

## PENSACOLA A LA HABANA ENTRY PACKAGE



### *Club Náutico Internacional Hemingway de Cuba*

Havana, June 30th, 2015

Mr. Rob Kriegel  
Chairman Committee  
Pensacola Yacht Club

Dear Mr. Kriegel,

It pleases me very much to write you on behalf of the Hemingway International Yacht Club of Cuba and on my own. I extend my greetings to the Commodore, the members of the Race Committee and all members of the Pensacola Yacht Club.

The Hemingway International Yacht Club of Cuba, founded on May 21<sup>st</sup>, 1992 as a non profit civil society aimed at promoting the association of the people interested in the organization of lectures, seminars, workshops, courses and non-profit events like races, fishing tournaments and other boating activities, is pleased to invite the members of the Pensacola Yacht Club to participate in the Pensacola-Havana Regatta, to be held from October 31<sup>st</sup> to November 6<sup>th</sup> this year.

It will be a pleasure and an honor for the Board of Directors and the members of the Hemingway International Yacht Club of Cuba to give a warm welcome to all participants in the Pensacola - Havana Regatta at our seat, as well as to invite them to participate in the Castillo del Morro Regatta on November 4<sup>th</sup>.

As Commodore of the Hemingway International Yacht Club of Cuba and host of the crew participating in the Pensacola-Havana Regatta, I am pleased to say that this regatta will contribute to expand and strengthen the excellent friendship and cooperation relations of our Yacht Club with the U.S. boating community, which were born on the same day of the founding of this Cuban nautical institution with the membership of an U.S. citizen among the 32 founding members of our Yacht Club.

With great pleasure I express that our Yacht Club has 2425 members from 63 countries and all of them agree that the sea that separates us is the same sea that unites us.

Fair winds, safe journey and good luck!

Mr. José Miguel Díaz-Escribá  
Commodore



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web: [hemingwayyachtclub.org](http://hemingwayyachtclub.org) email: [yachtclub@cnih.mh.tur.cu](mailto:yachtclub@cnih.mh.tur.cu)

# 2015 Pensacola a la Habana Regatta

## ENTRY FORM

In order for this to constitute a valid entry form, you must read, complete, sign & date the entry form and all applicable attachments; pay the entry fee (not refundable) & have a current PHRF rating certificate valid through the completion of Racing for your yacht. The entry form, entry fee, a copy of the rating certificate, and attachments must be received not later than midnight 10/17/2015. (After that date there will be a late fee.)

Name of Yacht: \_\_\_\_\_

Sail Number: \_\_\_\_\_ Manufacturer: \_\_\_\_\_

VHF/SSB Call Letters: \_\_\_\_\_/\_\_\_\_\_

Dimensions: LOA \_\_\_\_\_ Beam \_\_\_\_\_ Draft \_\_\_\_\_

Color: Deck \_\_\_\_\_ Topsides \_\_\_\_\_ Cabin \_\_\_\_\_ Bottom \_\_\_\_\_

*NOTE: If you have a picture of your boat and would like it posted on the transponder tracking website, please email it to XXX*

Division: Racing \_\_\_\_\_, Modern Cruisers \_\_\_\_\_, Classic Cruisers \_\_\_\_\_, Cruising Multihull \_\_\_\_\_

(Divisions are as follows: Racer, all sailboats not included in other divisions. Modern Cruiser, newer than 25 years old with a SA/D less than 20. The GYA PHRF handicap will be adjusted to include 50% of the cruiser rating adjustments. Classic Cruiser, older than 25 years with a SA/D less than 16, or other boats comparably designed. The GYA PHRF handicap will be adjusted to include 100% of the cruiser rating adjustments. Cruising Multihull. The organizing authority (PRO, Fleet Captain, Regatta Chair) has the sole discretion to make exceptions as justified and appropriate. )

