- The safety of a boat and her crew is the sole and inescapable responsibility of the Person-In-Charge. The Person-In-Charge shall do his or her best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather and/or emergency conditions. The Person-In-Charge must be satisfied as to the soundness of hull, spars, rigging, sails and gear. The Person-In-Charge must ensure that all safety equipment is properly maintained and stowed and that the crew knows where it is kept and how it is to be used. Neither the RASSR, their use in connection with either the Southern Yacht Club (SYC), the Pensacola Yacht Club (PYC), the Club de Yates Isla de Mujeres (CYIM) or the Regata al Sol Race Committee (RASRC), nor any inspection under these RASSR in any way limits or reduces the complete and unlimited responsibility of the Person-In-Charge.
3. *Functions and Maintenance of Equipment* -- All equipment required by the RASSR shall function properly, be regularly checked, cleaned and serviced, be readily accessible, and be of a type, size and capacity suitable and adequate for the intended use, size of the boat and number of her crew.
4. *Heavy Items* -- Ballast, ballast tanks and associated equipment shall be permanently installed. Heavy movable items including e.g. batteries, stoves, gas bottles, toolboxes and anchors and chain shall be permanently installed or securely fastened, as appropriate.

Structural Features and Fixed Equipment

5. *Strength of Build* -- Boats shall be strongly built, watertight and, particularly with regard to hulls, decks and cabin trunks, capable of withstanding solid water and knockdowns. They must be properly rigged and ballasted, be fully seaworthy, be built to resist capsize, and must meet the standards set forth in these RASSR.
6. *Shrouds* -- A boat's shrouds shall never be disconnected while racing.
7. *Hulls* -- A hull, including decks, coach roofs, windows, hatches and all other parts, shall form an integral, essentially watertight unit and any openings in it shall be capable of being immediately secured to maintain this integrity.
8. *Centerboard/Daggerboard Trunks* -- Centerboard and daggerboard trunks and the like shall not open into the interior of a hull except via a watertight inspection/maintenance hatch of which the opening shall be entirely above the waterline of the boat floating level in normal trim.
9. *Exits* -- Boats shall have at least two (2) exits. At least one exit shall be located forward of the foremost mast except where structural features prevent its installation in this location.
10. *Sea Cocks and Valves* -- Sea cocks or valves shall be permanently installed on all through-hull openings below the boat's loaded length of the waterline (LWL) except integral deck scuppers, speed indicators, depth finders, and the like; however a means of closing such openings shall be provided.
11. *Bow Pulpits* -- Boats shall have a bow pulpit forward of the headstay.
12. *Stern Pulpits* -- Boats shall have a stern pulpit, or lifelines or an adequate substitute.
13. *Lifelines* -- Boats must have taut double lifelines made of stainless steel wire and/or Ultra-high molecular-weight polyethylene (UHMWP) line (such as Dyneema or Spectra), supported by permanently installed stanchions. If UHMWP is used it shall be properly protected from chafe. Lifelines, stanchions, and pulpits shall effectively form a continuous barrier around the working deck for man-overboard prevention. The top lifeline must be installed at least 24" in height. However, bow pulpits may be open to allow access to a spinnaker pole or a bowsprit.
14. *Stanchions* -- Boats must have permanently installed stanchions.

