First off I would like to thank the Southern Yacht Club for hosting the 2014 GYA Opening Regatta and putting on the grand festivities of the flag raising ceremony and cocktail party that evening. The annual meeting was held on Saturday morning of the Opening Regatta on May 3, 2014 at which time twenty clubs were represented. Although sailing got off to a slow start on Saturday, Sunday’s racing allowed for all scheduled races to be run and a good time to be had by all.

The Capdevielle Series has gotten off to a good start and the Mexico Race in the books. The PHRF boats can look forward to the New Orleans to Gulfport, Gulfport to Pensacola and Challenge Cup Series all scheduled for this month. The Challenge Cup will be sailed in Pensacola during the weekend of June 27, 28 and 29, just prior to the 4th of July weekend. A great series is anticipated by the Pensacola Yacht Club which will entertain the defending champion, Southern Yacht Club, in the event. Please gather the troops at each of your clubs and come challenge Southern for a victory at the Challenge Cup.

Work is progressing with respect to the appointment of a committee of individuals from Louisiana, Mississippi, Alabama and Florida to select a new boat. It is the intention to make a recommendation for the new boat to the Board of Directors at the winter meeting. The new boat will replace the Flying Scot which has served the GYA well for the last forty-five years. No one is suggesting that the Flying Scot be replaced for club boats, however, with advanced technology, both in design and construction, a replacement boat was requested which hopefully will be determined in short order. Interclub competition at a high level deserves new technology and Clubs should reserve adequate funding for the purchase of such a new boat. All of the other GYA committees are hard at work revising regulations and standards so as to allow for more and better racing on the water.

The 2014 Lipton’s will be held at the Pass Christian Yacht Club and you should start making plans now to attend, bring family and friends, spectator boats and other accessories so as to enjoy the Labor Day weekend. Let’s try to make this a banner event.

Very truly yours,

Ewell C. Potts, III
Left to Right:

Vice Commodore George Goodall
Rear Commodore Catherine Cromartie
Commodore Ewell C. Potts, III
Secretary/Treasurer Janace Batty
Past Commodore Danny Killeen, Jr.
As the Immediate Past Commodore of the Gulf Yachting Association I would like to welcome to the Inaugural GYA Newsletter!

Welcome to all of you that participate in one of the three Councils of the GYA:
- One-Design Council
- Multihull Council
- Offshore Council

Each of these Councils operates with their own Bylaws.

Welcome to all of you that participate in one of the many standing committees:
- Appeals
- Bylaws
- Capdevielle
- Judges
- Membership
- Race Management
- Racing Rules
- Sail Measurement
- Schedule
- Trophy
- USSA Championship Committee
- USSA Delegate to the Regional Sailing Association Council
- Youth

Welcome to all of you that participate in one of the special committees:
- Webmaster
- Safety at Sea
- New Boat Committee

These Councils and Committees function for the benefit of all sailors in the GYA and they keep the Commodore and the rest of the Executive Committee very busy. Commodore Potts has his hands full and we should all contribute to making the GYA the best Regional Sailing Association in US Sailing. My wish is that US Sailing follows through on their promise and makes the GYA its own Area. An Area being one step up from a Regional Sailing Association. My other wish is that we all contribute to the sport by getting more people involved.

Thanks to Robbie and Jennifer Schmidt for the upgrades to the website and getting this newsletter going.

Congratulations to all that have the opportunity to be Day One members of the first GYA Newsletter readers.

Danny Killeen, Jr.
The GYA Foundation Inc. was established as a 501(c)3 corporation on December 15, 1992. The purposes for which the corporation was established include, but are not limited to, the following:

To encourage and promote the racing of sailing yachts by amateur sailors and, in particular, to foster national and international sports competition.

To expand and further develop educational and training programs for the sport of sailing within the state or states in which the Gulf Yachting Association conducts any regattas or has any of its members.

To preserve artifacts and historical data relating to national and international competition in the sport of sailing.

To train persons who will (through this training) become qualified to plan, promote, officiate and administer recognized national and international regattas.

To fund and/or reimburse the expense and/or costs of competitors selected to participate in U.S. sailing championship events.