GYA PHRF Rating: \_\_\_\_\_ GYA Certificate #: \_\_\_\_\_

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

Type of Aux. Power: \_\_\_\_\_

Rig: # of Masts \_\_\_\_\_ # of Spreader Sets \_\_\_\_\_

Home Port: \_\_\_\_\_

Yacht Club: \_\_\_\_\_

Name of Owner: \_\_\_\_\_

e-mail \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Business \_\_\_\_\_ Cell \_\_\_\_\_

Name of Skipper (If different): \_\_\_\_\_

e-mail \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Business \_\_\_\_\_ Cell \_\_\_\_\_

The undersigned represents the following

1. The safety of my yacht and crew and the decision whether or not to start a race and/or continue racing are my/our sole and exclusive responsibility.
2. I/we have read the Notice of Regatta in its entirety and will abide all of its prescriptions and make it available to each of my/our crew prior to race.
3. My/our yacht will be seaworthy in hull, rig and gear, and will be competently manned.
4. The rating certificate submitted with this entry is the correct rating for my/our yacht for this race.
5. I/we will hold a "man-overboard" practice on my/our yacht prior to the race, and will make each member of my/our crew aware of the location and proper usage of safety equipment on my/our yacht prior to race.
6. I understand I am responsible for procuring all necessary authorizations to travel to Cuba. These include a SNAP-R permit from the US Department of Commerce, authorization from the USCG, and necessary documents to return to the US.
7. I understand I am responsible for obtaining the necessary equipment allowing tracking of my vessel by Kattack during the regatta (Spot or DeLorme), and will activate, verify tracking, and register your tracking device with the Regatta Committee. I also understand that I am required to have long range communications ability, and will provide the Regatta committee with my Satphone telephone number or SSB call sign.
8. The following documents are attached:
  - a. Cruiser rating adjustments (if adjusted rating requested)
  - b. Waiver of liability signed by skipper and all crew members, must be included with entry form or provided no later than skippers meeting.
  - c. Crew list (attached, or to be provided no later than skippers meeting)
  - d. GYA PHRF rating certificate
9. I/we understand that neither the establishment of any special rules or conditions for the regatta nor their use by the organizing authority, the race committee, or the host club in any way limits or reduces my/our complete and unlimited responsibility as to the safety of my/our yacht and crew.

Signature \_\_\_\_\_, Date \_\_\_\_\_  
Owner/Bona fide Charterer

Signature \_\_\_\_\_, Date \_\_\_\_\_  
Skipper if different from owner

MAKE CHECKS PAYABLE TO Pensacola Yacht Club "Pensacola a la Habana" AND MAIL WITH THIS ENTRY FORM TO: Pensacola Yacht Club, 1897 Cypress Street, Pensacola, FL 32502

Amounts Enclosed:

(Entry fee, \$300 prior to August 31, \$350 prior to September 31, \$400 prior to October 17, and \$500 after October 17.

Entry Fee \$

Optional:

Pre-registration Party Passes (four included with entry)

( # @ \$30 ea.) \$

*Price for Party Passes will be \$50 in Cuba*

TOTAL ENCLOSED: \$

## COMMUNICATIONS ADDENDUM

TO: ALL SKIPPERS/NAVIGATORS

SUBJECT: COMMUNICATIONS, TRANSPONDERS & SATELLITE PHONES

The race will be conducted solely on CENTRAL DAYLIGHT SAVINGS TIME. Monitor VHF 68 only at the start and finish of the race; (see rule 9 for detailed finish instructions). Monitor VHF 16 from Pensacola "A" mark to Marina Hemingway.

### CHECK-IN PROCEDURES:

Communications between boats are encouraged. For purposes of this regatta USSA Rule 41 shall be waived only as it applies to communications between participating vessels; communications between participating vessels in this regatta is encouraged and shall not be considered outside help.

All boats: Mid-gulf check-in times will be 0900 and 2100 hours on VHF 16. Exchange your LAT/LON with any vessels you communicate with and maintain a log of this information for the duration of the race. You may be asked to submit this log to the Race Committee. 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.