15. *Toe Rail* -- A toe rail shall be permanently installed around the foredeck. An additional lifeline of minimum height one (1) inch and maximum height two (2) inches is acceptable in lieu of a toe rail.
16. *Toilet* -- Boats should have a toilet, permanently installed, or a portable toilet, properly secured.
17. *Bunks* -- Boats should have bunks, permanently installed or securely fastened.
18. *Cooking facilities* -- Boats should have a cooking stove permanently installed or securely fastened with safe accessible fuel shutoff control capable of being safely operated in a seaway.
19. *Hand Holds* -- Boats should have adequate handholds fitted below deck so that crew members may move about safely at sea.
20. *Bilge Pump(s)* -- Boats shall have at least two (2) bilge pumps, one of which must be a permanently installed manual bilge pump operable with all cockpit seats, hatches and companionways shut. Unless permanently installed, each bilge pump handle shall be provided with a lanyard or catch or similar device to prevent accidental loss. Bilge pumps shall not be connected to cockpit drains unless the combined system has sufficient capacity to handle the maximum combined volume. Bilge pumps may not discharge into a cockpit unless that cockpit opens aft to the sea.
21. *Permanently Installed Compass* -- Boats shall have a permanently installed marine magnetic compass.
22. *Halyards* -- No mast shall have less than two (2) halyards, each capable of hoisting a sail.
23. *Boom Support* -- Boats shall have some means to prevent the boom from dropping independent of the mainsail or the main halyard. Topping lifts or supporting vang are acceptable for this purpose.
24. *Navigation Lights* -- Boats shall carry permanently installed, USCG approved navigation lights.
25. *Reserve Navigation Lights* -- Boats shall carry reserve navigation lights. Boats may, in order to satisfy this requirement, carry portable battery-powered navigation lights with sufficient luminosity for the conditions of the Races.
26. *Spare Bulbs for Navigation Lights* -- Boats shall carry spare bulbs for navigation lights. However, spares are not required for navigation lights using LEDs.
27. *Display of Navigation Lights* -- Boats shall display navigation lights between sunset and sunrise, and at any other time deemed appropriate by the Person-In-Charge.
28. *Propulsion Engine and Fuel Tanks* -- A propulsion engine shall be provided, capable of powering the boat at a speed in knots equal to the square root of its LWL in feet.
30. *Engine Fuel* -- Boats shall, at a minimum, carry fuel sufficient to motor 100 nm. Fuel tanks shall be provided with shutoff valves or in the case of a portable fuel tank, a quick disconnect of the fuel line.
31. *Permanently Installed Marine Radio Transceiver* -- Boats shall carry a permanently installed VHF marine radio transceiver, which shall have a rated output power of twenty-five (25) watts. This transceiver shall be connected to the masthead antenna..
32. *Masthead Antenna* -- Boats shall have a functional masthead antenna, with co-axial feeder cable.
33. *Emergency Antenna* -- Boats shall carry an emergency antenna that does not depend on the mast.
34. *Global Positioning System (GPS)* -- Boats shall carry a permanently installed or portable GPS.

Portable Equipment and Supplies for the Boat

35. *Reflective Sailboard* -- It is strongly recommended that boats carry a reflective sailboard displaying its sail number. The sailboard should be constructed to be displayed easily. Each character should be at least ten (10) inches high and made of contrasting marine grade reflective material mounted on a black background.

