

Southern Yacht Club's Annual
RACE TO THE COAST
First sailed on July 4th, 1850
JUNE 7 & 8, 2019
New Orleans, La. to Gulfport, Miss.



SUPPLEMENTAL SAILING INSTRUCTIONS – Ongoing Repairs to US-11 Bascule Bridge

Issued June 7, 2019

There is ongoing repair work being done to the U.S. Highway 11 “Maestri Bridge” across the eastern end of Lake Pontchartrain. Currently, the American Bridge Co. of Pennsylvania is doing extensive work on the North Draw bascule, which is part of the Race to the Coast course.

The North Draw remains open to marine traffic, but it is a working construction area and, as such, there are some additional requirements. Competitors shall take note of the following supplemental Sailing Instructions:

There shall be NO SAILING through the Highway 11 North Draw.

For safety and maximum maneuverability, each boat shall use her auxiliary propulsion while passing through the US-11 bascule. Skippers shall assess the wind conditions and, if needed, also lower their sails while passing through the bridges. See also SI 12.3.

Note that motoring through the bridge does not constitute a bridge delay under SI 11.

There is NO BRIDGE TENDER to hail or respond.

The NSRR bascule is operating normally. It typically remains in the open position until a train is approaching. Note that the bascule is operated remotely and there is no bridge tender to hail or respond. This has always been the case, but there is usually also a bridge tender operating the US-11 bascule. Remain vigilant for sound signals that the NSRR bridge is closing.

The Highway 11 Bascule is only half open.

The north leaf of the US-11 bascule will remain open at all times, but the south leaf is in the closed position. This reduces the horizontal clearance at deck level to 70 feet. The overhead horizontal clearance is less than 70 feet.

There is active pile-driving work in the area.

There will be a spud barge with a crane and pile-driver working in the area of the bascule. They do not expect that the passage will be blocked, but if it is, they will move the barge to allow the fleet to pass.

If needed, the pile-driving crew can be hailed on **VHF channel 2** (and possibly 13 or 16). Radio communication is only necessary if the passage is blocked. If boats are delayed by the construction, the usual Bridge Time rules will apply. Please be respectful of the construction crew. See SI 11.5.

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June 4, 2019

RE: Letter to the Skippers

Race to the Coast Competitors,

Thank you for entering the 2019 Race to the Coast!

There will be an optional Skippers Meeting at ~~1800~~ **1900** on Friday, June 7th in the SYC bar. There are a few items to review this year, so here they are in the order that you will encounter them:

Rating Systems

This year's race will be started and scored using GYA PHRF ratings as usual. However, we have also added an ORR-Ez TOT overlay to the scoring. All boats that have a valid ORR-Ez certificate will also be scored TOT based on their elapsed time and awarded additional trophies. It will be interesting to see how the systems compare.

Motoring to the Start is always allowed

Appendix P – Pursuit Starting System now includes a section which allows boats that are late to their start to continue motoring until they reach two boatlengths from the starting line, even after their Preparatory and Start Times have past (which is otherwise prohibited by the RRS). Being late for your start is penalty enough!

VHF and PFDs at the Start

In accordance with established practices and the recent USCG report on the 2015 Dauphin Island Race tragedy, each boat is required, when crossing the starting line to start, to have a handheld VHF visible in the cockpit and for every crew member to be visible on deck wearing a proper PFD.

Turning Mark ICW#19 may be missing

We have learned that Intracoastal Waterway mark #19 may be missing. Therefore, we have added its mate across the channel, ICW #20, a red day marker, to the required marks of the course. If you find ICW#19 is indeed missing, then round ICW#20 instead. If ICW#19 is intact then round it as usual and your course will, by default, take you around ICW#20 as well.

Square Handkerchief Cut is officially “Closed”

For the past ten years, there have been no required marks in the Mississippi Sound. This has allowed all but the deepest-draft boats to cross through the unmarked Square Handkerchief Cut if they so choose. In the interest of fairness and concerns over safety, we have decided to prohibit this practice and require the fleet to sail south of the “**Merrill Shell Bank**”, leaving it to port, ostensibly sailing through Pass Marianne.

If “Merrill Shell Bank” is not noted on your GPS plotter, it is marked on its southernmost extremities by several red day markers, “6”, “8”, & “10” and a lighted red wreck marker “WR8A”. This race has always had an element of navigation required, so we hope you enjoy this new challenge.