In order to facilitate the attainment of these goals, the GYA Foundation Inc. has the power to solicit and accept tax deductible contributions and to use, disburse and donate the income or principal in furtherance of these goals.

The past several years of economic recession have led to decreased contributions as discretionary spending has been constrained. Under the leadership of past Foundation President Chris Luppens and financial advisor Sam Foreman, the endowment has reached $150,000. Since its incorporation in 1992, the Foundation has distributed approximately $175,000 to promote amateur sailing.

Since donations to the GYA Foundation Inc. are tax deductible, we would encourage all GYA clubs and members to consider gifts to the Foundation to honor past flag officers, sailors, or deceased yacht club members who were active in amateur sailing. Building a large endowment will allow the Foundation to promote its goals more efficiently.

Charles M. Holman, MD
President
GYA Foundation Inc.

Why would anyone be interested in becoming a judge? Hanging around after racing for at least an hour, no alcoholic beverages, possibly facing a hearing between two or more parties who probably are not real happy with each other and there is a good chance they have been partaking.

Have you ever been in a hearing? If a certified judge was involved things probably were run properly and even if you were not happy with the results you had a feeling that things were done fairly and properly. It doesn't always work out that way, but mostly I think one would have to agree that it does. Certified judges have taken training and an exam to demonstrate proficiency not only in the racing rules of sailing but in their understanding of managing hearings.

Why become a judge? Mainly to help give back to the GYA that is in real need of more trained judges for events. Judges help maintain the high level of professionalism the GYA is recognized for. Judges are part of the GYA program that keeps sailors coming back for more. It is a really good way to give back to the sport you love. There are of course other reasons for becoming a judge, like having the very best seat in the house on the race course, nobody has a better view! Getting trained and certified and getting it paid for if requested from the GYA Foundation, what a way to really understand the rules for when you are competing!

There is a listing of the certified GYA judges on the GYA web site http://www.gya.org/documents/GYACertifiedJudges.pdf and any one of us would be more than glad to help you with the process that is outlined on the US Sailing web site http://raceadmin.ussailing.org/Judges/Judges_Program.htm

If you are ever interested in going on the water with the judges or even attending a hearing strictly as an observer, just ask, it is probably possible.

Chris Luppens
Certified National Judge
GYA Administrative Judge
The RMC is continuing to build upon its newly established Qualified Observer Program. In the past, if you wanted your clubs’ regatta to be considered for the Excellence in Race Management Trophy, it would have to been critiqued by the judges who were on the water performing their own duties. We felt like the judges had enough to watch and worry about without having to critique the race management procedures.

So a few years ago, we established the Qualified Observer Program. This program takes the burden off the judges and instead sends a Qualified Observer (designated by the RMC) to watch and critique the regatta. This is done so by using a standardized form, so all aspects of all requested regattas will be observed the same way. This form can be found under the Race Management section of the GYA website. If you wish for your regatta to be observed, a request should be submitted to the RMC chairman at least two weeks before the regatta is to take place and then a QO will be sent to the event to observe it.

The Qualified Observer pool was originally made up of just the RMC committee members but has since increased to other interested and qualified individuals. There is still a need for more observers. If you are interested in becoming a Qualified Observer, please contact me for further details on the process.

Also, another function of the RMC is to provide assistance to race committees who need help running their regattas or putting on race management seminars. If you have a need for this, please let us know and we’ll be glad to help you out.

Don’t forget there is a wealth of race management knowledge located on the GYA website under the RMC section. Please feel free to contact me if you need anything.

Sincerely,
Michael G. Hage,
Chairman, GYA RMC

A couple of minutes before the start and well away from the starting line blue boat 1 was on port tack approaching yellow boat 1 on starboard tack and at position 2 and 3 she gybed from port to starboard and she was clear ahead of yellow 3 at the time she completed her gybe. At that time yellow 3 could go either above or below blue boat 3 and she chose to go below blue boat 3 and therefore at position blue boat 4 fulfilled her obligation under Rule 15 as she initially gave yellow boat room to keep clear.