36. *Buckets* -- Boats shall have two (2) buckets of stout construction, each with at least two (2) gallons (US) capacity. Each bucket shall have a lanyard.
37. *Portable Marine Radio Transceiver* -- In addition to the permanently installed VHF marine radio transceiver, boats shall carry a hand-held watertight VHF marine transceiver, or a hand-held VHF marine transceiver with a waterproof cover.
38. *Satellite Phone* -- Boats shall carry a working satellite telephone, and shall provide the number to the Race Committee on the entry form. Each boat must use the Satellite Phone to call the Race Committee prior to the Skippers meeting, to verify communications connectivity.
39. *Plugs* -- Boats shall carry plugs of soft wood, rubber or other appropriate material, tapered and of the appropriate size, to be stowed or attached adjacent to the appropriate fitting for every through-hull opening.
40. *Jacklines* -- Boats shall be fitted with jacklines attached to through-bolted or welded deck plates or other suitable and strong anchorage fitted on deck, port and starboard of the boat's center line to provide secure attachments for safety harnesses/tethers. Jacklines must be located such that a crewmember is able to attach their tether to a jackline before leaving the companionway.
41. *Fire Extinguishers* -- Boats shall carry at least two (2) operable fire extinguishers, readily accessible in different parts of the boat.
42. *Anchors* -- Boats shall carry at least two (2) anchors attached to a suitable combination of chain and rope, assembled and ready for immediate use.
43. *High-Powered Flashlight or Searchlight* -- Boats shall carry a watertight, high-powered flashlight or searchlight.
44. *Flashlights* -- In addition to the flashlight or searchlight, boats shall carry at least two (2) watertight flashlights.
45. *First Aid Kit* -- Boats shall carry a first aid kit suitable for the likely conditions of the passage and the number of crew aboard.
46. *First Aid Manual* -- Boats shall carry a suitable first aid manual.
47. *Horn* -- Boats shall carry a foghorn or other loud sounding signaling device
48. *Radar reflector* -- Boats shall carry a radar reflector, functioning independent of any power source.
49. *Charts* -- Boats shall carry navigational charts, not solely electronic, appropriate for the race course and any unintended emergency course alternations.
50. *Safety Equipment Location Diagram* -- A durable waterproof diagram or chart locating the principal items of safety equipment shall be provided and displayed in the main accommodation area where it can be easily seen.
51. *Depth Sounder* -- Boats shall carry a depth sounder capable of sounding depths up to one hundred (100) feet.
52. *Spare Tiller* -- Boats shall carry an emergency tiller, capable of being fitted to the rudder stock. Boats using an unbreakable metal tiller are exempt from this requirement.
53. *Emergency Steering Methods* -- Boats shall have alternative methods of steering the boat in any sea condition in the event of rudder loss and the crew must be aware of the proper method of use.
54. *Tools and Spare Parts* -- Boats shall carry tools and spare parts, including effective means to quickly disconnect or sever the standing rigging from the hull.
55. *Boat's Name* -- Each boat's name shall be on buoyant safety equipment.
56. *Retro-Reflective Material* -- Marine-grade retro-reflective material should be fitted to buoyant safety equipment.
57. *EPIRBs* -- A 406 MHz EPIRB or personal locator beacons (PLB) is required.
59. *Liferafts* - Boats shall carry liferaft(s) that are capable of carrying the whole crew.
60. *Lifesling* -- Boats should carry a Lifesling® ready for instant use.
61. *Man Overboard Pole* -- Boats shall carry a man overboard pole and flag, with a lifebuoy, a selfigniting light, a whistle, and a drogue attached. These items shall be stored on deck, and ready for instant use and affixed in a manner that allows for a "quick release". A boat may carry a selfinflating MOB module to satisfy this requirement.
62. *Emergency Signals*
 - A) Pyrotechnic signals shall not be older than the stamped expiration date. Each boat shall carry, at a minimum:

- a) 4 red parachute flares, and
- b) 4 red hand flares

Flares stored inside of liferafts may not be used to satisfy this requirement. SOLAS flares are strongly recommended.

B) Boats shall carry a Distress flag (black circle/square on orange field), minimum 3' X 3' with quick attachment fittings.

63. *Heaving Line* -- Boats shall carry a heaving line, at least 1/4 inch in diameter and at least fifty (50) feet in length, readily accessible to the cockpit.

64. *Cockpit Knife* – Boats shall carry a strong, sharp knife, sheathed and securely restrained readily accessible from the deck or cockpit.

65. *Storm Jib* -- Boats shall carry a storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle. This sail shall have means to attach the luff to the stay independent of any luff-groove device.

66. *Mainsail Reefing Capability* -- Boats shall have mainsail reefing equipment that will allow the luff of the mainsail to be reduced by 25%. In lieu of this requirement, boat may carry a storm trysail that is capable of being attached to the mast and sheeted independently of the boom with area not greater than 17.5% of mainsail luff length multiplied by the mainsail foot length.

