



## Pensacola a la Habana 2017 Sailing Instructions



### 1.0 SAFETY

The International Regulations for Preventing Collisions at Sea (COLREGS) shall be adhered to from the Pensacola Sea Buoy to the Marina Hemingway Sea Buoy. It is recommended that all yachts comply with the current ISAF Offshore Racing Council (ORC) recommendations for offshore sailing, including the ORC Special Regulations for a Category 3 Event.

EACH SKIPPER HAS FULL RESPONSIBILITY FOR THE SAFETY OF THEIR CREW AND THE SEAWORTHINESS OF THEIR YACHT.

### 2.0 Start

a) Starting Date: April 30, 2017

### 3.0 Start Times (C.D.T.)

The RACER Division will start first. Their first warning signal will be at 1:55 p.m.

The MODERN Cruisers will be the 2nd start with their first warning shortly after the 1st start.

The CLASSIC Cruisers will be the 3rd start with their first warning shortly after the 2<sup>nd</sup> start.

The MULTIHULL Division(s) will be the last to start with their first warning at 2:25 p.m.

### 4.0 Starting Line

The starting line will be in Pensacola Bay between an orange flag displayed on the race committee boat and a nearby temporary orange buoy. Boats whose warning signal has not been made shall keep clear of the starting area and of all boats Racing.

### 5.0 Recalls

a) 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.

b) Yachts shall monitor VHF channel 68 for 15 minutes before and after their start.

### 6.0 Course

a) After starting, yachts are to leave Pensacola Pass buoys "14" and "12" to port and Pensacola Sea Buoy "1" to starboard.

b) En route, yachts are to leave Rebecca Shoals Light to port

c) Finish at the Marina Hemingway Sea Buoy (N23°05.4', W082°30.6', FL 20 sec., 5 m, as described in addendum #1 "FINISH")

#### 7.0 Skippers Meeting

There will be a mandatory Skippers Meeting at 4:00 p.m. Saturday, April 29, 2017 in the Pensacola Yacht Club ballroom. The registration desk will be open from 2:00 p.m. to complete entries and to obtain party decals and medallions (communications, crew lists, waivers, etc).

**\*ALL PARTICIPATING YACHTS MUST BE REPRESENTED AT THE SKIPPERS MEETING OR THE YACHT MAY BE DISQUALIFIED.**

#### 8.0 Finish Line – See Addendum #1 "FINISH"

The finish line will be on the northeast side of the Hemingway Marina Sea Buoy (N23°05.4', W082°30.6'). The line will be between a Cuban Finish Line Boat (approximate location, N23°05.5 W082°30.5') and the Marina Hemingway Sea Buoy. All vessels are required to attempt to contact the Marina Hemingway on VHF channel 16 when they are approximately twelve nautical miles from the finish; and they will be redirected to VHF channel 77. In the event the Cuban Finish Line Boat is not on station, the finish line shall be no greater than a line extending northeast from the sea buoy at a heading of 45°, no longer than 50 meters. Each yacht must record its own finish time and shall attempt to identify the race entrants in front and behind of the finishing yacht, and report same with the accompanying time piece to the Race Committee as soon as possible after finishing.

#### 9.0 Distance

For purpose of handicapping the distance calculated for the race is 511 nm and is not subject to protest.

#### 10.0 RULES

This regatta will be sailed under the management of the PYC Race Committee and governed by rules as defined in the current *Racing Rules of Sailing (RRS)* and the Sailing Instructions for this regatta with the lone exception being *Rule 82 does not apply to this race to Cuba.*

The International Regulations for Preventing Collisions at Sea (COLREGS) shall be adhered to from the Pensacola Sea Buoy to the Marina Hemingway Sea Buoy.

#### 11.0 Crew/Vessel Documentation

All required regatta documentation must be turned in prior to start. Failure to do so could result in disqualification. This shall include the crew list and executed waivers.

