



Regata al Sol XXXI
May 2022
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

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This NOR will be Revised/Updated as we get more information

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REGATA AL SOL XXXI - OVERVIEW

By Enrique Lima Zuno, Dr. Ed Boos & Guy Brierre

In 2022 Gulf Coast sailors will celebrate the 31st 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 & Thursday May 4th & 5th, 2022.

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 Schiro, Mayor of New Orleans decided to honor Mexico by commissioning a statue of Benito Juarez, President of Mexico in the 1860's who defeated Emperor 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.

During this trip Mr. Lima 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 2018 light winds once again hampered the fleet with only 11 of the 18 starters crossing the finish line. Fastest elapsed time went to Ryan Finn's proa *Jzerro* in a time of 68 ½ hours, winning the multihull class ahead of Mike Patterson's tri *Belafonte* from PYC. In the Racing Division PYC's Paul & Rachael Gillette's Beneteau 44.7 *Atlantic Union II* took corrected time honors beating line honors winner SYC's Patrick Waring on the J/1-2-1 *Hot Pursuit* by a little over 2 hours. Cruising Division was won by PYC's Bob Kriegel's non-spinnaker *Acadia*, a Pearson 424. Cruising Spinnaker Division was won by Perry Hockaday from Mobile on his Hunter 20 Legend *Rhumb Line* which also won Cruising Spin B while Cruising Spin A and second in the division was won by SYC's Gene Simon on the Beneteau 50 *Skylark*.

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 2018 was Lisa Johnson and crew on *Cloud 9.1* for their exceptional seamanship after being dismasted in a violent storm.

As we all know, 2020 and 2021 were trying years for just about everyone as COVID-19 tore across the globe. Many of the problems COVID-19 presented in the United States in 2020 made their way to Mexico in 2021. Travel restrictions, lockdowns, among many other issues prevented the 2020 Regata al Sol from occurring. Once the 2020 Regata al Sol was officially called off, the committee started the tireless process of ensuring the next race would make up for the missed year.

We will once again plan for Racing and Cruising Divisions, with Cruising divided into Spinnaker and Non-Spinnaker classes. If we have enough entries we will divide those into more than one class. In recognition of trends in boat equipment the regatta allows stored power (power winches) at no penalty and Cruising Division boats may also use auto-pilot. We will also offer an ORRez division which uses a VPP-based handicapping system which takes into account the various wind conditions and points of sail on the racecourse. Furthermore the Regata al Sol will serve as the first leg of a newly established Gulf Coast ORRez Championship along with the Gulfport-Pensacola race and the LPRC.

All boats will again be required to have 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.

The Villista Society (pronounced vee-yee-stah) honors Sailors and Race Committee with 10 or more Regata al Sol's under their keels. Thirty-two members have been inducted and we hope that more will be included with their participation in the Regata al Sol in 2022. 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 May 12th with an island soiree and awards banquet.

Accommodations are provided in lovely unpretentious hotels located on the beautiful white beaches which make this island a wonderful "off the beaten path" jewel. **IT IS VERY IMPORTANT that you book your rooms through the Regata al Sol as commissions paid on rooms help offset party costs!** (see Hotel information later in the NOR). Most restaurants and shopping are within walking distance of

the hotels and other destinations can be reached by taxi, golf cart, or scooter. Non-sailors 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 2022. To kick off the regatta, Southern Yacht Club will host a Mexico Night on Thursday, February 3rd, 2022 and Pensacola Yacht Club will host one Friday, Feb 4th, 2022.

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***

2022 Regata al Sol XXXI Regatta Committee

Commodore, Robert “Duff” Friend, Southern Yacht Club
Commodore Dr. David Chandler, Pensacola Yacht Club

SYC Regatta Chairs: Robby Swayze & Lisa C. Johnson*

PYC Regatta Chairs: John Matthews* assisted by Bob Sutton* & Ron Bray*

Registration & Race Documentation: Robby Swayze

Mexico Hotels and Customs Liaison: Kin Lima de Mendillo

Regatta Wear & Souvenirs: John Matthews & Lisa C. Johnson

Trophies: John Matthews & Lisa C. Johnson

Website: Robbie Schmidt

Regatta Starting Committee:

PRO: John Matthews

Race Committee Pensacola: Bob Sutton, Dana Jackson, Beverly Stagg, Julie Denton

On-Station in Isla Mujeres:

