



Texas Corinthian Yacht Club
Grand Master Invitational Team Race Event
Aka the “Texas Shootout”
April 14-16

Organizing Authority (OA): Texas Corinthian Yacht Club (TCYC)

SAILING INSTRUCTIONS

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS), including Appendix D, Team Racing Rules, The Notice of Race (NOR) and these Sailing Instructions (SI).
- 1.2. Boats are prohibited from protesting under SI 1.3 or requesting redress under SI 5. This changes RRS 60.1 and 62.
- 1.3. While racing, the designated skipper (or qualified co-skipper, see the Notice of Race) shall be at the helm, except in an emergency.
- 1.4. Per RRS D.1.1 (d), RRS 20 is changed to “...following arm signals are required in addition to the hails...”
- 1.5. D5.2 is changed to use a yellow flag to indicate breakdown and request for redress.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board on the Bay-side glass patio doors at the TCYC Clubhouse.

3. CHANGES IN THE SAILING INSTRUCTIONS (SIs)

Any changes to the SIs made ashore will be announced at the daily participants’ meeting and be posted immediately afterwards. Written or oral changes to the SIs, including the race format, may be made afloat after the display of code flag “L” from the Race Committee (RC) signal boat. Oral changes will be effective immediately and will be posted in writing as soon as the RC comes ashore.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the flagpole on the Bay side of the TCYC clubhouse.
- 4.2. When a postponement (code flag “AP”) is displayed ashore, the warning signal will be made not less than 30 minutes after code flag “AP” is lowered. This changes “Race Signals.”

5. BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

- 5.1. Sonar-type boats will be provided by TCYC. The Sonar Class Rules shall not apply. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat may be substituted in case of a breakdown. **Addendum A** lists the rules for handling boats and the equipment provided with the boats.
- 5.2. All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the SIs or the OA. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA/Bosun.
- 5.3. When the RC signal boat displays code flag “F” before or at the warning signal, spinnakers will not be used.

- 5.4. Competitors are responsible for inspecting their boats before each race and shall report any defects, damage or breakdown to the Bosun, an umpire, or member of the RC at the first reasonable opportunity before the warning signal for her race.
- 5.5. When continuing to race after damage or a breakdown risks further damage to the boat, a boat shall retire immediately.
- 5.6. Boat groupings will be identified by colored patches on the mainsail and jib, as well as individual boats by their sail numbers.
- 5.7. Redress will not be granted for knots becoming untied, the loss of pins or rings, or improperly locked halyards. This changes RRS 62.1(a).

6. SCHEDULE

<u>Friday (April 14)</u>	<u>1100-1300</u>	<u>Registration and weigh-in</u>
	<u>1300</u>	<u>Competitor's meeting with RC and Umpires</u>
		<u>Racing to follow</u>
<u>Saturday (April 15)</u>	<u>0900</u>	<u>Competitors' meeting with RC and Umpires</u>
		<u>Racing to follow</u>
<u>Sunday (April 16)</u>	<u>0900</u>	<u>Competitors' meeting with RC and Umpires</u>
		<u>Racing to follow</u>

- 6.1. The approximate time of the warning signal for the first race of the day will be announced at the daily competitors' meeting.
- 6.2. The RC will endeavor not to begin a starting sequence after 1400 on Sunday, but weather conditions and/or the progress of the event may govern the actual conclusion of racing.

7. REGATTA FORMAT

- 7.1. The regatta format and number of races will be determined by the OA and announced at the first participants' meeting. The intended format is a first series comprised of one or more round-robins among all teams.
- 7.2. The Event Chair/OA, in consultation with the Principal Race Officer and the Chief Umpire, may terminate or alter the format in progress, change assigned boats, change the order of races, or make such other arrangements as may be necessary to conclude the event. This changes RRS D4.2.