**IT IS THE RESPONSIBILITY OF EACH SKIPPER TO SECURE PROPER DOCUMENTATION FOR HIS YACHT AND CREW.**

#### 12.0 Radios, Tracking Devices and Sat Phones - See Addendum #2 "COMMUNICATIONS"

### 13.0 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 at the start shall be subject to a minimum penalty of one hour. At the discretion of the Race Committee, other infractions of the rules may receive time penalties instead of disqualifications. Intentional failure to display proper lights shall result in disqualification.

### 14.0 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 sat phone, radio or other means as available. Notice must be given to the Organizing Authority at sat phone # 8816 3256 0288, to Pensacola Yacht Club (850) 433-8804 or other authority/persons who shall communicate message to Race Committee.

### 15.0 Motoring – See Addendum #3 “MOTORING”

A yacht’s motor may be used to recover a man overboard, to render assistance or in any other emergency. The full details of such use shall be recorded in the yacht’s Motoring Log. The motor may be used at other times as described in Addendum #3 “MOTORING”.

### 16.0 General Finish Instructions

**Each yacht finishing at night must identify itself by putting a light on its name after crossing the line to assist the Finish Line Race Committee Boat in its recording of the yacht’s finish time.** Vessels are to fly the Cuban flag as a courtesy upon arrival, with the "Q" (yellow) flag until cleared by customs.

### 17.0 Time

The race will be conducted on Central Daylight Time (CDT). All times will be GPS, corrected for CDT.

### 18.0 Trophies

Marker plaques will be awarded to all entrants. All crew and owners will be awarded regatta medallions.

Trophies will be awarded as follows:

Pace Perpetual Trophy for First Overall in Fleet for Monohull and Multihull, to be maintained at PYC, with a keeper trophy for each fleet winner.

Division Awards:

1<sup>st</sup> – 4<sup>th</sup> Racer, Modern Cruiser, Classic Cruiser

1st Modern Cruiser

1st Classic Cruiser

1<sup>st</sup>– 4<sup>th</sup> Multihull

Class Awards:

1<sup>st</sup> – 4<sup>th</sup>, Classes A and B (for Modern & Classic Cruiser Divisions)

## ADDENDUM 1: FINISH

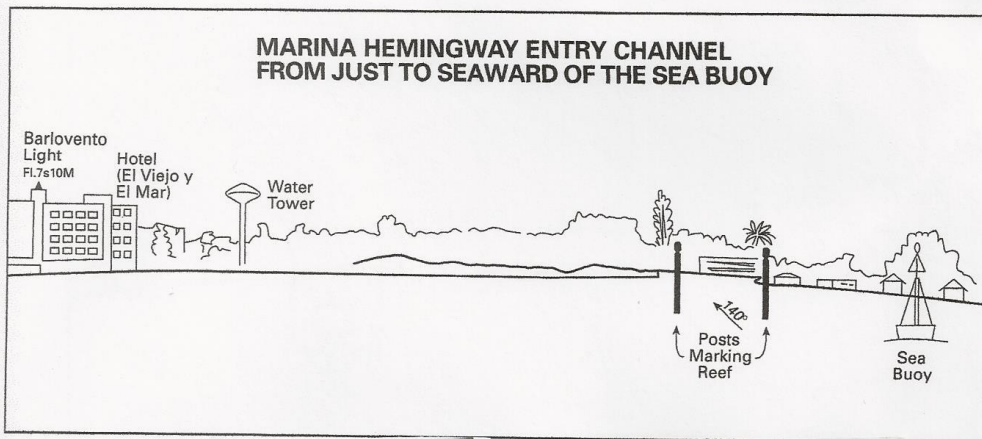
The finish line will be on the northeast side of the Marina Hemingway Sea Buoy, approximate location N23°05.4', W082°30.6'. The line will be between a Finish Line Boat and the Marina Hemingway Sea Buoy. All vessels are required to attempt to contact the Marina Hemingway on VHF channel 16 when they are approximately twelve nautical miles from the finish; and they will be redirected to VHF channel 77. The Hemingway International Yacht Club has agreed to man the line and escort vessels to the clearance dock. However, each yacht must record its own finish time and shall attempt to identify the race entrants in front and behind of the finishing yacht. In the event the Finish Line Boat is not on station, the finish line shall be no greater than a line extending northeast from the sea buoy at a heading of 45° and no longer than 50 meters. Each yacht shall report her finish time and vessels in front and behind and time with the accompanying time piece to the Race Committee as soon as possible after finishing.