Communications: Bill Parsons*

Scoring: George Hero*

Menu Judges: Nancy Matthews, Jeannette Chandler, Jan Friend

RaS Committee At-Large: Emmeline Johnston, Alycia Swayze, and Maria Perez, and Julie Denton

RaS Committee Emeritus: Larry Bowyer, Guy Brierre, Dr. Ed Boos

* Members of the Regata al Sol Race Committee

NOTICE OF REGATTA & SAILING INSTRUCTIONS
REGATA AL SOL XXXI
PENSACOLA - ISLA MUJERES
STARTS MAY 3-5, 2022

www.regataalsol.org

www.southernyachtclub.org or www.pensacolayachtclub.org

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

GENERAL CONDITIONS

1.0 ELIGIBILITY

All offshore capable PHRF Monohull and PHRF Multihull sailboats must have a minimum deck length of 30', be self-righting (monohulls) or have appropriate escape hatches (multi-hulls), and at a minimum be properly rigged and ballasted with enclosed cabin, watertight, self-bailing cockpit and positive closures on all thru-hull fittings. The OA will not define what constitutes an offshore capable sailing boat, but will rely on representations by the owner/skipper that their boat is offshore capable. The OA reserves the right to disallow any registration for any reason.

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 here: <http://www.gya.org/documents/phrf/PHRFCertApp.pdf>. There must be at least 3 boats registered in each division in order to have separate divisions. The fleet will be divided into three Divisions (RACING, CRUISING & MULTIHULL) with intentions of having two or three classes in each division provided sufficient entries are received. Eligible boats may enter both PHRF and ORRez with a valid certificate. To obtain an ORRez certificate go to <https://offshoreracingassociation.org/orr-ez>. The RASRC intends to allow any boat so rated by the GYA for equipment that may violate certain RRS. Examples might include power winches, moveable ballast and autopilot (RRS 51 & 52).

Registration will be available online at https://www.regataalsol.org/?page_id=170 . **Payment for regatta fees, customs, etc. shall be made by check Payable to SYC Regata al Sol and mailed to Regata al Sol, Attn Robby Swayze, 105 N Roadway, New Orleans LA, 70124**

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 may also register to be scored using the ORRez scoring system with a valid Certificate. These racers will be eligible for both PHRF and ORRez trophies. *We must have a minimum of 5 boats registered by the early entry deadline to offer ORRez Trophies.* Application of the rule including how the weather variable will be implemented is forthcoming shortly. There will be no additional fee for entering ORRez. To obtain an ORRez certificate go to <https://offshoreracingassociation.org/orr-ez>

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. **Requests to change divisions/class may not be made within three weeks of the skipper's meeting.**

Entry shall be on the official form (attached) and shall be accompanied by a valid GYA PHRF and ORRez certificate (as applicable) 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 of \$375 per vessel 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. Thirty-five dollars (subject to change) per crew member will be required for each crew member visa. (Customs/visa fees believed to be correct but subject to change)

NOTE: Paid entries received by February 28, 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: **NEED TO UPDATE THIS LINK, DOESN'T WORK**

<https://www.ussailing.org/about/our-people/committee-directory/safety-sea-committee/>

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.

There are no other Sailing at Sea Seminars scheduled at this time as of January 2022

5.0 SKIPPERS' MEETING

There will be a **mandatory** Skippers' Meeting for the Cruising & Multihull Divisions then Racing Division at 1900 hours on Tuesday & Wednesday, May 3-4, 2022 respectively, 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 Date

May 4, 2022 CRUISING & MULTIHULL Divisions

May 5, 2022 RACING Division

6.2) Starting Times

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

b) Each race will start at 1100. Further details will be provided at the skipper's meeting.

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 1055 and hail their vessel name and sail number until acknowledged. **All crew shall be topside wearing their PFD & Harness during check-in.** 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 of not less than 1 hour.