Boats with SSB: Single Side Band (SSB) monitored channels will be 8294.0 Mhz dawn to dusk and 6224.0 Mhz from dusk to dawn, all UPPER SIDE BAND, SIMPLEX. There will be no formal SSB check-in times.

You are required to have a mandatory transponder on board (Spot or DLorme) compatible with Kattack. As long as the transponder is working there is no requirement to call into the Race Committee. If a transponder fails for whatever reason or is lost, the Race Committee will attempt to contact the vessel, and the vessel will be required to call the Race Committee via satellite phone at 0900 and 2100 each day to report their position until they complete the race. Additional information will be provided later.

### COURSE

- a) After starting, Pensacola Pass buoys "14" and "12" are to be left to port and ship channel "1" (and ship channel "2") to starboard.
- b) Rebecca Shoal light (N24°34.74', W082°35.11', 66' FL 6sec) shall be left to port , thence to the Finish (Marina Hemingway Seabuoy, (N23°05.36', W082°30.52', FL 20 sec., 5 met; NA 1983 datum)
- c) Course distance, 511 NM.

2015 Pensacola a la Habana Regatta

REGATTA CREW LIST

Must be delivered to the Race Committee no later than beginning of Skipper's Meeting

YACHT NAME \_\_\_\_\_

SKIPPER/OWNER \_\_\_\_\_

PHONE \_\_\_\_\_

Email address: \_\_\_\_\_

EMERGENCY CONTACTS

1. NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

2. NAME \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

CREW:

1. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

2. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

3. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

4. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

5. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

6. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

7. \_\_\_\_\_ PHONE \_\_\_\_\_

ADDRESS \_\_\_\_\_

Email address \_\_\_\_\_

Reprint this page for additional crew—

**2015 Pensacola a la Habana Regatta**

**CUBA REGATTA/RALLY LIABILITY RELEASE AND  
HOLD HARMLESS, RELEASE, AND ASSUMPTION OF THE RISK AGREEMENT**

I, the undersigned signatory, for myself, my family, heirs, and assigns, agree to hold harmless, release, and indemnify Pensacola Yacht Club, Inc., its related, companion, predecessor, successor corporations, their officers, directors, and all individual members of any of those entities, their employees, contractors, and assigns, from and against any demand, suit, or claim of any kind arising directly or indirectly out of my death, or injury of any sort, physical or mental, or loss or damage to my vessel, if any, in connection with the REGATTA/RALLY TO CUBA.

I UNDERSTAND AND AGREE THAT NONE OF THE RELEASED AND INDEMNIFIED PARTIES MAY BE HELD LIABLE OR RESPONSIBLE IN ANY WAY FOR ANY INJURY, DEATH, OR OTHER DAMAGES TO ME, MY VESSEL, IF ANY, OR MY FAMILY, HEIRS, OR ASSIGNS THAT MAY OCCUR AS A RESULT OF MY PARTICIPATION IN THE REGATTA/RALLY TO CUBA, EVEN IN THE EVENT THAT ANY OF THE RELEASED AND INDEMNIFIED PARTIES IS, WAS, OR MAY BE CLAIMED TO HAVE BEEN NEGLIGENT, WHETHER ACTIVE OR PASSIVE, OR STRICTLY LIABLE, AND/OR IN THE EVENT ANY VESSEL OR ANY PART OF IT WAS OR IS CLAIMED TO HAVE BEEN UNSEAWORTHY, EVEN IF THAT CLAIMED UNSEAWORTHINESS PREEXISTED THIS AGREEMENT. THIS HOLD HARMLESS AND INDEMNITY AGREEMENT APPLIES EVEN WHEN THE CLAIMED NEGLIGENCE OR UNSEAWORTHINESS OR BOTH CAUSED OR CONTRIBUTED IN ANY WAY, EVEN IN THE SLIGHTEST, TO MY DEATH OR INJURIES.

I am not being forced to sign this agreement. I am free to not participate in the Regatta/Rally and will be entitled to a complete refund of any entry fee I may have paid to do so. I specifically acknowledge that I fully informed myself of the contents of this Release before signing it and agree to all of its terms. United States Admiralty and Maritime law will apply to all aspects of this agreement.