The following description of the access channel into the Marina Hemingway is excerpted with permission from Nigel Calder's Cuba, A Cruising Guide.



EXCERPTED WITH PERMISSION  
FROM NIGEL CAZOR'S "CUBA - A CRUISING GUIDE"

Passagemaking to Cuba; the Marina Hemingway and Havana



### Approaches

The coastal shelf is close to the shore along this section of the Cuban coastline, so deep water is found until almost on the beach. The initial objective is the red and white marina sea buoy (Fl.10s), located at approximately 23°05'4"N 82°30'6"W. This buoy is about ¼M offshore, but less than this from the reef, and not readily visible during the daytime until close inshore (especially if any seas are running), nor at night due to the background lights. In other words, since you will be maneuvering close to the reef and the beach, a fairly accurate landfall is needed, and a nighttime entry is not recommended, particularly if this is your first visit (as I write this, the wreck of a 43ft sailboat is grinding to pieces on the reef after attempting a night entry and missing the channel by just a few meters).

*From the east*, the skyscrapers of Havana will be visible from many miles out.

*From the west*, the coastline is relatively featureless. Immediately to the west of the marina entrance are the low houses of the town of Santa Fé. Further west (2½M west of the marina) are a series of conspicuous apartment buildings (the Cuban naval academy on the Santa Ana river) together with a conspicuous water tower.

*As you get closer to the sea buoy*, from any direction you will see a largish hotel (with the Dársena de Barlovento light on its roof - Fl.7s40m10M). This is The Old Man and the Sea (El Viejo y el Mar) hotel. A distinctive water tower will appear to the right of the hotel, and then a little further west, at the present time, an undistinctive band of scrubby vegetation against which will be seen the masts of the sailboats in the marina (this vegetation will give way to condominiums over the next few years). The marina entry comes next, approximately ¾M to the west of the hotel. In addition to the sea buoy, the entry channel is marked by a couple of stakes. The green is left to port, the red to starboard, on entering - see sketch.

Both stakes are lit - the green flashes every 3 seconds; the red every 4 seconds.

### Entry

The sea buoy is more or less on the edge of the coastal shelf, in over 25m - it can be taken on either side. From the buoy the channel is 140° straight into the marina. The depths shoal rapidly. Within less than ¼M of the buoy the channel is down to 10m as you pass between the two stakes (which are on the reef - it is essential to stay in mid-channel from this point until inside the marina). Ahead is a large diamond, behind which is a red and white post, forming a range, but these (particularly the latter) may not be easy to pick out. In any event, keep to 140° to come in directly parallel to the dock, which houses the Guarda Frontera. At night the diamond has a white flashing range light with a very narrow sector - if you stray to either side of the channel, the light changes color (red if you are on the port side of the channel; green if on the starboard side).

The seaward corner of the Guarda dock has a light (Fl.G.3s), opposite which is a lighted pylon (Fl.R.6s); beyond the Guarda post is another light (Fl.G.5s), opposite which is another lighted pylon (Fl.R.6s).

### Entering the Marina Hemingway in a norther

Since the marina channel faces to the NW, during the early stages of a norther (the NW phase associated with the passage of the front itself) large breaking seas run straight up the channel - entry can be quite hazardous. In other words, if using the favorable winds of a norther to sail to the marina, the passage should be timed so as to arrive after the wind has shifted toward the NE and moderated, at which time the breakers tend to sweep across the entry channel with less force, rather than directly into it, making entry less hazardous. Even so, to

avoid the risk of broaching and being thrown onto the reef, you will need to keep to the windward side of the channel, and to come in with sufficient speed to maintain steerageway (underpowered sailboats should be wary of entering in these conditions). When the wind is from the prevailing east the entry channel is calm.



## Addendum 2: COMMUNICATIONS AND TRACKING

**Scope:** This addendum summarizes the communications and tracking requirements for yachts participating in the Pensacola a la Habana Race 2017.