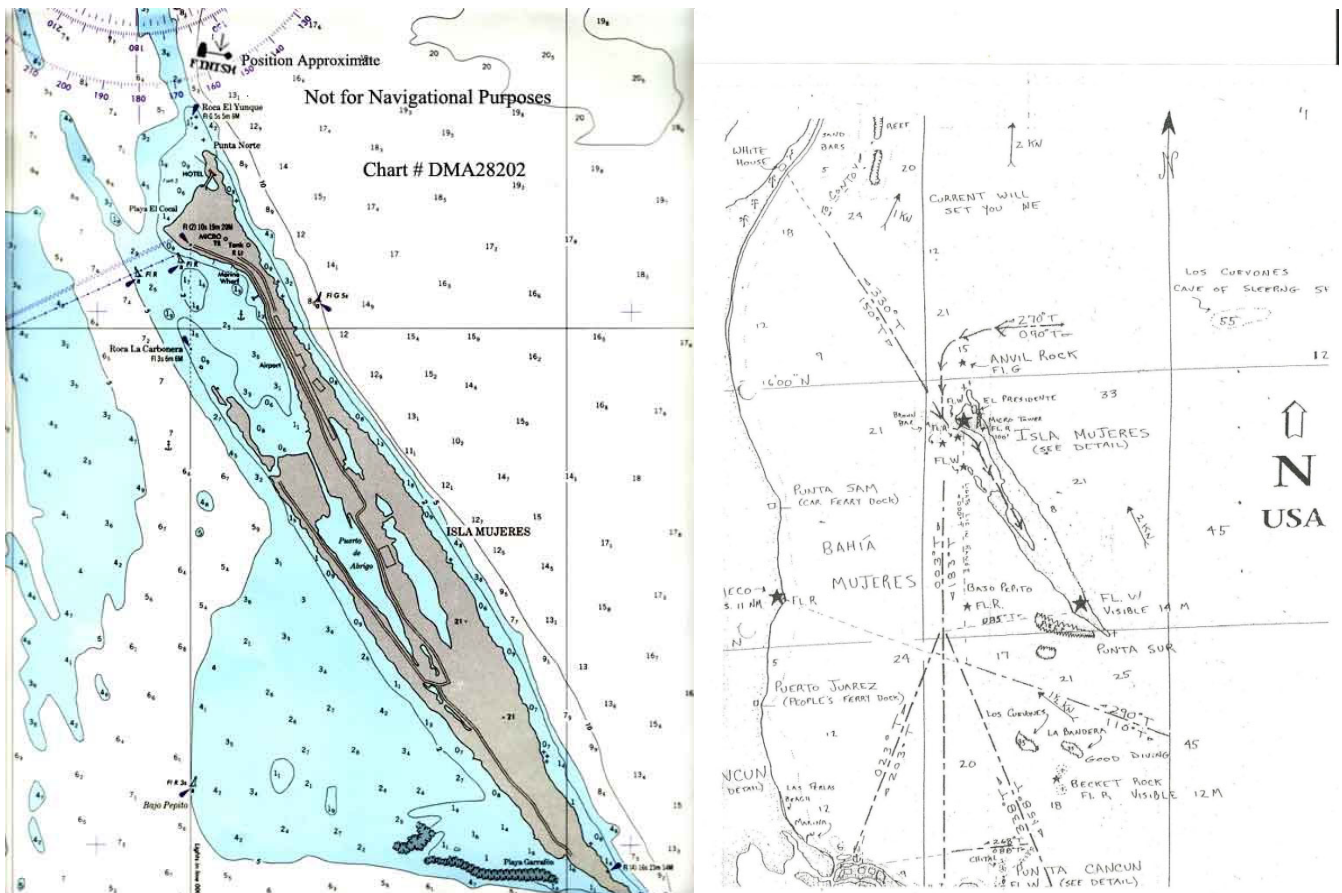
7.2) General recalls will be signaled in accordance with RRS 29.3.

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 Pass Sea Buoy "1" 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. You will be asked at the finish of the race if your motor will start. Enrique is terrified someone will hit the rocks, so be prepared.

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 PHRF will be scored Time on Distance. For purpose of handicapping, the distance calculated for the race is 555 nautical miles and is not subject to protest.

10.2 For ORRez Time on Time handicapping the race conditions will be determined by the Race Committee using observation, reporting from the participants and forecasting. This is not subject to protest

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

10.4 Time Limit: Yachts not finishing by Thursday May 12 at 1200 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) 2021-2024 including US Sailing Prescriptions, the GYA-PHRF prescriptions, the ORRez Rules, 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 RRS 44, Penalties at the Time of an Incident, is deleted and replaced with: "If a yacht causes injury or serious damage, or gains a significant advantage in the race by her breach of a rule, her penalty shall be to retire. The jury may impose suitable penalties other than disqualification, including time penalties, for breaches of a rule." This changes RRS 44 and 64.1.