Blue boat due to her gybe was moving slower than yellow boat when the overlap was established. Thereafter at Position 5 as yellow boat luffed and her starboard bow came into contact with blue boat’s life ring. The Appeals Committee found that the yellow boat did not give sufficient time and opportunity under Rule 16.1 for blue boat to keep clear. Also the fact that blue boat at the time of the contact had her helm hard over trying to avoid contact does not necessarily mean that she was maneuvering in an unseamanlike manner because blue boat’s speed was slow resulting in a lack of steerageway which would require more rudder angle to turn her boat and her degree of turn was in fact less than that of yellow boat indicating that yellow boat was turning more sharply and quickly than blue boat. The Appeals Committee disqualified yellow boat for breaking Rule 16.1 and they upheld the GYA Appeals Committee decision and the Protest Committee decision. Although blue boat broke Rule 14 she is exonerated under Rule14(b) as the contact did not result in damage or injury. They also upheld the decision that blue boat did not break Rule 14 as it was not reasonably possible for her to avoid the contact and blue boat breaking Rule 11.

As I have stated in past interesting factors was the Committee furnish a more could appease this request was
to have this done on a digitized computer system which is available on the internet. Therefore, any time there is an appeal it may be wise for the PC to do a digitized computer diagram as opposed to a hand drawn diagram.

For some reason unbeknownst to the undersigned who was the Protest Committee chairman and therefore did not take part in the GYA Appeals Committee decision, the U.S. Sailing Appeals Committee took an inordinate amount of time in deciding this appeal. There was some delay in getting a diagram which satisfied the U.S. Appeals Committee but even after this there was a long period before a decision was rendered.

J. Dwight LeBlanc, Jr.
GYA Appeals Committee Chairman
During the 2014 Winter Meeting, the Trophy Committee announced a program for member clubs to replace lost or damaged Sir Thomas Lipton Challenge Standard Lipton Keeper Plaques. In response to this announcement, Bay Waveland Yacht Club and Biloxi Yacht Club have placed their orders for replacement plaques. These plaques are custom made and are only available through the GYA Trophy Committee. They are being produced by Ed Smith’s Stencil Works, LTD in New Orleans who have been the source for all the Lipton Keeper Plaques.

The Trophy Committee maintains a 10 year supply of Lipton keeper plaques for future regattas and for other GYA Sanctioned Events. If you have questions about what is available to support your GYA event please contact any member of the GYA Trophy Committee. We will let you know how we can help.

In addition, if your club would like to create and/or donate a trophy to the GYA for a special race or regatta you will find information in the GYA Directory about how to donate a trophy. If you still have questions about such a donation, please contact any member of the GYA Trophy Committee. The members of the committee are found on page 12 of the 2014 GYA Directory.

John H. Matthews
Past Commodore GYA 2011
Chair, GYA Trophy Committee

Please join us on the beautiful Choctawhatchee Bay over the Fourth of July weekend for Fort Walton Yacht Club’s Meigs Regatta! With flat water, a short sail to the racecourse, and a pumping seabreeze you can set your watch by, this regatta is defined by quality racing and onshore FUN! Camping and housing available - please contact Ashley Sukalski at fleetcaptain@fwyc.org.

See you there!
The Flying Scot Sailing Association (FSSA) recently modified its Specification requirements relative to the use of VHF radios. This can affect any Flying Scot races in the GYA, including Capdevielle events. It is key to note that if VHF radio use is to be permitted in any event, certain wording **MUST** be included in the NOR **and** SI’s as indicated later in this article.

The FSSA approved the following revision to its Specification Article S-V.7:

“7. It is the intent of FSSA that Racing performance not be enhanced by electronic or computational devices that gather information about conditions, monitor performance or in any other way benefit or influence a boat while Racing except as noted below. The following devices are the **only ones** permitted to be carried aboard at the option of the skipper and while Racing:

   a. Electronic watches and timers  
   b. Electronic digital compasses with chronograph (timer and/or clock). **However the compass shall have no external connection and shall provide neither wind nor boat speed; shall not compute correlations between time and distance; and shall not calculate lifts and headers.**  
   c. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following conditions and/or restrictions:

   Cell phones and VHF radios may be used to report emergencies to the Race Committee. A vessel reporting/declaring its own emergency shall be scored RET (retired); a vessel reporting an emergency on a competitors vessel shall not be penalized, and may seek redress if its finishing position is affected by providing such report. No other transmissions from competitors are permitted. In addition, **when so specified in the Notice of Race and Sailing Instructors**, the Race Committee may use VHF radios to inform competitors of safety information (such as approaching weather) or to hail boats that are on the course side of the starting line (OCS) at the start. Information from the Race Committee to the competitors should be on a separate channel from the one used for communication with other race officials, and should be identified in the Sailing Instructions. Transmissions on the competitor’s channel from the Race Committee to assist in the management of the event are permitted when not Racing, but must be accompanied by the signals required by the Racing Rules of Sailing (when applicable).”

This revision is intended to allow specific, limited uses of VHF radios. The option to allow the use of VHF radios when racing will be the choice of the regatta organizer and race committee, on a case by case basis, and not mandated by the FSSA. If the use of VHF radios is allowed, that fact **must be stated** in the Notice of Regatta and in the Sailing Instructions. Also, whether or not to carry a VHF radio on board is the choice of the competitor, and not mandatory. No competitor will be required to purchase a VHF radio or carry one onboard. It has been noted that some competitors may feel that the hailing of OCS boats by VHF may entitle them to redress if they do not hear the hail. To preclude any misunderstanding, the following is to be included in **NOR’s AND SI’s**:

“**VHF radios may be carried aboard. As a courtesy, the Race Committee will use Channel [XX] to provide information to competitors. After the starting signal, the Race Committee will attempt to hail boats (including by VHF radio) that are OCS and boats that have not complied with RRS 30.1. The delay of such hails, the order of hailing, the lack of a hail, or failure of a competitor to hear such a hail shall not be grounds for redress. This changes RRS 62.1(a).**”

-- Larry Taggart  
Chair, GYA Racing Rules Committee
Thanks for your interest in the One Design Council! The purpose of the One Design Council is to help promote One Design Sailing throughout the GYA, as well as support the Capdevielle Committee in their efforts to provide low-cost, quality inter-club sailing. We have completed approximately half of the GYA circuit events so far this year. The schedule and current results can be found on www.gya.org. Also, the One Design Council conducted a poll regarding race formats for the Knost Regatta, the results of which overwhelmingly supported a change from the current three race format to the six race format similar to that of Junior Lipton's.

The One Design Council's goals for the next quarter are to have a working list of One Design events that will be searchable by class in order to give you the information you need to create a schedule based on whatever class you are the most passionate about sailing, so stay tuned to www.gya.org for that project. Between now and Lipton's, we will also be reaching out to each club's One Design Representative, and hope to have a very constructive meeting prior to the GYA Annual Meeting. In the meantime, please contact us at onedesign@gya.org with any thoughts or ideas you'd like to see implemented.

Thanks,
Ashley Sukalski (FWYC)
One Design Council Chair

Gulfport Yacht Club News

- We have just refurbished our 3-Ton Hoist. Swings around effortlessly! Raised it 30", new bearings, repainted, & rewired.

- A 40' Gin Pole is being installed to help assist in lowering & raising masts while on the trailer.

Weatherly Regatta July 26-27

Classes: Capdevielle Scots, Open Scots, VX One Design, & PHRF

Non-Capdevielle Entry Fee: $30.00 -$5 US Sailing

The Weatherly is always a great turnout. Free beer after Saturday's races! One Design Course sail buoys while the PHRF will sail a Fixed Course on Saturday then race to Pass Christian on Sunday.

Smooth Sailing . . . .

Sam Vasquez
GYC Sailing Director
Scheduled for the weekend of August 9 & 10, 2014. Please plan to attend. I have been told through two different surveys that the Ladies want to sail more races. We will attempt the transition to more races by making them shorter and quicker. It is not intended to make this a marathon. We at PCYC want everyone to have fun. Please let us know how we can make your Knost experience better and more fun.

PCYC will try and have a practice day / clinic on Friday 8-8-14. If you are not able to be there on that Friday, then consider sailing the weekend prior August 2-3 at PCYC in the “Summer in The Pass” regatta. You can leave your boat for that week and sail again in the Knost.