**Waiver to RRS Rules Regarding Inter-Competitor Communications:** All competitors are encouraged to communicate during the conduct of the Race.

**Clock Times:** The Race will be conducted on CDT (=UTC-5hrs; and Havana Time-1 hr), which means you will be one (1) hour behind local time when you arrive at Hemingway International Yacht Club.

### **General Required Communications and Tracking Equipment:**

1. VHF two-way
2. MF/HF SSB radio or functioning SAT Phone
3. YB (Yellow Brick) trackers

### **Communication and Tracking Details During the Race:**

You will have a mandatory YB tracking device(s) and a satellite phone or functioning, properly licensed SSB on board. As long as the transponder is working there is no requirement to *call* into the Race Committee during the race itself. All Racers will be required to be in a *listening* condition each day during the Race from 0830-0900 hrs CDT (1330-1400 UTC) or those using SSB, the standby frequency is 8.294 MHz. If a transponder fails for whatever reason or its track is lost, the Race Committee will attempt to call the yacht's satellite phone or SSB at those times, or relay through other racers via VHF. Once it is determined that the yacht is not in danger, that yacht will then be required to *call* the Race Committee via satellite phone or SSB at 0800-0900 CDT (1300-1400 UTC) each day to report their position until they complete the race. The Sat no. is 850-433-2722; SSB frequency is 8.294 MHz Upper Sideband Simplex. Back up cell phone numbers for the RC may be provided at the Skipper's Meeting.

### **Communications and Check-In Prior to Departure:**

To be scored as completing The Race, yachts are required to establish two-way communications and tracking with the Race Committee no later than the first warning signal for the start of the race.

The check-in with the Race Committee shall be either by SSB or through SAT Phone service. This communications and tracking checkout should be completed well beforehand but must occur prior to the first warning signal of the start of the race. **Required Check-in by Sat Phone:** Call the Race Committee via Sat phone at 850-433-2722. The Race Committee will be monitoring their phone from 2000-2200 CDT on 29 Apr and from 1000-1400 CDT on 30 Apr. **For check-in of SSB:** Call the Race Committee at 8.294 Upper SSB Simplex at the time provided to you by the Race Committee at the Registration Desk. All yachts are encouraged to complete their check-in as early as possible to prevent connection problems that could occur if everyone waits until the last minutes before the race starts. This check-in procedure will ensure all yachts have adequate communications with the Race Committee monitoring stations.

### **Checking In with other Racers During the Race (Calling Schedule):**

**All Boats:** Mandatory Mid-gulf Fleet check-in times will be 1100 hrs CDT (1600 hrs UTC) on VHF Channel 16. Exchange your LAT/LON with any vessels you communicate with and maintain a log of this information for the duration of the race. Please be aware that the tracking log may be used to verify time and distance spent motoring. Even if you cannot reach any vessels (as is often the case) they may be hearing you. Therefore, transmit your vessel name and LAT/LON in the blind, then sign out. Vessels with HAM radios should be aware that the **Waterway Net**, 7.268 MHz LSB, has Gulf weather around 0655 CDT and will be monitored from 0700 to 0730 CDT by W4PYC or W0PBP (representing the Race Committee). Also, the Maritime Mobile Service Net operates on 14.300 MHz USB from 11:00 am to 8:00 pm CDT, providing weather hourly on the half hour and augmenting communications both with net stations and relays, and often with phone patches. For more information see [www.mmsn.org](http://www.mmsn.org).

## Tracking Details:

**A Reminder:** The majority part of the race course is outside of normal cell phone coverage, meaning all tracking information will use a satellite link to be forwarded to YB... Each YB Tracker that is issued to a yacht for tracking will have had its functioning and link back to YB Tracking Ltd. in the UK checked out by the RC prior to issue. The batteries have been charged and at the 30 minute reporting interval should last the duration of the Race. (No charging device provided). A summary and a detailed description of the YB Mk3 Tracker is at <http://ybtracking.com/products-yb3>

Each competitor should have several crewmembers generally familiar with the functioning of the YB Mk3 Tracker, particularly its use in an emergency. (All firmware for these trackers being provided is post Oct 2014).