67. *Boats shall have securely stored water stores of at least five (5) gallons per crew. If water is stored in an installed tank, a minimum of two (2) gallons per crew must be in separate emergency containers.*

Personal Equipment

68. *Personal Flotation Devices (PFDs)* -- Each crew member shall have a U.S. Coast Guard approved PFD or, an inflatable PFD having at least thirty-two (32) pounds buoyancy and designed to securely suspend an unconscious person in a face upwards position and appropriate for the size and age of the crew member. All inflatable PFDs shall have a compressed gas inflation system.

69. *PFD Equipment* -- Each PFD shall be equipped with a whistle, a waterproof light, be fitted with marine-grade retro-reflective material, be clearly marked with the boat's or wearer's name, and be compatible with the wearer's safety harness. It is strongly recommended, that if the PFD is inflatable, it be regularly checked for air retention.

70. *Wearing of PFDs* – Each crew member shall wear PFDs while on deck between sunset and sunrise; when the mainsail is reefed or being reefed; and at all other times deemed necessary by the Person-In-Charge. The U.S. Sailing prescription requiring that all crew members wear their PFDs while starting and finishing is waived. **All crew must wear their PFD's for the start of the race and for the following five (5) minutes.**

71. *Safety Harnesses and Tethers* -- Each crew member shall have a harness, and a safety line (tether) not more than seven (7) feet long with a snap hook at one end and a quick release shackle on the harness end that is releasable under heavy load.

72. *Personal Safety Knife* – It is recommended that a knife, straight blade or, if folding, able to be opened with one hand, to be attached to or carried on each crew member at all times. The *Personal Safety Knife* should be readily accessible at all times including while wearing foul weather gear and PFD/Harnesses.

Training

73. *Annual Man Overboard Practice* -- Man-overboard procedures appropriate for the boat's size and speed shall be practiced aboard the boat at least annually. At least two-thirds of all crew members racing on the boat during the Race must participate in this practice. Practice of the "Quick Stop" man-overboard procedure is strongly recommended

74. *Safety at Sea Seminar* – It is strongly recommended that at least 30% of the crew (including the skipper) have completed a US Sailing approved Safety at Sea Seminar within the 5 year period preceding the start of the race.

Safety Certification

75. The Person in Charge and 100% of the crew shall attend a meeting aboard the yacht on the day of her start, before her warning signal, during which meeting:

a) The Person in Charge shall review safety topics deemed appropriate, including, at a minimum, the yacht's policy and applicable rules regarding the use of PFD's, harnesses and tethers.

b) After this review, the crew stow their safety gear below deck, where they will have individual access to it once underway.

c) The Person in Charge will certify compliance with this prescription on the post-finish Certificate of Compliance.

REGATA AL SOL XXVII
PENSACOLA - ISLA MUJERES
TROPHIES

Each Division:

1st, 2nd, 3rd, Corrected Time Overall

1st, 2nd, 3rd Corrected Time each Class (if more than one class in the division)

Fleet Perpetual Trophies

"The Turtle" - Last in fleet to finish

"The Boot" - A special award for significant sailing

RACING DIVISION

COMODORO DOLFO LOPEZ MATEOS - 1st Racing Division Elapsed Time

PRESIDENTE DE MEXICO – 1st Racing Division Corrected Time

CLUB DE YATES ISLA DE MUJERES - Navigator 1st Racing Division Corrected Time

CRUISING DIVISION

MEXICAN FEDERATION of SAILING - 1st Cruising Division Elapsed Time

VAN CLEEF TROPHY – 1st Cruising Division Corrected Time

SECRETARIA de MARINA - Navigator 1st Cruising Division Corrected Time

SPECIAL AWARDS

MADDEN RANDLE TROPHY – 1st IRC Corrected Time or if no IRC class Best Performance as determined by RaS Committee

AZTEC WARRIOR - 1st Louisiana Racing Division Corrected Time

DICK KAMMER MEMORIAL TROPHY – 1st Louisiana Cruising Division Corrected Time – NEW!