11.4 RRS 55 is changed by adding the following sentence to the rule: "However, the use of biodegradable sail stops while setting a sail is permitted."

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 "Recommended Crew Limit" listed on a vessels PHRF certificate shall be her maximum number of crew. 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 & Transponder Sections starting on Page 22.

13.1 Once again this year all participants are required to carry and properly mount a transponder on their boat.

13.2: All boats must have an EPIRB with a current NOAA registration Personal Locator Beacons are also encouraged. Beacon ID numbers for both the required EPIRB and any PLB's will be included on the race registration form.

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 finishing the race in Isla Mujeres 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. 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 Mexican 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.

18.0 TROPHIES - See Trophy Addendum

19.0 CUSTOMS / PORT / DOCKAGE EXPENSES: SYC is working on this All the fees need to be confirmed and are subject to change. A fee of \$375.00 (\$25 increase from last race, 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 \$375.00 expense as well as a visa/immigration charge of \$35.00 (same as last year, believed correct but subject to change) **per crew**

member is to be paid by check mailed with entry. The regatta committee will wire these monies to Isla Mujeres Yacht Club (Club de Yates de Isla Mujeres, S.A.) just prior to the start. If you have additions to crew after we wire the funds you will have to pay upon arrival. If your vessel of one or more crewmembers drop out after we wire the funds we cannot guaranty a refund.

20.0 HOTELS – SYC is working on this **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 see the Hotel Accommodations link on the website. **First Come First Served** so the earlier you make reservations the better.

21.0 MISCELLANEOUS

- RRS 41, Outside Help, is modified to permit the receipt of Sirius and XM WX satellite radio subscription products (including marine weather, aviation weather, and all audio channels). 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 tracker website via internet or relayed via sat-phone is allowed.
- Weapons and/or ammunition are NOT allowed to enter Mexico since September 11, 2001.
- Beef and beef products: upon arrival the health authorities have in the past confiscated beef products. Their reasoning, as told to us is “we don’t have mad cow disease in Mexico and we don’t want it.” There is no argument to prevent their actions, so be prepared.
- Once again Coral Reef Sailing Apparel is the official source of Regata al Sol shirts, hats, and more. Go to http://coralreefsailing.com/regata_al_sol to get your fashion on! To receive your gear in time for the race you must order by April 15th 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 \$50.00 each. This fee increases if tattoos are not purchased in advance of arrival to Isla Mujeres. 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 XXXI

Registration is available online at
https://www.regataalsol.org/?page_id=170

Payment for regatta fees, customs, etc. shall be made by check

Payable to: SYC Regata al Sol

Mailed to: Regata al Sol

Attn: Robby Swayze

105 N Roadway

New Orleans LA, 70124

**NOTE: PAID REGISTRATIONS RECEIVED BY FEBRUARY 28, 2022 WILL
BE ENTERED IN A DRAWING TO RECEIVE A
100% REBATE OF THEIR ENTRY FEE!**

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

TUESDAY, MAY 3, 2022

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

WEDNESDAY, May 4, 2022

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

THURSDAY, MAY 5, 2022

- 1100 Racing Division Start

SUNDAY, May 8, 2022

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

MONDAY, May 9, 2022

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

TUESDAY, May 10, 2022

- 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 11, 2022

- 1200-1330 Skippers' Cocktail Party – The Rock House – Hosted by the Lima family. SKIPPER & ONE GUEST ONLY PER BOAT? PLUS REGATTA AND YC OFFICIALS
- 1700 Mardi Gras Parade – Golf Carts, mopeds, bicycles or just marching! Meet in area Cabanas Maria Del Mar 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 al Sol “Go NADS”!

THURSDAY, May 12, 2022

- 1900 Trophy Presentation – Maria Del Mar Hotel.

**REGATA AL SOL XXXI
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 self igniting 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 self inflating 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. **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 shall 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.