The NOR for this Race implies that the YB Tracker can be used for routine text and SMS communications between the RC and individual competitors. This feature may or may not be active for this Race; the Tracker's main function is to provide position reporting to the Race Viewer at 30 minute intervals and should be kept in its pouch, securely attached to the Yacht with the best available view of the open sky. However, in an emergency, the tracker can be put in an Alert Mode as described in the YB Mk3 Manual, which states:

*"Sending a basic alert: The alert button is located under the flap at the bottom of the unit. To trigger an alert, lift the flap and hold down the alert button for 5 seconds. The screen will display "Sending Alert" and the device will try to transmit an alert message.*

*If you are in an alert situation, ensure that you give your alert the best possible chance of sending by considering the orientation of the device. Ensure it has a good view of the sky, or as good a view as is possible in your situation. The better the view of the sky, the more likely it is that your alert will be received."*

A link to YB Tracking showing race entrant positions will be placed on the race website for viewing by all interested.

### *Disclaimer!*

**Recreational use only:** The boat tracking and related services provided are for recreational purposes only. YB does not guarantee the delivery of data products and/or charts. As this service is for recreational use only, YB nor the race committee imply in any way that the boat tracking service can be counted on as a safety device.

## Communications with Fixed Stations:

US Coast Guard Sector Pensacola - phone: 850-453-8282; USCG Sector St. Petersburg - 727-824-7534; USCG Sector Key West - 305-292-8713

## ADDENDUM 3: MOTORING

Motoring is allowed for all divisions. However, time spent motoring will be added to the corrected time at a ratio of 3:1; for each hour spent motoring two adjusted additional hours shall be added to the corrected time.

Adjustments shall be made multiplying the total motoring time by the multiplier created using the length waterline of the smallest vessel as the denominator under the length waterline of the specific vessel.

Motoring is not permitted for **three (3)** nautical miles after crossing the start line and for **one-half (0.5)** nautical mile before crossing the finish line. Motors shall be shut off prior to the preparatory signal for the yacht's start.

During the race, the skipper must record both the position of the boat and time at which the motor is started, and the position of the boat and the time at which the motor is turned off each time the motor is used for propulsion. This information shall be recorded in the log and signed by the skipper and one crew member. In addition, the log shall contain the engine hours at start of race, engine hours and vessel position each time the engine is started and turned off for both battery charging (i.e., shaft not engaged) and for propulsion (i.e., shaft engaged). For a boat to be considered a finisher, the motoring log information must be presented to the Race Committee as specified in the Sailing Instructions. Note that if the positions/times indicate motor use was in excess of that permitted, the boat will be scored "DSQ" (disqualified). The following format shall be used for your log.

Engine hours, at start of race: \_\_\_\_\_

Date:	Time eng started	Position N XX° XX.XX'; W0XX° XX.XX'	Time eng stopped	Position N XX° XX.XX'; W0XX° XX.XX'	Time of operation X hrs XX min	Time In gear X hrs XX min	Signed _____ _____
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Vessel waterline Length (XX.XX')	Total time of Operation	Total time in gear	LWL/24.25	Adjusted time	Signed
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Engine hours, start:

Date:	Time eng started	Position N XX° XX.XX'; W0XX° XX.XX'	Time eng stopped	Position N XX° XX.XX'; W0XX° XX.XX'	Time of operation X hrs XX min	Time In gear X hrs XX min	Signed _____ _____
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Vessel waterline Length (XX.XX')	Total time of Operation	Total time in gear	LWL/28.83 (MC) LWL/24.25 (CC)	Adjusted time	Signed
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## **SPECIAL REGULATIONS:**

1.1 Boats shall monitor the designated VHF channel while racing. The RC recommends boats begin monitoring the designated VHF channel at least 30 minutes before the scheduled start of the first race.

1.2 It shall be the sole responsibility of the skipper and crew to determine when personal flotation devices will be worn. Neither the Organizing Authority nor the Race Committee assumes this responsibility.

1.3 A boat retiring from the race shall notify the race committee before leaving the course or, if that is not possible, notify the host yacht club immediately upon arriving ashore.

