

GREAT TEXAS

Surfside to Galveston Dash

2010

Rules and Conditions of Entry

1 RACING RULES

The regatta shall be governed by: the International Sailing Federation (ISAF) Racing Rules (RRS 2009-2012); the individual class rules of the classes sailing (except as any are altered by these sailing instructions); the Notice of Race (except as altered by these sailing instructions); and by these Rules and Conditions of Entry.

2 BOATS

2.1 Length: Hull length cannot be less than 18 feet nor greater than 22 feet.

2.2 Production Catamaran: Only recognized production catamarans may be used in the race with established class rules. The boat may not be modified from accepted class rules with the exception of allowing a spinnaker for classes that normally do not allow spinnakers. If class rules should conflict with any rules in this document, this document will supersede those rules.

3 RESPONSIBILITY OF ENTRANT

While the race organizers have made and continue to make reasonable effort to establish safety parameters through the use of strictly enforced rules, equipment requirements and entry qualifications, the **SAFETY** of each entrant is the sole and inescapable responsibility of each team and their individual team members.

IT SHALL BE THE SOLE RESPONSIBILITY OF EACH TEAM AND/OR TEAM MEMBER TO DECIDE WHETHER TO START OR TO RACE THIS EVENT AND EACH PARTICIPANT SHALL UNDERSTAND THAT THEIR PARTICIPATION IN THIS EVENT IS SOLEY AT THEIR OWN RISK.

4 SPONSORSHIP / ADVERTISING

Teams may be sponsored and display advertising and/or graphics on their sails, gear, equipment, apparel, vehicles, etc., provided said advertisement **does not conflict or compete** with the race sponsor(s) or race management.

5 ENTRY APPLICATION FEE

The Entry Application Fee is as follows:

Registration \$60: due by May 1 2010.

Late registration: \$90: after May 2010.

6 OFFICIAL ENTRY

To qualify as an official entry a team and its members shall:

- (a) Complete and submit a team registration form.
- (b) Agree to conduct themselves and their team in accordance with these *Rules and Conditions of Entry*.
- (c) Pay the full entry application fee in accordance with *Rule 5*.

7 CREW WEIGHT

Minimum combined weight for the sailing team members shall be determined by class rules of the boat being used by the sailing team.

8 COURSE

- 8.1 Freeport, Texas to Galveston, Texas. Entirely in the Gulf, approximately 40 statute miles.
- 8.2 Complete and detailed information on the course and waypoints is available in the "Notice of Race".

9 REQUIRED EQUIPMENT

- 9.1 LIFE PRESERVERS, United States Coast Guard approved shall be worn by each person on board while racing.
- 9.2 WHISTLE, secured as personal gear to each sailor.
- 9.3 HANDHELD MARINE VHF RADIO TRANSCEIVER manufacturer rated "Submersible" or in waterproof bag with lanyard.
- 9.4 GPS manufacturer rated "Submersible" or in waterproof bag with lanyard.
- 9.5 All required equipment listed in this *Rule* shall be on-board, operable, and readily accessible at all times while racing.

10 COMMUNICATION WHILE RACING

The sailing team, while racing:

- (a) *may* communicate by radio or other device with their shore crew or others, *provided* the shore crew or other is on shore or an appendix of the shore.
- (b) *may* communicate with anyone without restriction or penalty if they are in distress.

11 PROPULSION

- 11.1 When launching or beaching or in surf and until clear of the surf line a team may propel their boat by pushing, pulling or paddling using the hands and/or feet and/or small or folding oars or similar devices *provided* that this action is to exit the surf and not gain advantage by moving parallel to the beach.
- 11.2 After clearing the surf line and before reentering the surf line a boat shall be propelled only by the natural action of the wind on the sails, spars and hulls, and water on the hulls.
- 11.3 Violation of this *Rule* shall result in a 30 minute penalty for the race.