Signatures:	Witnesses:	Date:
(Name) _____	_____	_____
(Signature) _____	_____	_____
Owner/captain		
(Name) _____	_____	_____
(Signature) _____	_____	_____
Crew		
Name) _____	_____	_____
(Signature) _____	_____	_____
Crew		
Name) _____	_____	_____
(Signature) _____	_____	_____
Crew		

Name) \_\_\_\_\_  
(Signature) \_\_\_\_\_  
Crew

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Name) \_\_\_\_\_  
(Signature) \_\_\_\_\_  
Crew

Name) \_\_\_\_\_  
(Signature) \_\_\_\_\_  
Crew

Reprint this page for additional crew names—

## 2015 Pensacola a la Habana Regatta

### Cruiser Class rating adjustment entry worksheet

Entrants should read and be familiar with the information included in the entry form concerning the cruiser class.

1. All Cruising boats must have a "full cruising interior" as designed and manufactured. This shall include at a minimum:
  - i bunks for sleeping.
  - ii a permanently installed icebox (or refrigerator).
  - iii. functional galley with stove.
  - iv. water and fuel tanks of appropriate capacity for cruising with emergency water reserves and adequate fuel to motor a minimum of 200 nautical miles.
  - v. internal electrical system with lights and VHF radio.
  - vi. a legal and properly installed marine head.
  - vii. Canvas for cruising such as a bimini type top or comparable sunshade and/or a dodger with or without a connector panel may be installed. Credits for Cruising Canvas are noted in 5.0. No credits are given for folded, retracted or partially deployed biminis, sunshades or dodgers. Owners electing credits must race with all listed cruising canvas fully deployed.
  - viii. At least one anchor, with chain and rode (all of a size and weight appropriate for the boat. See Appendix B Equipment) shall be stowed on the bow, and be available for immediate use.
  - ix. An outboard motor for a dinghy shall remain in place on the transom mount while racing when credit for it is included on the rating certificate. An outboard powered cruiser may raise the motor but shall leave it in the powering location.
  - x. The use of electric and/or hydraulic winches is allowed.

2. Motoring is allowed. 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 should not be permitted for 10 nautical miles after crossing the start line and for 5 nautical miles before crossing the finish line. Motors shall be shut off prior to the class preparatory signal or as otherwise stated in the Sailing Instructions.

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 started. This information shall be recorded in a log and signed by the skipper and one crewmember. 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 and motoring (shaft engaged). In order for a boat to be considered a finisher, this information must be presented to the Race Committee as specified in the Sailing Instructions. Should the positions/times indicate motor use in excess of that permitted, the boat will be scored "DSQ" (disqualified).

A log recording the extent of motoring shall be maintained, and verified and signed by the captain and designated crew member. The logged information shall include:

Engine hours at start \_\_\_\_\_ Engine hours at finish \_\_\_\_\_

Date

Locations, times, eng hours, engine started and engaged

Locations, times, eng hours, engine stopped

Locations and times engine started but not engaged

Locations and times engine stopped

Total engine hours operated

Total engine hours operated and engaged



# RATING CREDIT WORKSHEET

## 1. SAIL MATERIAL CREDITS AND PENALTIES.

New woven polyester (such as Dacron and other woven polyester trade names) sails are considered as the base for Cruiser yachts. Rating adjustments are applied for each main and jib that does not meet this criterion. Penalty: \_\_\_\_\_

Penalties and credits are as follows:

- laminated of any kind = -6
- laminated of any kind with one surface of any woven material = -6
- woven material of any kind other than polyester = -6
- woven polyester up to 5 years (1,825 days) old = 0
- woven polyester over 5 years (1,826 days and greater) old = + 3