Note that “Merrill Coquille” is a separate shoal that is not part of the course.

Finally, as of this writing, the forecast looks very encouraging, which is a relief after last year's delayed start. If the forecast holds, you can expect one of the quicker races in recent memory.

We hope everyone has a safe and enjoyable race and we'll see you in Gulfport!

Fair winds,
Kett Cummins
Regatta Chairman

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SAILING INSTRUCTIONS

1 RULES

1.1 The event will be governed by *The Racing Rules of Sailing* (RRS) including the US Sailing prescriptions; applicable class and/or rating rules; the Notice of Race (NOR); and these Sailing Instructions (SI). If there is a conflict between rules, succeeding documents in this list shall govern. This alters RRS 63.7.

1.2 MONOHULL yachts shall be governed by the By-Laws of the GYA Performance Handicap Racing Fleet (GYA-PHRF).

1.3 MULTIHULL yachts shall be governed by the GYA Multihull Council (GYA-MC) Safety Recommendations, for which the event shall be classified as Category 2.

1.4 The following rules are changed herein:

RRS	Changed by	RRS	Changed by
26	10.3	62.1(a)	9.2, 10.1
52	1.6	63.7	1.1
55	1.9	A4.2	10.6
60.1	17.4	A5	16

1.5 MOTORING is allowed as prescribed by Appendix P, Section P5 Motoring Before Starting and SI 12.

1.6 POWERED WINCHES are allowed in all divisions. This alters RRS 52.

1.7 A yacht shall set only one (1) headsail at a time and only one (1) staysail per mast, which shall not extend beyond the rated LP distance.

1.8 NON-SPINNAKER classes shall set only headsails and staysails ahead of each mast and only in their designed and rated configurations. Whisker poles are permitted.

1.9 RRS 55 is appended with the following: "However, discarding biodegradable, environment-friendly bands when setting a sail is permitted."

2 SAFETY REQUIREMENTS

2.1 RACE TRACKING – Each yacht shall provide and carry a GPS tracking device as prescribed in the NOR. The device shall be operational from the time a yacht casts off before the start and until she next docks, after finishing or withdrawing from the race.

2.2 The equipment listed in Appendix A – SAFETY EQUIPMENT is recommended for all yachts. Additionally, the OA strongly recommends compliance with the *US Safety Equipment Requirements* (USSER) for a Coastal race.

2.3 Prior to the start, each yacht shall hold a man overboard (MOB) briefing or drill with the crew.

2.4 At each yacht's start, one handheld VHF shall be visible and every soul aboard shall be visible on deck wearing a Personal Flotation Device (PFD).

3 NOTICES TO COMPETITORS

Notices will be posted on the official notice board at SYC, online and/or Twitter. See SI 24. Electronic notifications (email and/or SMS) may also be sent to competitors.

4 CHANGES TO SAILING INSTRUCTIONS

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

5 SIGNALS MADE ASHORE

There will be no signals made ashore for this event. See also SI 3 & 10.1.

6 SCHEDULE

Saturday, June 8, 2019	
0800	Pursuit Starting sequence begins
	GPS tracking devices must be active upon casting off
ASAP	Post-race Awards Ceremony at Gulfport Yacht Club

7 CLASS ASSIGNMENTS

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

8 TIMING & RADIO COMMUNICATIONS

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

9 THE COURSE

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

Point of Origin	Range	Bearing	NOAA Chart
Southern YC	11.9 nm	045°	11369
Bayou Castine Pontchartain YC	12.2 nm	152°	
Highway 11 bascule	6.4 nm	250°	
Appx. coordinates: 30°10.100'N 089°57.100'W			