MISSISSIPPI BANK TROPHY - 1st Miss. Racing Division Corrected Time

GULF MARINE TROPHY - 1st Florida Racing Division Elapsed Time

FLORIDA GOVERNORS TROPHY - 1st Florida Racing Division Corrected Time

JOSE' de JESUS LIMA TROPHY – Acknowledging Sportsmanship & Seamanship

- All yachts to receive marker trophies / race mementos.
- Special Awards: States as determined by state of Yacht Club registration, if not a member of a YC, based on home address of skipper/owner. If no Racing Division participant, RaS Committee may award to a qualified Cruising participant.
- Other trophies may be announced at skippers meeting.

**REGATA AL SOL XXVIII
ISLA MUJERES
HOTEL RESERVATIONS
MAY 2014**

NAME: _____
 ADDRESS: _____
 PHONE: Home _____ Work _____ Cell _____
 E-mail address: _____ Fax _____

ARRIVAL DATE: _____ DEPARTURE DATE _____

ARRIVING BY: AIR _____ AIRLINE _____ FLIGHT # _____
 BOAT _____ BOAT NAME _____
 NO. OF ROOMS _____ NO. OF NIGHTS _____ NO. PEOPLE PER ROOM _____

1st Choice _____ Visa/MasterCard No. _____
 Expiration Date _____ Security Code _____
 2nd Choice _____ (They do not accept American Express or Discover.)

3rd Choice _____ Check No. _____ Amount _____

A one night deposit per room is required with reservation request. Please make separate checks payable to Regata Al Sol, memo: Room Reservations. Email to Ed Boos at eboos@bellssouth.net or Fax to 504-456-5057. If paying by check, mail hard copy with check to SYC, 105 N. Roadway Dr., New Orleans, LA 70124.

PLAYA LA MEDIA LUNA

Rustic Rocas Rooms	\$40.00 per night
Standard (2 dbl. beds)	\$95.00 per night
Bungalow w/ kitchenette	\$165.00 per night
King (1 king bed)	\$110.00 per night
King/Jacuzzi terrace	\$165.00 per night
Extra person	\$15.00 per night

CONFIRMATION

To be completed by hotel personnel only.

CABANAS MARIA DEL MAR

Tower (ground floor, 1 king bed)	\$90.00 per night
Tower (2 nd & 3 rd floor – 1 sgl 1 dbl)	\$75.00 per night
Cabana (ground floor – 2 dbl)	\$85.00 per night
Cabana (2 nd floor – 2 dbl)	\$90.00 per night
Castle (1 king bed)	\$90.00 per night
Extra person	\$15.00 per night

Hotel _____

Arrival Date _____

Departure Date _____

Deposit _____

Signature _____

**REGATA AL SOL XXVIII
COMMUNICATIONS ADDENDUM**

TO: ALL SKIPPERS/NAVIGATORS
FROM: BILL PARSONS, COMMUNICATIONS OFFICER
SUBJECT: COMMUNICATIONS & TRANSPONDERS

Okay, let's try to keep this as simple as possible. You will have a mandatory transponder on board. Radio check-ins will also be mandatory this year. The race will be conducted solely on **CENTRAL DAYLIGHT SAVINGS TIME**. Monitor VHF 68 only at the start and finish of the race. (see rule 9.2 for detailed finish instructions). Monitor VHF 16 from Pensacola "A" mark to Contoy Light.

CHECK-IN PROCEDURES:

All Boats: Note your position (LAT/LON) as of 0800 and 2000 each day. Check-in times will be 0900 and 2100 hours. On VHF Channel 16 at 0900 and 2100 each day, transmit: "This is sailing vessel "*Boat Name*" calling all vessels participating in Regata al Sol" and await response. Exchange your LAT/LON (as well as any other vessels you communicated with) to all vessels you can communicate with. Maintain a log of this information for the duration of the race. You may be asked to submit this log to the Race Committee in Isla. Even if you cannot reach any vessels they may be hearing your transmissions so in that case transmit "This is sailing vessel "*Boat Name*" calling "in the blind" to all vessels participating in Regata al Sol, our position at 0800 (or 2000) was LAT/LON" then sign out.