8. FLEET DESIGNATION AND STARTING ORDER

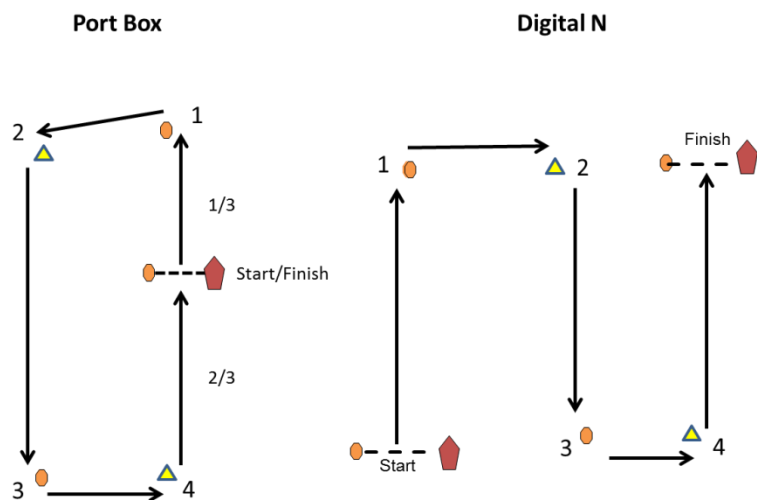
- 8.1. Teams will be assigned to boats as designated on the rotation in **Addendum C – Rotation**, which will be handed out at registration/check-in. Weather, time and conditions permitting, it is the intention to hold round robin races in the boats and order shown.
- 8.2. Teams shall designate skippers to consistently sail the low, medium or high number of the assigned boats, so that the same skipper always had the lowest, middle or highest number. This is to facilitate identifying who sailed a particular boat afterwards if needed.

9. RACING AREA

The racing area will be on upper Galveston Bay in the general area of TCYC. The location will be announced at the daily participants' meeting.

10. COURSE

- 10.1. The course will be either a "Port Box" or a "Digital N", both illustrated below.



- 10.2. The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33.
- 10.3. On the leg from mark 2 to mark 3, the start/finish line is an obstruction. Boats shall not cross this line unless they are starting or finishing.
- 10.4. Races will not be shortened. This changes RRS 32.

11. MARKS

- 11.1. All marks of the course will be yellow inflatable marks or other marks designated by the RC.
- 11.2. The start/finish pin will be an orange inflatable mark, or other mark designated by the RC.

12. START AND FINISH

- 12.1. Races will be started using Appendix U, Audible-Signal Starting System.
- 12.2. The start and finish lines will be between a staff displaying an orange flag on a RC boat and the course side of a nearby mark. This changes RRS Race Signals.

13. RECALLS

Per Appendix U, individual recalls shall be signaled with a hail of the sail number of each recalled boat. In addition to the hail, as a courtesy to competitors, code flag "X" may be displayed after the starting signal. This modifies U4.

14. TIME LIMIT

- 14.1. The time limit will be 30 minutes for all boats on one team to sail the course and finish. The other team's boats racing at that time shall be scored the points they would have received had they finished.
- 14.2. The decision to abandon a race may be communicated orally by the RC and/or umpires.

15. UMPIRING

- 15.1. RRS D2, Umpired Races, shall apply.
- 15.2. Competitors may assist the umpires when their team is not racing at the discretion of the Chief Umpire and shall not be considered having a *conflict of interest* while serving in this role.

16. DAMAGE

- 16.1. When damage occurs or is likely to have occurred, whether or not a boat has been penalized or an umpire has instructed a boat to report to the Bosun for damage inspection, that boat shall report to the Bosun immediately.
- 16.2. Every effort should be made to avoid damage to hulls, rigging and sails. If there is damage, the boat(s) will be examined by the OA/Bosun and a determination made as to the extent of the damage.
Addendum B will be used to determine if race point penalties are to be assessed.

17. SCORING

Scoring will be in accordance with RRS Appendix D.

18. SAFETY

Per NOR 16, all competitors shall wear a USCG approved PFD, at all times while on the water, other than during brief periods to add or remove clothing. A team pinnie may be worn over the PFD.

19. PRIZES

The winning team will be awarded a keeper trophy at the awards presentation. The winning team's yacht club name will be engraved on the perpetual trophy, "Texas Team Race Challenge", which will remain at the TCYC.

20. DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk, See RRS 3, Decision to Race. The OA, and all of its volunteers, will not accept any liability for material damage or personal injury or death sustained with or prior to, during, or after the event.

ORGANIZING COMMITTEE

Tony Smythe – Honorary Regatta Chairman

Jessica Croyle & Gerard Coleman – Event Chairs

Doug McMurray – Race Committee

Cliff Black – Chief Umpire

ADDENDUM A

RULES FOR THE HANDLING OF BOATS

1.0 General

While all reasonable steps are taken to equalize the boats, variations shall not be grounds for redress. This changes RRS 62.