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

9.3 The required MARKS OF THE COURSE, in order of rounding or passing, are shown in the table below.

MARKS OF THE COURSE			
Mark or Passage	Leave To	Description	NOAA Chart
Starting Mark	PORT	Inflatable orange shape	11369
“Highway 11 Bridge” and NSRR bridge	(a) (b)	(2) bascule bridges	11371
Interstate 10 Bridges	(a)	(2) fixed bridges	
North Shore Channel #9	STBD	Day marker – G “9”	11371 or 11367
Rigolets West Entrance #6	PORT	Fixed mark – Fl R 2.5s 17ft 3M “6”	
Highway 90 Bridge	(a)	Fixed bridge	
“CSX Rigolets Bridge”	(a) (b)	Swing bridge	
ICW Rigolets Approach #19	PORT	Fixed mark – Q G 17ft 4M “19”	
ICW Rigolets Approach #20	PORT	Day Marker – R “20”	11371
Merrill Shell Bank (c)	PORT	North side of Pass Marianne	
Gulfport Sound Channel #62 / Finish	PORT	Fixed mark – Fl R 2.5s 17ft “62”	
(a) Bridges are included for reference only and are not marks of the course. At the Skipper’s risk and subject to SI 12.4, a yacht may pass through any fixed bridge span and either side of the swing span.			
(b) Bridge tenders monitor VHF 13 using the specific “quoted” call signs. See also SI 11.5.			
(c) Note: “Merrill Coquille” shoal is a separate feature which does not have a required side.			

10 THE START

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

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

10.3 APPENDIX P – PURSUIT STARTING SYSTEM shall apply, including Section P5. This replaces RRS 26.

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

10.5 PFDs shall be worn at the start. See SI 2.4.

10.6 A yacht scored as OCS will have thirty (30) minutes added to her elapsed time. This alters RRS A4.2

11 BRIDGE SAFETY AND DELAYS

11.1 If a yacht encounters a closed draw bridge on the course, the crew shall use the BRIDGE DELAY REPORT FORM to record the time of day (STOPPED) that the yacht's bow reaches a point two (2) boat lengths from the nearest fender, before turning away to wait. Once the bridge opens and the yacht begins to transit the bridge passage, the crew shall record the time of day (RESUMED) that the bow passes the same point relative to the fenders.

11.2 Yachts shall resume race progress as soon as possible and shall not prolong their delay to gain an advantage.

11.3 Yachts delayed at a bridge shall keep clear of yachts that are still racing.

11.4 Bridge Delay Report Forms must be submitted within the Protest Time Limit.

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

12 MOTORING

12.1 Yachts may use auxiliary propulsion without penalty as specified in this section. A yacht motoring shall keep clear of a yacht sailing.

12.2 A yacht motoring as allowed herein shall not overtake another yacht in the race.

12.3 For safety, while transiting through the primary navigational passage of each bridge and in no other bridge span or passage, yachts may motor at a steady course and speed, not to exceed four (4) knots, from the time the bow is two (2) boat lengths from the nearest fender until the yacht clears the fenders on the opposite side.

12.4 A yacht that becomes grounded in the North Shore Channel or The Rigolets, but nowhere else on the course, may use auxiliary propulsion to free herself. Once free, a yacht shall immediately disengage her motor before proceeding in the race.

12.5 A yacht delayed at a draw bridge may use auxiliary propulsion to maneuver and to return to the point where her bridge arrival time was taken, as long as her speed does not exceed four (4) knots at that point.

13 NOTIFICATION OF RETIREMENT

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

14 THE FINISH

14.1 The FINISH LINE will be set roughly north-south, between a staff bearing an orange flag on the RC signal boat on the starboard (south) end and the port (north) end finish mark.

14.2 Yachts finishing in darkness shall illuminate their sail numbers to aid the RC in identification.

14.3 FINISH BOAT ABSENT – If required, a yacht shall report her GPS finishing time and position relative to nearby yachts to the Race Committee upon docking at GYC or via phone. Failure to report in a timely manner will be grounds for disqualification and additional penalties.

15 TIME LIMIT

There is no time limit.

16 POST-RACE CHECK-IN

Skippers shall submit a completed Bridge Delay Report Form to the Race Committee or GYC office upon docking or via telephone. Yachts that do not check-in within one (1) hour of their finish time may be scored DNF without a hearing. This alters RRS A5.

17 PENALTIES AND PROTESTS

17.1 Until five (5) minutes after her starting signal, a yacht shall have the option of taking a Turns Penalty (RRS 44.1) or a Scoring Penalty (RRS 44.3). After that time, only the Scoring Penalty will apply. (20% place penalty with display of a YELLOW FLAG.)

17.2 RRS Appendix V2 shall apply.

17.3 The Protest Time Limit is one (1) hour after the last yacht finishes.

17.4 Breaches of SI 2, 11.4, 11.5, 13, 14.2, 14.3, or 16 will not be grounds for protest by a yacht. This alters RRS 60.1. Penalties for these breaches may be less than disqualification.