The PHRF boats will sail the weekend of August 9 & 10, 2014 for the Dury Dragon Schneider Trophy. Affectionately known as The Dragon, this completion is between Lady skippers. A minimum of one-half of the crew, including the skipper, must be female. So bring the PHRF boat and let the Ladies boss the crew around.

I look forward to seeing you all at PCYC.

Danny Killeen, Jr.
gyacommodore@gmail.com

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94th Sir Thomas Lipton Regatta
August 31 - September 1
Pass Christian Yacht Club

Lodging

Holiday Inn
300 W Beach Blvd, Long Beach
(228) 864-5440
www.hiexpress.com

Inn By the Sea Condo’s
Village Drive, Pass Christian
(228) 216-0282
Crafferty@odywerrealty.com

Key West Inn
1000 Hwy 90, Bay St. Louis
(228) 466-0444
www.keywestinn.net

Carroll House Bed & Breakfast
304 Carroll Ave, Bay St. Louis
(866) 300-2704
www.carrollhousebnb.com

Hollywood Casino
711 Hollywood Blvd, Bay St. Louis
(866) 758-2591
www.hollywoodbsl.com

Bay Town Inn
208 N Beach Blvd., Bay St. Louis
(228) 344-3044
www.baytowninn.com
The Quarterly Review was held Wednesday, May 14, 2014 at Singing River Yacht Club. All areas were represented, with Assistant Handicapper Lee Creekmore representing Julian Bingham (Mexico race), and Tim Molony representing Merlin Wilson (Mexico Race).

**DISCUSSION: GYA PHRF TRANSITION TO THE FUTURE:**

1. Maintaining a PHRF data base and a Race data base is an essential component of a credible PHRF rating process and is necessary for issuing certificates, reviews and appeals of PHRF ratings. In planning are changes to software systems that people are familiar with, such as WORD, ACCESS, excel or whatever is current and most user friendly. The details of this are being worked on by the GYA Web master Robbie Schmidt and Kevin Blank, a volunteer IT person that will be working with Robbie and myself as we develop a working system for the future. The goal is to have a system that is readily updated, responsive to the sailing community, is relatively easy to maintain and will be incorporated into the GYA data base.

2. Certificates and renewals: Currently, 2 year renewals are based on the month and day of expiration. Renewal notices are sent out prior to expiration dates, with up to 2 follow up notices sent after certificates have expired. To ease this monthly administrative burden, it has been decided to have all certificates expire December 31st. As certificates continue to expire monthly in 2014, renewals will expire December 31, 2015 with a prorated renewal fee. Certificates that expire monthly in 2015 will be renewed thru December 31, 2016, with a prorated renewal fee. Certificates that expire monthly in 2016 will be renewed thru December 31 2017. When these certificates expire on their designated December 31 date, they will be renewed for 2 years with the standard $50.00 renewal fee.

After implementation, renewal notices will bee-mailed where e-mails are available (about 97% of our certificates have valid e-mails (others will be snail-mailed). Our IT support is working on a on-line renewal process, including credit card acceptance. The plan is
to have all the details worked out and implemented by December 1, 2015.

NEW certificates issued anytime in the first 6 months will expire on December 31st of the following year. Cost will be $50.00. NEW certificates issued any time after July 1, will expire on December 31st of the following year, and cost would be $38.00.

3. Develop a standardized race scoring system that would be used for all major regattas and most local regattas (hopefully). Considerable work is already being done by Robbie Schmidt and Kevin Blank. By including the PHRF certificate number the plan is to incorporate the race results directly into a race results system with little administrative re-copying effort required. By tying this into the planned PHRF data base, corrections in ratings, boat names, sail numbers, etc. could be displayed on the boat’s regatta entry to insure that consistent data flows through the system.