Credits (identify each sail, max of three sails - main, one spin, one headsail)

sail \_\_\_\_\_  
 sail \_\_\_\_\_  
 sail \_\_\_\_\_

Total Sail Material Credits \_\_\_\_\_

## 2. HEAD SAIL AND SAIL FURLER CREDITS

Main sail in mast furling 12sec/mile \_\_\_\_\_

Main sail in boom furling 6 sec/mile \_\_\_\_\_

Full time head sail furling with 5.5 oz sun cover 9 sec/mile \_\_\_\_\_

Full time head sail furling no sun cover 6 sec/mile \_\_\_\_\_

Full time head sail furling drum & foil only 3 sec/mile \_\_\_\_\_

Original equipment head sail furling with 5.5 oz sun cover 3 sec/mile \_\_\_\_\_

Original equipment head sail furling no credit

Note that full time head sail furling drum below deck is original equipment and thus gets no credit.

All vessels receiving credits for roller furling equipment must sail using all aspects of the roller furling system:

the tack of the sail must be attached to the furling drum, the head of the sail must be attached to the halyard swivel, and the roller furling system must be operational. Any modification or bypassing of this equipment must be reported to West Florida PHRF for review.

Head sail greater than 185% -12sec/mile \_\_\_\_\_

Head sail greater than 175% -9sec/mile \_\_\_\_\_

Head sail greater than 165% -6sec/mile \_\_\_\_\_

Head sail greater than 155% -3sec/mile \_\_\_\_\_

Head sail greater than 135 & less than 145 3sec/mile \_\_\_\_\_

Head sail greater than 114 & less than 135 6sec/mile \_\_\_\_\_

Head sail less than 115% 9 sec/mile \_\_\_\_\_

Spinnakers: Use of a cruising spinnaker (assymetrical, and attached to the deck) is allowed with no penalty. Use of a symmetrical spinnaker (with pole, and not attached to deck) is allowed with a penalty of -9 sec per mile. Non spinnaker vessels shall be credited +9 seconds/mile.

Spinnaker \_\_\_\_\_

Total Head Sail Credits \_\_\_\_\_

### 3. EXCESSIVE BULK ALLOWANCE

Cruiser boats may receive a Rating Adjustment of up to 15 seconds per mile for equipment normally found on cruising boats. This would include but is not limited to multiple large anchors and full chain ground tackle, dinghy on davits, full time live aboard or equipment for extended cruising.

Bimini deployed full time 3 sec/mile	Credits	_____
Dodger deployed full time 3 sec/mile		_____
Dinghy on davits 4 sec/mile		_____
Dinghy on deck 2 sec/mile		_____
Dinghy stored elsewhere 1 sec/mile		_____
Dinghy outboard stored on stern pulpit 2 sec/mile		_____
Dinghy outboard stored elsewhere 1 sec/mile		_____
Permanently mounted solar panels 1 sec/mile but depends on description		_____
Radar mounted on the mast above the spreaders 2 sec/mile		_____
Radar mounted elsewhere 1 sec/mile		_____
Life raft on deck 2 sec/mile		_____
Life raft stored in other location 1 sec/mile		_____
Permanently mounted wind generator 2 sec/mile		_____
Permanently mounted generator 3 sec/mile		_____
Portable generator, 1 sec/mile		_____
Permanently mounted wind vane steering 2 sec/mile		_____
Permanent below deck air conditioning 1 sec/mile		_____
Permanently mounted washer/dryer 2 sec/mile		_____
Other weighty non standard equipment depends on description		_____
Describe:		_____
	<b>Total Bulk Allowance Credits</b>	_____

### 4. PROPELLER CREDITS

4 fixed blade propeller 12 sec/mile	_____
3 fixed blade propeller 12 sec/mile	_____
2 fixed blade propeller 9 sec/mile	_____
4 or 3 blade folding/feathering propeller 3 sec/mile	_____

<b>TOTAL CREDITS:</b>	<b>1. Sail Material</b>	_____
	<b>2. Furler</b>	_____
	<b>3. Bulk</b>	_____
	<b>4. Propeller</b>	_____
	<b>Total</b>	_____