PENSACOLA - ISLA MUJERES TROPHIES

Each Division:

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

1st, 2nd, 3rd* Corrected Time each Class (*1-3 boats in class 1st only, 4-5 1st & 2nd, 6+ 1st – 3rd)

ORREZ Trophies TBD based on participation

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

COMMODORE DICK SPANGENBURG TROPHY – 1st Finisher - Monohull

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

AZTEC WARRIOR - 1st Louisiana Racing Division Corrected Time

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

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

HJALAMAR E.BREIT & ROBERT KIRK (ROBIN) MOYER (new for 2022) –Highest Finishing Villista Society Member (Skipper or Crew)

- All yachts to receive marker trophies / race mementos.
- Special Awards: States determined by as 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
VILLISTA SOCIETY

*Recognizing those who have sailed or actively participated as
Race Committee in 10 or more Regatas al Sol*

*MICHAEL BEARD
ED BOOS
RON BRAY
GUY BRIERRE
LARRY COUNCE
LINCOLN COX
DR ALLAIN CRACCO
TED DIAZ
KEITH DUBOSE
BENZ FAGET
PAUL GILLETTE
AL GOOCH
MIKE GUIZA
KAREN SUE KRIEGEL
BOB KRIEGEL
ENRIQUE LIMA
JOHN MATTHEWS
VIC OLIVER
WALDO OTIS
JIM OYLER
LINDA OYLER
BILL PARSONS
LEANN PICKERING
MICHAEL SIMPSON
TOM STOKES
AZE0 "ACE" TORRE
TALBOT WILSON*

*In memoriam:
COMM. HJALMAR BREIT
DICK KAMMER
ROBIN MOYER
COMM. DICK SPANGENBERG*

*If you believe you qualify, or will qualify by participation in the 2022 Regata al Sol,
please complete the application on page 26.*

REGATA AL SOL XXXI ISLA MUJERES HOTEL RESERVATIONS

In past years Hotel Reservations have been made with the regatta committee which have then been forwarded to the respective hotels. This year regatta participants will be able to book directly with the Hotels BUT IT IS IMPORTANT YOU DO SO AS A PART OF REGATA AL SOL and not through a website of any sort. Rooms booked through the Regata al Sol create credits toward party expenses. Participants not booked through the Regata al Sol will be charged \$90 each for party passes.

Please be on the lookout for reservation info to be posted on the www.regataalsol.org website

**REGATA AL SOL XXXI
COMMUNICATIONS ADDENDUM**

**TO: ALL SKIPPERS/NAVIGATORS
FROM: BILL PARSONS, COMMUNICATIONS OFFICER
SUBJECT: COMMUNICATIONS & SATELLITE PHONES**

This section to be updated at a later date

TRANSPONDERS

SPOT GPS transponders will be required for all boats participating in the regatta. Willful tampering, disabling or shielding of the transponder may be grounds for disqualification or time penalty by the Regata al Sol Protest Committee (see note below about resetting every 24 hours).

How to Get Started

- Activate your SPOT device: Your SPOT device must be registered with SPOT and you must subscribe to the tracking service.
- Create a shared page for you SPOT device: You will create a shared page specifically for the race (for instructions [CLICK HERE](#)). You might want to give the direct link to this page to family as well.

IMPORTANT: Once you have set up the page, turn on your device and drive/sail around for an hour or so creating a track that can be seen on the shared page (this lets us know it is working).

Register your SPOT shared page with the Regata al Sol Committee: Once you have your page and a track on it, send the link to the page to rswayze@grayspecialty.com

NOTE: Older SPOT transponders must be turned off, then back on every 24 hours. Please make sure you know how your SPOT works. If you need to turn your off and back on, we recommend picking a recurring time each day (for example: noon) when you turn the SPOT off, replace the batteries then turn it back on. While the batteries will last for longer than 24 hours, it is nice to know they are fresh in case you have to use the “911” feature. The “used” batteries can then be re-used for flashlights, GPS etc.

Recreational use only: The boat tracking and related services provided are for recreational purposes only. Neither SPOT nor Kattack guarantee the delivery of data products and/or charts. As this service is for recreational use only, neither SPOT, Kattack nor the Regata al Sol Race 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 XXXI
REGATTA CREW LIST**

**When you register online
you will be guided to a link to enter your crew list.**



Regata al Sol XXXI CERTIFICATE OF RACE COMPLETION

I, _____, Owner/Skipper of the sailing vessel _____, certify that I have completed the 2022 Regata al Sol XXXI 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.

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: _____

To assist the Race Committee in their determination of race conditions for ORREZ scoring please answer the following to the best of your ability. The percentage of time encountering the following conditions was (should add to 100%:

Upwind (TWA <60 deg): _____ Reaching (60-120 deg): _____ Running (>120 deg): _____

ESTIMATED AVERAGE WIND VELOCITY (KNOTS): _____

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.