4. Still to explore is what, if any, support can be given by US Sailing.

PROVISIONAL RATINGS
given at and after the March 19th meeting: (provisional ratings must be reviewed and affirmed at May 14th meeting)

<table>
<thead>
<tr>
<th></th>
<th>BASE</th>
<th>NET</th>
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<tbody>
<tr>
<td>ESSE 990R ODR</td>
<td>72</td>
<td>72</td>
</tr>
<tr>
<td>Seascape 27 ODR</td>
<td>96</td>
<td>96</td>
</tr>
<tr>
<td>Letter appeal tabled until GYA Race Results &amp; Formal appeal received</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yamaha 26 1/4 Tonner</td>
<td>201</td>
<td>207</td>
</tr>
<tr>
<td>+6 for a fixed 2 blade prop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Beneteau OC 55 DK ODR 78</td>
<td>81</td>
<td>Reviewed</td>
</tr>
<tr>
<td>+3 for unshielded bow thruster</td>
<td></td>
<td></td>
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<tr>
<td>After review, the committee decided to change the provisional rating by -9 seconds</td>
<td></td>
<td></td>
</tr>
<tr>
<td>69</td>
<td>72</td>
<td>Affirmed</td>
</tr>
<tr>
<td>Corbin 39 Cutter</td>
<td>147</td>
<td>168</td>
</tr>
<tr>
<td>+3 130 jib, +6 RF jib, +12 3 bl prop</td>
<td></td>
<td></td>
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<tr>
<td>Melges MC Scow ODR</td>
<td>165</td>
<td>165</td>
</tr>
<tr>
<td>X-PHRF Certificate (LOA 16’)</td>
<td></td>
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APPEAL: Hobie 33 Formal appeal received day of meeting, tabled until next meeting.

NEW BOATS TO RATE:

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<thead>
<tr>
<th></th>
<th>Base</th>
<th>Net</th>
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<tbody>
<tr>
<td>Beneteau 46</td>
<td>90</td>
<td>111</td>
</tr>
<tr>
<td>HD Sail +3, RF Jib +6, In-mast RF Main +12</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seascape 18 ODR</td>
<td>141</td>
<td>141</td>
</tr>
<tr>
<td>X-PHRF Certificate (LOA 18’)</td>
<td></td>
<td></td>
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<tr>
<td>Creekmore 26 Custom</td>
<td>165</td>
<td>165</td>
</tr>
<tr>
<td>Pearson Ensign ODR</td>
<td>261</td>
<td>261</td>
</tr>
<tr>
<td>X-PHRF Certificate (Not Self Bailing Cockpit)</td>
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</table>

Next meeting of the board is scheduled for September 10, 2014. All appeals, applications for new boats, etc., Must be received by September 1, 2014 to be included on the agenda for this meeting.
Capdevielle Season off to strong start!

The 2014 season has started well with 5 events completed to date. Of note, the Races of GYA Opening and Spring Regatta all had double-digit attendance and met or exceeded their previous years attendance while NOYC's Mardi Gras Regatta increased its participation number by two. Congratulations to SYC, NOYC, BWYC, and PCYC for winning their respective events. Please visit gya.org to view complete 2014 results.

We have several initiatives that the Capdevielle committee hopes to have implemented in 2014. In addition to continuing to evaluate the quality of racing of each event, the committee has started the process of writing an "alternate format" addendum to the regulations for sanctioned events. Our goal is to facilitate the addition of a team racing and/or a match-racing event to the 2015 Capdevielle schedule. We believe this along with the new club boat being named will help to reignite interest and participation in inter-club racing.

I am also pleased to announce that thanks to Robbie Schmidt, Capdevielle hosts have the option to take registration online at GYA.org. The web form will allow clubs without access to a paid scoring service or the technical expertise, to receive registration information online and download a scratch sheet for scoring. After the regatta, PRO's can simply e-mail the form back to Kevin Northrop, Danny Killeen Sr, or Robbie Schmidt for posting on GYA.org. We feel this will help standardize the way results are recorded and ensure an accurate database of race participation is kept. An ancillary benefit to the process is that sailors will be able to easily view who is already registered for any given event. To learn more about the how the form works please visit http://www.gya.org/?page_id=855

Finally, thank you to all who have attended the three Capdevielle events so far this year. Inter-club one design racing is part of what makes the GYA special, so please encourage your club members to make one of the 14 scheduled events. If you have any suggestions or feedback on how to improve Capdevielle events please feel free to contact me at kevinnorthrop5378@msn.com.

Kevin Northrop
Capdevielle Committee Chair