



Join us for the 46th Annual Regata to Isla Mujeres! When: April 25, 2014

December Newsletter 2013

Register online at: www.regatadelsolalaol.org

Four Months to Go! Important Information...

Entry Fee Schedule:

\$900 January 31, 2014 First Deadline in one month

\$1100 February 1 through March 1, 2014

\$1300 March 2 through April 6, 2014

Final entry deadline is April 6, 2014. No entries after this date.

Kick Off Party—Coming up on February 7th, 2014

Must have entry fee paid for dinners to be complimentary

Separate Invitation to Follow



**Christopher G. Nelson, Jr., MD
Diseases & Surgery of the Skin**

Hotel Accommodations—Please remember!

Go to the Regata del Sol al Sol website to make your Reservations. The Hotels below have websites - Check them out – but make your reservations through us. These hotels sponsor your regatta.

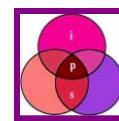


Interview with Veteran Sailor Tom Glew

Tom's vessel is a Beneteau 46 built in 1998 with 3 cabins and 3 heads and is named "XTC". For the Regata del Sol al Sol, he likes to have 7 persons on board (Sometimes 8). The reason for this is so that he can have 3 people on duty at one time and he is the rover. If the weather is good he will sometimes use 2 people on duty and this lengthens the time for resting.

He first started racing to Isla Mujeres in 1994, racing in the Regata al Sol out of Pensacola. This regatta is only raced every other year, so he decided to race in the SPYC event Regata del Sol al Sol in 2001. Hence forward, until 2005, he raced the St. Pete event on the odd years and Pensacola on the even years. He had to forgo racing in 2006 because his first boat, a Hunter 40, was destroyed in Hurricane Katrina.

In 2005 he had decided to only race the St. Pete event, because he liked the way the event was organized, and it was a better venue for teaching the newbies he likes to take on each trip. He has gotten many first timers to return to his vessel to race as well helping to get crew for other skippers. He also only raced Non-Spinnaker so that there is less stress both physically and mentally for all the crew members. So he has raced the St. Pete event every year from 2007 to the present.



His advice to those newbies before going out to race is: 1. to learn the basic knots, 2. know how to read a compass, 3. learn man-overboard and other safety procedures, 4. Review with all the crew where all the important gear is stowed as well as official paperwork, 5. Be present when there is a practice race for all the crew so that everyone can get a feel for what everyone else knows and the basic set-up of the vessel.

When asked what the hardest thing to deal with is, his answer was "Heavy Weather due to the possibility of being overpowered, sea sickness, or injury". However, he has been lucky enough for the crews to have been willing to follow directions, move immediately to the chore at hand and cooperate with each other, that he does not have a "sea story" to tell. (And this is the easiest thing he has deal with). There are always unknown factors involved but a prepared crew is the key to making sure some of the unknowns do not happen.

Tom's wife Maryanne does not race but she prepares the food for the vessel both for the race and the return trip. The best thing to do is prepare food ahead and only have to reheat things when the conditions allow. Be sure to have finger foods such as snacks (hard-boiled eggs etc.) and pre-packaged lunches. The most important commodity is water and using lots of smaller containers works the best i.e. 8oz. bottles instead 16 or more. The water stays cold and they are emptied faster so that there is no unused portion.

Most skippers know that their boat and crew should be well prepared for this type of event. Some of the most important things are to make sure your engine gets a good check-up and test it out before leaving the dock. Check your batteries, running gear, rigging and sails, thru-hulls, and all mechanical items.

A recommendation from Tom: Have each crew member rent or buy a personal "epirp" (Boat US has a good rental program), as well as USCG approved life vest. Skippers should have at least one "Watch Captain" topside and a "Ditch Bag" with all crew knowing where it is stowed.

Each skipper handles their crew contributions to the race in different ways and crew members should know in advance what they are. Some like the crew to share the cost of the food, drinks, entertainment items and/or some safety equipment as stated above. Others will want to bear the cost themselves and still others want all of the expenses split equally.

One final thing- Passports - since you are travelling to a foreign country, you **must** have a passport. They are needed for checking into registration here in US, and they are needed immediately upon landing in the port of entry. No one can leave the boat docks until all passports have been cleared by the authorities. Again, each skipper will inform you how he wants to manage the passport situation.

Tom hopes this information will be helpful to you having a safe, enjoyable and wonderful experience on the race from the St. Petersburg Yacht Club to the Club de Yates Isla Mujeres.

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www.regatadelsolalaol.org

