



Texas Corinthian Yacht Club
Grand Master Invitational Team Race Regatta
Aka the “Texas Shootout”

April 27-28, 2019

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

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, including Appendix D, Team Racing Rules.
- 1.2 Rule change to alternative rule 16.2. See Appendix A for more information.

2. CLASS

TCYC member-owned Sonars will be provided. Spinnakers will NOT be used. Standing rigging shall not be adjusted, except by direction of the Organizing Authority.

3. TEAM

Each competing team shall consist of skippers and crew for three boats with three or four sailors per boat. Unless prior approval is obtained from the Organizing Authority, all participants must be members, spouses or dependents of members of the club that they represent. The skipper must be either (a) at least 60 years of age, or (b) 58 years of age and have sailed in a prior Wilson Cup qualifying event. The remaining crew members must be at least 50 years of age.

4. CREW WEIGHT

1. The combined weight of all team members must not exceed 2,300 pounds in shorts and shirt. There will be a weigh-in at registration.

5. ADVERTISING

A boat and her crew shall comply with ISAF Regulation 20, Advertising Code.

6. ELIGIBILITY AND ENTRY

Entry is by invitation. The [Entry Form](#) (click [here](#) for online form, or see below) and entry fees must be received by the Texas Corinthian Yacht Club (TCYC) Fleet Captain no later than March 15th, 2019, to confirm entry in the event. *If this event is oversubscribed then the Organizing Authority, in its sole and absolute discretion, reserves the right to limit registration to six (6) teams that complete registration AND submit the entry fee in the order received. The OA may give preference to teams that have participated in the past.*

TCYC (for **payment**, send checks)
P.O. Box 577
Kemah, TX 77565

104 Park Circle (physical address, do not send checks to this address)
Kemah, TX 77565
(281) 339-1567
stacy@tcyc.org
fleetcaptain@tcyc.org

7. FEES

The entry fee is \$2,600 per team to include housing for Friday, Saturday, and Sunday, lunch and water for Saturday and Sunday, Friday night cocktails, and Saturday night dinner. Extra dinner tickets can be purchased by contacting the club manager (Stacy@tcyc.org) no later than Wednesday, April 24.

8. SAILING INSTRUCTIONS

Sailing Instructions will be available at the Participants' Meeting and may be posted on the regatta web page at www.tcyc.org prior to the event.

9. VENUE

Racing will take place on Galveston Bay. Shore activities will take place at the TCYC clubhouse.

10. FORMAT

The planned format is multiple round robins amongst either all competing teams or groups of teams. If time permits, a knock-out series may be run as determined by the Organizing Authority. The format and number of races will be described in the Sailing Instructions and at the Participants' Meeting and may be adjusted by the Organizing Authority due to weather and time considerations.

11. SCHEDULE OF EVENTS

Saturday, April 27	0800	Breakfast
	0830	Registration and weigh-in
	0900	Participants Meeting Team Captain, Skippers, Umpires-racing to follow
Sunday, April 28	1900	Regatta Dinner
	0800	Breakfast
	0900	Participants Meeting Team Captain, Skippers, Umpires-racing to follow

The Race Committee will endeavor not to begin a starting sequence after 1500 on Sunday, but weather conditions and/or the progress of the event may govern the actual conclusion of racing.

11. COURSE

Courses will be as diagrammed in the Sailing Instructions.

12. SCORING

Scoring will be in accordance with Appendix D, except as modified by the Sailing Instructions.

13. UMPIRING

It is the intention for the regatta to be umpired in accordance with Appendix D, as modified by the Sailing Instructions. Teams may be asked to provide a competitor(s) to assist the umpires when off rotation.

14. PROTESTS

When practicable, protests will be heard on the water, as modified by the Sailing Instructions.

15. LIFE JACKETS

All competitors shall wear a PFD approved by either the U.S. Coast Guard or the competitor's national authority at all times while on the water, except while actively adding or removing clothing. Competitors shall provide their own PFDs. Bibs supplied by each participating teams shall be worn while racing.

16. VHF RADIOS

All competitors shall keep VHF radios onboard at all times in order to receive notifications and communications from the Race Committee and Judges.