2.0 Prohibited Items and Actions

- 2.1 Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:
 - 2.1.1 Any additions, omissions or alterations to the equipment supplied.
 - 2.1.2 The use of any equipment for a purpose other than that intended or specifically permitted.
 - 2.1.3 The replacement of any equipment without the sanction of the RC.
 - 2.1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
 - 2.1.5 Moving equipment from its normal stowage position except when being used.
 - 2.1.6 Boarding a boat without prior permission.
 - 2.1.7 Taking a boat from its sling without having paid the required damage deposit or having permission from the RC or, on race days, while Flag "AP" is displayed ashore.
 - 2.1.8 Hauling out a boat or cleaning surfaces below the waterline.
 - 2.1.9 Perforating sails, even to attach tell tales.
 - 2.1.10 Adjusting or altering the tension of standing rigging, excluding the backstay, or changing the position of the mast blocks.
 - 2.1.11 Omitting any headsail car or turning block before sheeting onto a ratchet block.
 - 2.1.12 The use of electronic instruments other than VHF radio, sole function compass, watches and timers.
 - 2.1.13 Marking directly on the hull or deck with ink or pencil.
 - 2.1.14 Attaching lines to the fabric of spinnakers.
 - 2.1.15 Using the spinnaker pole to wing out the foresail.
 - 2.1.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
 - 2.1.17 Hiking: no part of the body below the waist may be positioned outside the sheer line.
 - 2.1.18 Crew members positioned below in the cabin while racing.
 - 2.1.19 Removing the tiller tie-down strap.
- 2.2 A breach of SI 10.3 and A 2.1.15 through A 2.1.19 is not open to protest by boats but is subject to protest by umpires in accordance with RRS D2.3. This changes RRS D2.2 and D2.3.

3.0 Permitted Items and Actions. The following are permitted:

- 3.1 Taking a bag on board containing:
 - a) basic hand tools
 - b) adhesive tape (not duct tape)
 - c) line (elastic or otherwise of 4mm diameter or less)
 - d) marking pens
 - e) tell tale material
 - f) hand held compass, watches and timers
 - g) shackles and clevis pins
 - h) Velcro tape

- i) VHF Radio

- 3.2 The use of the contents of the bag to:
- a) prevent fouling of lines, sails and sheets
 - b) attach tell tales
 - c) prevent sails being damaged or falling overboard
 - d) mark control settings
 - e) make minor repairs and permitted adjustments
 - f) tie down the tiller to the rudder head.
- 3.3 Changing the number of mainsheet and jib purchases.
- 3.4 The use of the following items to facilitate hiking is permitted provided they are not modified in any way and any load imposed does not result in damage:
- a) working sheets or lines
 - b) standing rigging (unless prohibited by specific SI)
 - c) fixed equipment

4.0 Mandatory Items and Actions.

- 4.1 After racing in the boat for the day, or at a swap, each boat shall complete a written or verbal damage report and submit it to the RC or Bosun, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future races.
- 4.2 At the end of each sailing day:
- a) rolling, bagging and placement of the sails as directed.
 - b) leaving the boat in the same state of cleanliness as when first boarded that day.
 - c) tie the tiller off with the backstay lines so the tiller will not move.
 - d) cleaning the boat, removing all trash and removing all tape and marks.
 - e) complying with the directions posted on the boats or given by the Bosun.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be made to the RC in writing and worded to permit a yes/no answer.
- 4.4 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 Infringement of item Addendum A 4.2 and 4.3 will be considered as damage and any cost of rectification will be deducted from the damage deposit.

5.0 Equipment List

The following non-fixed items, provided by the OA, are to be carried on board at all times in the designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS & SAILING EQUIPMENT

Mainsail and mainsheet

Spinnaker, Spinnaker sheets, spinnaker pole, twings

Bilge pump, dock lines

Bucket

Yellow breakdown flag

Jib and jib sheets

Tiller Extension, tiller tie-down

Hatch board(s)

Red protest/redress flag

ADDENDUM B

PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING

SI 16 permits the umpires to determine the penalty for breaking RRS 14. This addendum explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reasons to do so. There are a number of things we are trying to achieve with penalties for damage:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results 'on the water'.

Damage Levels

Level	Extent	Effect
Level A – Minor Damage	Up to 1 man-hour to fix	Boat may race without repair
Level B – Significant damage	More than 1 and up to 5 man-hours to fix	Boat may need some (temporary) work before racing again
Level C – Major Damage	More than 5 man-hours to fix	Significant work required before racing again

Penalties

Race-win penalties by umpires may be given on the water to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the stage in which the damage occurred. In the event that both the right-of-way and keep-clear boats are equally penalized in a knock-out round, the penalties are offsetting and will be disregarded for scoring purposes.

Level	Race Win Penalty
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and do not affect any race win penalties applied by the Umpires or Protest Committee. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race win penalties given on the water.