1.4 Boats shall not discard trash into the water. Boats observed discarding trash into the water are subject to protest by another competitor, by the Race Committee, or by the Judges.

### **2.1 NON-SPINNAKER CLASSES**

2.2 HEADSAILS: A single headsail of the maximum size used for the boat's PHRF Rating, or smaller, may be carried and shall be tacked at the usual tack point with its luff attached to the forestay by the means provided by the sail maker.

2.3 WHISKER POLES: Whisker poles shall not exceed 160% of the "J" dimension shown on the vessel's GYA-PHRF Certificate.

2.4 THE FOLLOWING SHALL NOT BE FLOWN by NON-SPINNAKER CLASSES:

SPINNAKER, POLELESS SPINNAKER, BLOOPER, and GENNAKER.

2.5 STAYSAIL: Staysails may be flown only as provided in CUTTER RIGS and YAWL AND KETCH RIGS.

2.6 CUTTER RIGS: Cutter rigs rated as such by the GYA-PHRF Rating Committee shall set staysails to the tack point provided by the vessel's manufacturer.

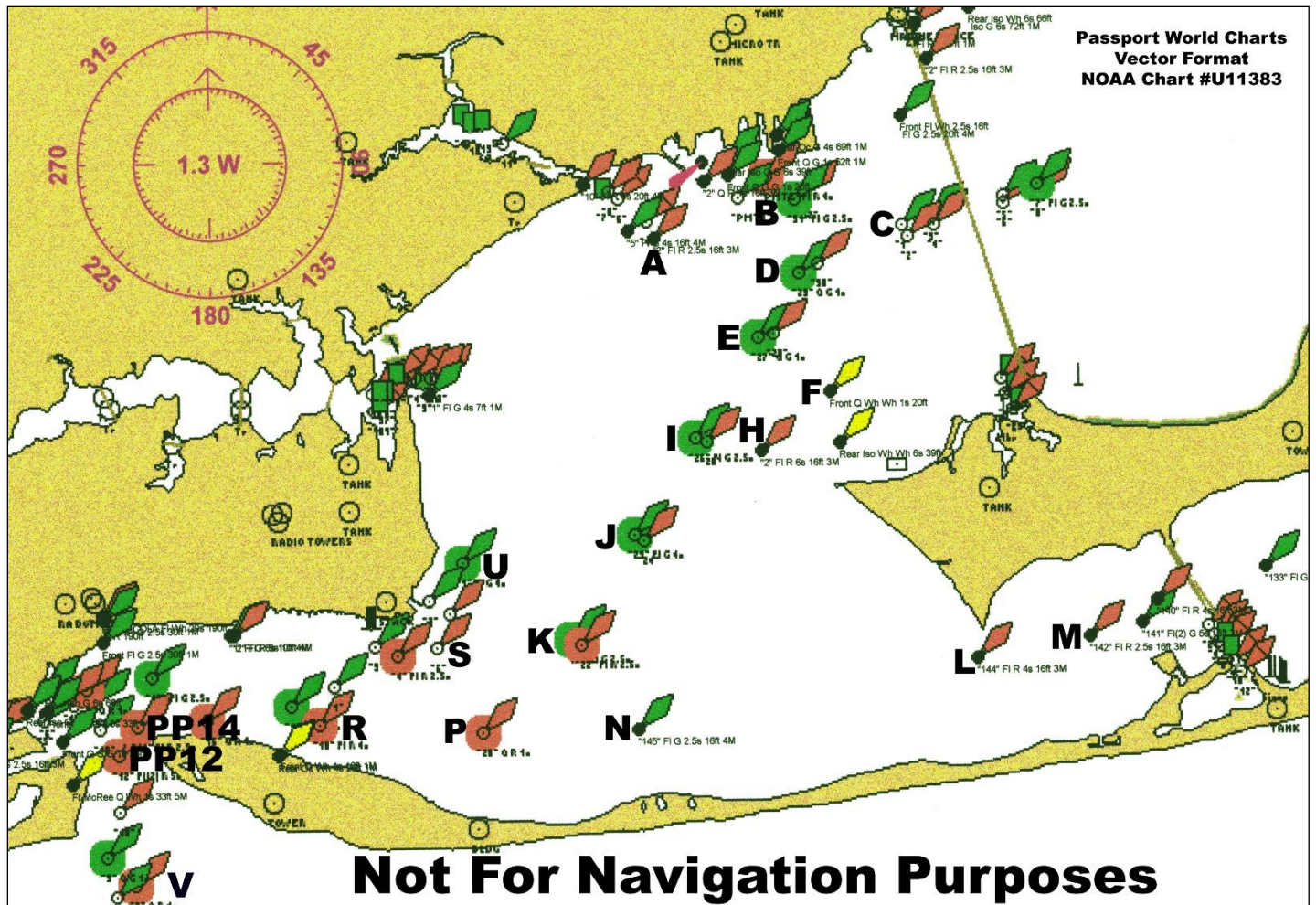
2.7 YAWL AND KETCH RIGS: Yawl and Ketch Rigs may fly mizzen staysails.