Boats with SSB: Single Side Band (SSB) monitored channels will be 8294.0 Mhz dawn to dusk and 6224.0 Mhz from dusk to dawn, all UPPER SIDE BAND, SIMPLEX. (see below for schedule, subject to change). Keep a log of all contacts, subject to post race review. SSB vessels please relay VHF check-ins. SSB schedule:

Wed. May 7	2100hrs	6224.0mhz	R/C will monitor for 10 minutes
Thu. May 8	2100hrs	6224.0mhz	ditto above
Fri. May 9	2100hrs	6224.0mhz	15 min. monitor, then to:
	2115hrs	4149.0mhz	15 min. monitor

24 hour monitoring will begin at 0900 hours as scheduled below:

Sat. May 10	0900hrs	8294.0mhz	primary, dawn to dusk
	0915hrs	6224.0mhz	for 15 minutes, then return to prime
	2100hrs	6224.0mhz	primary, dusk to dawn
	2115hrs	4149.0mhz	for 15 minutes, then return to prime

Sun- Wed May 11-14 Repeat previous day until all boats accounted for and in port.

So long as a vessel's transponder is working there is no requirement to call in to the Race Committee. If a transponder fails for whatever reason or is lost, the Race Committee will attempt to call the vessel's satellite phone at the earliest notice of suspected failure or problem, then every two hours afterward until contact is made. If it is determined that the vessel is not in danger, that vessel will then be required to call the Race Committee via Satellite phone at 0900 and 2100 to report their position until they complete the race. The number to call will be provided at the skipper's meeting.

TRANSPONDERS

GPS transponders will be required for all boats participating in the regatta.

TO BE UPDATED AFTER SPEAKING WITH KATTACK AND YELLOWBRICK

For boats with internet access, a low bandwidth html link providing all raw position data for the fleet will be made available so you can follow the competition.

Recreational Use Only: The boat tracking and related services provided are for recreational purposes only. Kattack does not guarantee the delivery of data products and charts. As this service is for recreational use only, neither Kattack nor the Regata al Sol Committee imply in any way that the boat tracking service can be counted on as a safety device.

The Regata al Sol tracking and mapping URL will be placed on the Regata al Sol website for public viewing.

**REGATA AL SOL XXVIII
REGATTA CREW LIST**

(Email to guy.brierre@capitalone.com ahead of time if possible but in no event delivered to the Race Committee no later than beginning of Skipper's Meeting for your Division)

YACHT NAME _____

SKIPPER/OWNER _____

PHONE _____

EMERGENCY CONTACTS

1. NAME _____

PHONE _____

ADDRESS _____

2. NAME _____

PHONE _____

ADDRESS _____

CREW:

1. _____

PHONE _____

ADDRESS _____

2. _____

PHONE _____

ADDRESS _____

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ADDRESS _____

Regata al Sol XXVIII

CERTIFICATE OF RACE COMPLETION

I, _____, Owner/Skipper of the sailing vessel _____, certify that I have completed the 2014 Regata al Sol XXVIII with the sole use of the wind and without the use of my engine. At no time during this event did I or any of my crew engage my transmission in gear while the engine was running in order to propel my boat towards the finish.

I complied with all of the safety requirements of the Notice of Regatta.

Also indicated below is my finish time. This time was taken with the following type of chronometer: GPS: _____

Watch: _____ (use only if GPS has malfunctioned, please bring watch for Race Committee synchronization)

My finish time in military time was _____ hrs CDT, May _____ th.

Signature: _____ Date _____

Received: Race Committee Official: _____

Time: _____ Date: _____

This form must be submitted and received within 4 hours of your finish time. Failure to complete and submit this certification within this time frame may result in disqualification.