18 SCORING

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

18.2 The ORR-Ez Overlay division will be scored time-on-time using adjusted elapsed time.

19 PRIZES

19.1 Marker trophies will be awarded as follows:

- First place in fleet.
- Lowest elapsed time in fleet.
- First place in each class.
- Second and third places in each class as entries warrant.

19.2 The following perpetual trophies will be engraved with the winners' names and presented at the annual SYC Awards Night:

- **Beauregard "Bugs" Avegno Trophy**
Top SYC skipper in fleet.
- **Jack Dane Trophy**
Top SYC skipper in PHRF Class A.
- **Whistling Wind II Trophy**
Top SYC skipper in PHRF Class B.
- **Class C Perpetual Trophy**
Top SYC skipper in PHRF Class C (Non-spinnaker).

20 DISCLAIMER OF LIABILITY

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

21 INSURANCE

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

22 MISCONDUCT

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

23 CONTACTS AND FURTHER INFORMATION

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

- Southern Yacht Club: (504) 288-4200 or info@southernyachtclub.org
- Gulfport Yacht Club: (228) 863-6796
- GYC Harbormaster, Sam Vasquez: (228) 323-1336 or sam@gulfportyachtclub.org.

RACE COMMITTEE contacts:

- PRO Nathan Adams: (504) 914-6796
- Kett Cummins: (504) 723-0979

Regatta Management Solutions event page:

https://www.regattaman.com/def_event_page.php?race_id=602&yr=2019

Race Tracking: Kattack.com

Scan the QR code to view the event page.



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APPENDIX A—SAFETY EQUIPMENT

The following equipment is recommended for each yacht while racing:

A1 MONOHULLS

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

A2 MULTIHULLS

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

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

*** Tether specific recommendation:**

Each crewmember shall have a tether that attaches them to the boat while sailing including while on the trapeze. These tethers shall have quick disconnect hardware that can be operated with one hand to release the tether from the crew's trapeze harness or dedicated harness.

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APPENDIX P—PURSUIT STARTING SYSTEM

The purpose of the Pursuit Starting System is to apply time-on-distance handicap rating corrections at the start of a race instead of calculating the corrections after the finish. Thus, the fleet will finish in simple place-order and within a relatively narrow time span. RRS 26 is deleted.

P0 SAFETY REQUIREMENTS

P0.1 Prior to the start, each yacht shall hold a man overboard (MOB) briefing or drill with the crew.

P0.2 At each yacht’s start, one handheld VHF radio shall be visible and every soul aboard shall be visible on deck wearing a Personal Flotation Device (PFD).

P1 PURSUIT STARTING SYSTEM

P1.1 The following rules are changed herein:

Table with 4 columns: RRS, Changed by, RRS, Changed by. Rows include RRS 26, 62.1(a) and Preamble, P1.5, P2.2, and Flags 'I' & 'P', P1.3.

P1.2 Each yacht shall have a prescribed Starting Time corresponding to her rating and calculated for the course distance, as shown in the starting sequence list distributed by the Race Committee. Starting Times may be altered by postponement.

P1.3 The WARNING SIGNAL will be displayed with one sound signal not less than five (5) minutes prior to the first start of the starting sequence or following a postponement. The signal will remain displayed throughout the starting sequence, as follows:

- Flag I – The starting sequence is active; each yacht shall start at her prescribed time.
• Flags I over P – The starting sequence is active following a postponement. Each yacht must check the postponement time displayed by RC signal boat and adjust her Starting Time accordingly.

P1.4 For the purposes of the rules, each yacht’s STARTING SIGNAL shall be her Starting Time and her PREPARATORY SIGNAL shall be four (4) minutes prior to her Starting Time. No visual signals will be made.

P1.5 The RC will attempt to make a sound signal at the Starting Time of each yacht entered in the regatta. Failure to make an accurate sound signal shall not be grounds for redress. This changes RRS 62.1(a).

P2 INDIVIDUAL RECALLS

P2.1 The I Flag Rule, RRS 30.1 (around the ends), will be in effect for all starts.

P2.2 The RC will attempt to hail the sail numbers of OCS yachts. The order, timing and success of these hails shall not be grounds for redress. This changes RRS 62.1(a).