17. WAIVER AND DAMAGE DEPOSIT

All participants must complete the waiver form (<https://form.jotform.com/83543247598166>)

All skippers will be required to provide a \$500 damage deposit prior to the start of racing by providing credit card information or TCYC member number at registration. The deposit is a per-incident maximum. If a skipper has more than one incident, he or she is then liable for up to \$500 for each individual incident. Skippers should be aware that while the Team Race Representative or Organizing Authority will attempt to identify all damage at the post-regatta inspection, often this is not possible due to the nature of the damage. The skipper is responsible for all damage, even if it is discovered only after the post- regatta report is completed and signed. In the event that there is material damage not covered by insurance and no one acknowledges responsibility (e.g., crews are rotated among the boats and no one reports the damage), the cost of repairs will be charged to all the designated skippers on a prorated basis.

18. FURTHER INFORMATION

TCYC Manager, Stacy Steglich 281-339-1566 stacy@tcyc.org
Fleet Captain, David Musgrove 713-962-9457 fleetcaptain@tcyc.org
Sailing Director, Solvig Sayre 508-560-2046 solvig.tcyc@gmail.com

TCYC "Shoot-Out"

April 27-28, 2019

ENTRY FORM (click [here](#) for online version)

Registration closes February 23

Team:

Team Captain:

Telephone Number: _____ (day) _____ (cell)

Email address:

Number of Team Members:

Entry Fee: (\$2,600) Payment Method: (circle one) Check (preferred) Credit Card

**If paying by check, send check to: TCYC, P.O. Box 577, Kemah, TX 77565*

**If paying by Credit Card:*

Name as Displayed on Credit Card:

Credit Card Type:

Credit Card #:

Expiration Date:

Number of Extra Dinners (\$50):

(any over 12 per team)

Please provide the names of those who are sailing:

Skipper: _____

Skipper: _____

Crew: _____

Crew: _____

Crew: _____

Crew: _____

Crew: _____

Crew: _____

Skipper: _____

Crew: _____

Crew: _____

Crew: _____

NOTE: ALL sailors MUST sign a waiver (<https://form.jotform.com/83543247598166>)

Appendix A

TEST TEAM RACING RULE 16.2
Version 2

JANUARY 2019

Alternative Racing Rule 16.2

This updated test rule is designed to overcome problems with rule 16.2 as it applies to team racing under Appendix D. The previous test rule published in March 2018 is now withdrawn. Organizing authorities for umpired team racing events, particularly with keelboats, are encouraged to use this test rule. A report on the use of this test rule must be sent to World Sailing promptly after each event.

This test rule will apply only when sailing instructions so state by including all the sidlined text below. No part of this text is to be changed. The rule has been authorised by World Sailing in accordance with regulation 28.1.5(b).

Rule 16.2 is changed to (new words in blue):

16.2 In addition, **on a beat to windward** when a *port-tack* boat is *keeping clear* by sailing to pass **to leeward** of a *starboard-tack* boat, the *starboard-tack* boat shall not **bear away** if as a result the *port-tack* boat **must** change course **immediately** to continue *keeping clear*.

When this Test Rule applies

(A) Case 132 answer 1 shall apply amended as follows:

For the purpose of rule 16.2, two boats on opposite tacks are considered to be 'on a beat to windward' when

- (1) the proper course for each of them is close-hauled or above, or
- (2) one or both of them have overstood the close-hauled layline to the mark and are sailing below close-hauled.

In each of the four situation diagrams in the case, the boats shown are 'on opposite tacks on a beat to windward' and therefore rule 16.2 applies between them.

(B) The Team Racing Call Book is changed as follows:

Call D2 Delete call

Call D5 In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics

Call G7 Delete Q&A 1

Reasons for the Upgrade

A new test rule 16.2 was developed and approved by World Sailing in March 2018. This rule was widely used in the spring and summer 2018, particularly for keelboat team racing in Europe and in the USA. As a result of reports received on the trials, the World Sailing has updated the proposed test rule to further limit any dial-down by the starboard-tack boat.