## **APPENDIX A: CLASS FLAGS for Starting Sequence**

<u>Class</u>	<u>Color</u>
Racer	Pink
Modern Cruiser	Blue
Classic Cruiser	Green
Multihull	White

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APPENDIX B: Pensacola Bay Chart with Decoder List



Bay Mark Letter	Chart Label	Description	Latitude (N)
A	FI R 2.5s 17ft 3M "2"	Beginning of Bayou Chico Channel	30 ° 23.531 '
B	G "31" FI G 2.5s	Close to Municipal Auditorium	30 ° 23.759 '
C	G C "1"	Three Mile Bridge Channel Marker	30 ° 23.557 '
D	G "29" Q G	Bay Channel "29"	30 ° 23.211 '
E	G "27" Q G	Bay Channel "27"	30 ° 22.726 '
F	Q 30ft	Forward Range Marker for East Channel	30 ° 22.383 '
H	FI R 6s 17ft 3M "2"	Fair Point	30 ° 21.952 '
I	G "25" FI G 2.5s	Bay Channel "25"	30 ° 21.989 '
J	G "23" FI G 4s	Bay Channel "23"	30 ° 21.282 '
K	G "21" FI G 2.5s	Bay Channel "21"	30 ° 20.509 '
L	FI R 4s 17 ft 3M "144"	Deer Point	30 ° 20.397 '
M	FI R 2.5s 17ft 3M "142"	Between Deer Point and Pensacola Beach Bridge	30 ° 20.549 '
N	FI G 2.5s 17ft 4M "145"	Pensacola Bay off Santa Rosa Island	30 ° 19.893 '
P	R "20" FI R 4s BELL	Pensacola Bay off Santa Rosa Island	30 ° 19.821 '
R	R "18" FI R 4s	Pensacola Bay off Santa Rosa Island	30 ° 19.888 '
S	R N "6"	Turning Basin East of Naval Air Station Dock	30 ° 20.450 '
U	FI G 4s "1"	Approx. 0.6 nm northeast of Naval Air Station Docks	30 ° 21.075 '
V	R "8" Q R BELL	Caucus Channel (gulf entry channel) Buoy 8	30 ° 18.715 '
X	G "1" FI G 2.5 s GONG	Pensacola Pass Sea Buoy	30 ° 16.262 '
PP12	R "12" FI (2) R 5s	Pensacola Pass "12"	30 ° 19.685 '
PP14	R "14" FI R 2.5s	Pensacola Pass "14"	30 ° 19.891 '

The above positions are approximate. While every care has been taken in the preparation of the above list, no Request for Redress and/or liability can be accepted for any loss or damage arising from any error or inaccuracy. Lat/Long data source NOAA ENC#11383, 07AUG03 update.

These marks and characteristics contained herein were current 2/06/03. "The Notice to Mariners" should be referred to as any of these marks could be subject to change in approximate position and characteristics. The individual Race Committees shall endeavor to note and post any changes that may affect this table. Ultimately, it is the responsibility of the competitors to navigate the given course properly.