P3 POSTPONEMENT

P3.1 At its discretion, the RC may signal a postponement in accordance with RRS 27.3 before or during the starting sequence. Postponements will apply only to yachts that have not yet started.

P3.2 Postponements will be made in five (5) minute increments. Prior to resuming the starting sequence, the aggregate duration of all postponements will be displayed by the RC signal boat in hours and minutes (H.MM).

P3.3 If there is a sufficient gap in the starting sequence, the RC may reduce or omit previous postponements for subsequent starts by removing flags I over P, with multiple sound signals, and making a new Warning Signal. Yachts must remain vigilant for changes to the postponement status.

P4 SCORING

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

P5 MOTORING BEFORE STARTING

P5.1 If so stated in the Sailing Instructions, yachts may use auxiliary propulsion without penalty as specified in this section. A yacht motoring shall keep clear of a yacht sailing.

P5.2 Prior to starting and not within two (2) boat lengths of the starting line, a yacht coming to her start may continue to motor after her preparatory and starting signal times have passed.

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APPENDIX B—50 MILE PURSUIT STARTING TIMES

Below are Pursuit Starting Times corresponding to PHRF rating numbers as calculated for a **50.0 nm** racecourse.

POSTPONEMENTS, if any, will add to the Starting Time. If flags **I over P** are displayed, each yacht must check the postponement time displayed by RC signal boat and adjust her Starting Time accordingly.

Starting sequence begins at: **08:00:00**

PHRF Rating	Time of Day
210	08:00:00
207	08:02:30
204	08:05:00
201	08:07:30
198	08:10:00
195	08:12:30
192	08:15:00
189	08:17:30
186	08:20:00
183	08:22:30
180	08:25:00
177	08:27:30
174	08:30:00
171	08:32:30
168	08:35:00
165	08:37:30
162	08:40:00
159	08:42:30
156	08:45:00
153	08:47:30
150	08:50:00
147	08:52:30
144	08:55:00
141	08:57:30
138	09:00:00
135	09:02:30
132	09:05:00
129	09:07:30
126	09:10:00
123	09:12:30
120	09:15:00
117	09:17:30

PHRF Rating	Time of Day
114	09:20:00
111	09:22:30
108	09:25:00
105	09:27:30
102	09:30:00
99	09:32:30
96	09:35:00
93	09:37:30
90	09:40:00
87	09:42:30
84	09:45:00
81	09:47:30
78	09:50:00
75	09:52:30
72	09:55:00
69	09:57:30
66	10:00:00
63	10:02:30
60	10:05:00
57	10:07:30
54	10:10:00
51	10:12:30
48	10:15:00
45	10:17:30
42	10:20:00
39	10:22:30
36	10:25:00
33	10:27:30
30	10:30:00
27	10:32:30
24	10:35:00
21	10:37:30

PHRF Rating	Time of Day
18	10:40:00
15	10:42:30
12	10:45:00
9	10:47:30
6	10:50:00
3	10:52:30
0	10:55:00
-3	10:57:30
-6	11:00:00
-9	11:02:30
-12	11:05:00
-15	11:07:30
-18	11:10:00
-21	11:12:30
-24	11:15:00
-27	11:17:30
-30	11:20:00
-33	11:22:30
-36	11:25:00
-39	11:27:30
-42	11:30:00
-45	11:32:30
-48	11:35:00
-51	11:37:30
-54	11:40:00
-57	11:42:30
-60	11:45:00
-63	11:47:30
-66	11:50:00
-69	11:52:30
-72	11:55:00
-75	11:57:30

RACE TRACKING SPECIFICATION

1 OVERVIEW

Each yacht shall provide, configure, register, carry and maintain a GPS tracking device as specified herein. Live race tracking will be provided by Kattack.com. The public race tracking data will be available online, as linked via the event web site.

2 GPS TRACKING DEVICE

2.1 OPTION 1 – SPOT Personal Tracker or other suitable SPOT device, including the SPOT Basic Service Plan and Track Progress service add-on. SPOT devices are available from various retailers. SPOT subscription service is available at findmespot.com. SPOT devices, with Track Progress activated, may also be rented from various sources. *Local SPOT/Delorme retailers: West Marine; Best Buy; Massey's; Cabela's; Bass Pro*

2.1.1 Track Progress mode (“SPOTcasting”) must be engaged on the SPOT device throughout the event. Note that this mode must be re-engaged on the device at least once every 24 hours.

2.1.2 Fresh batteries should last for several days in Track Progress mode, but replacement batteries should also be available.

NOTE: Delorme inReach trackers will also work with Kattack. Setup is similar to SPOT.

2.2 OPTION 2 – Kattack Mobile app installed on a compatible GPS-enabled smart device (Apple or Android) with suitable data service plan. The app is available through Kattack.com and the Apple and Android app stores. Check with Kattack for compatibility with other smart devices.

2.2.1 BATTERY LIFE is a primary concern when using a GPS-enabled smart device for race tracking. Provision must be made to maintain the battery charge during the race. It is strongly recommended that the device be continuously connected to a charging device while racing.

2.2.2 Care must be taken that the Kattack Mobile app is able to run continuously throughout the race, as other apps or settings may occasionally interfere with its operation.

The mobile app continuously receives and records position data from GPS satellites, but relies on cellular technology to transmit the data back to the tracking site; it is intended for inshore use, but is adequate for near-shore races. There may be periods when a yacht is out of cellular range, but once it returns to cellular coverage, the previously recorded GPS tracking data is uploaded.

2.3 The tracking device shall be secured in a suitable location for best performance. Our experience in 2013 indicates that a waterproof enclosure secured above deck may work better than locating the device belowdecks; and carbon fiber sails may interfere with some GPS signals.

2.4 The tracking device shall be active upon casting off before the start of the race and shall operate continuously until the yacht is docked after finishing or withdrawing from the race.

3 DEVICE REGISTRATION

3.1 Prior to the race, the tracking device must be registered with Kattack.com, expressly for the event. Registration can be performed at any time after completing the event’s online entry form, as follows:

3.1.1 SPOT devices must be turned on for a brief period (30 mins) prior to registration, so that the Shared Page contains some amount of track data. Then, email the Boat Name and Shared Page URL to webmaster@southernyachtclub.org. Allow at least one (1) day for the URL to be processed. (Delorme setup is similar.)

3.1.2 For the Kattack Mobile app, enter the Boat Name and select the proper Race Feed in the drop-down list.

3.2 The RC will moderate the race tracking registrations for the event. You may check your registration by activating your GPS tracking device and going to the Kattack tracking web page linked from the event web site.

3.3 Pre-event testing is strongly recommended for all tracking devices and configurations.

4 FURTHER INFORMATION

SYC: email, webmaster@southernyachtclub.org.

Kattack.com: email, info@kattack.com.

SPOT LLC: web site, findmespot.com, or phone, 866-651-7768.

Delorme inReach: www.inreachdelorme.com

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BRIDGE DELAY REPORT FORM

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

YACHT

<i>name</i>	<i>sail no.</i>
-------------	-----------------

HIGHWAY 11 BRIDGE

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

CSX RIGOLETS BRIDGE

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

SKIPPER'S CERTIFICATION

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

<i>name</i>	<i>signature</i>
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**Southern Yacht Club's Annual
RACE TO THE COAST
First sailed on July 4th, 1850
New Orleans, LA to Gulfport, MS**

SCORING PENALTY & FINISHING TIME REPORT FORM

If a yacht takes a scoring penalty, she MUST submit this form.

If the RC finish boat is not on-station, each yacht shall take her own finish time and submit this form.

YACHT

<i>name</i>	<i>sail no.</i>
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SCORING PENALTY TAKEN

<i>note time of incident and other boat(s) involved</i>

FINISHING TIME

<i>time of day...</i>	hour (24)	minutes	seconds
FINISHED	:	:	:
<input style="width: 40px; height: 20px;" type="text"/>	<input style="width: 40px; height: 20px;" type="text"/>	<input style="width: 40px; height: 20px;" type="text"/>	<input style="width: 40px; height: 20px;" type="text"/>

YACHTS FINISHING CLOSE AHEAD

<i>nearest ahead</i>	<i>sail no.</i>
<i>farthest ahead</i>	

YACHTS FINISHING CLOSE BEHIND

<i>nearest behind</i>	<i>sail no.</i>
<i>farthest behind</i>	

SKIPPER'S CERTIFICATION

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

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