12 STARTING PROCEDURE

- 12.1 All boats shall start in a *Le Mans* style sequence off the beach.
- 12.2 A ten (10) minute starting sequence shall be used. (White flag at 10 minutes, blue flag at 5 minutes and red flag at start.) A horn *may* sound at 10 minutes, 5 minutes and at the start.
- 12.3 The starting line *may* be divided at the mid-point into a front row and rear row with the rear row lining up directly behind the front row.
- 12.4 The rear row shall start at sixty seconds behind the front row or later as surf conditions may dictate. The start of the second row will be determined by the lowering of the red (starting) flag. A horn may also sound when the flag is lowered. Both rows are timed from the initial starting signal for that leg.
- (a) If circumstances delay the start of the rear row longer than two minutes after the initial starting time for the leg, then the rear row shall have any time longer than two minutes subtracted from their finishing time for that leg.
- 12.5 Starting position for the race shall be determined by a random drawing.
- 12.6 Boat position relative to the starting line/gate shall be determined by the boat hulls and not sails or spars.
- 12.7 A team “*over early*” (OCS) may be penalized ten (10) minutes plus the amount of time over early.

13 FINISH LINE

- 13.1 The Finish Line will be located on the beach as close to the surf as reasonable and marked at each end by poles with large flags.
- (a) Surf and/or tide conditions may require the gate to be repositioned from time to time in an effort to maintain the finish line relative to the waterline.
- (b) In some instances only the southern end of the checkpoint gate will be marked with a pole and flag and perhaps a strobe. In that event the finish line shall be an imaginary line from this pole extending northerly parallel to the shore/waterline for a distance not to exceed fifty (50) yards.
- (c) If beach conditions are such that the Race Committee deems “beaching” at speed to be unsafe, the following alternate checkpoint gate configuration may be employed: One flag will be set close to the surf, while the other flag shall be positioned inland, perpendicular to the shoreline. In this instance, a team shall be scored as a finisher when their boat is committed to the surf and at any point sighted along the two flags, or northward of that line.
- 13.2 A team shall be scored as a finisher when any part of the boat ***hull(s)*** crosses an imaginary line between the gate poles. If for some reason, the race committee is not on station, participants should finish in the general area and record their time (See Rule 34 of Racing Rules of Sailing 2009-2012).
- 13.3 A boat may make contact with the pole marking the gate with no penalty except:
- (a) if this contact causes the pole to be repositioned then the boat shall return seaward of the gate and finish properly.
- 13.4 Shore crews at the finish gate may signal the location of the gate to sailing teams, however, they ***shall not*** interfere with other teams or race officials.

14 SPECIAL SURF RIGHT OF WAY

- 14.1 When arriving at the finish:
- (a) a boat committed to the surf shall have right of way over a boat not committed.
 - (b) the arriving boat is the burdened boat and shall stay clear and give way to boats ahead and on the beach.
 - (c) a boat shall immediately clear the gate after being scored.
- 14.2 When departing the beach and until clear of the surf line a boat shall sail a course as direct into the surf as possible (referred to as the “proper course” for this Rule)
- (a) a boat that alters course from the proper course may do so at its own peril provided that it gives way and passes astern of other boats on a proper course.
- 14.3 A boat when departing the beach *shall not* be pushed or propelled parallel to the beach.
- 14.4 Violation of any section of this Rule shall result in a 30 minute penalty for the race.

15 FINISHING / SCORING

- 15.1 US Sailing Portsmouth rating system for multihulls as of June 2010 will be used for adjusting time. Wind adjustments to the base number WILL NOT be used
- 15.2 To qualify and be scored as a finisher of the race, a team shall:
- (a) sail a proper course in accordance with these *Rules and Conditions of Entry*.
 - (b) cross the finish line for that leg within 4 *hours* of the first finisher.
 - (c) arrive at the Finish Line with their boat afloat, and under the control of the sailing team or proper shore crew.
 - (d) conduct itself in accordance with these *Rules and Conditions of Entry*.
- 15.3 Five or more boats of the same type shall be recognized and scored as a class. Boats that do not make a similar type class will be recognized and scored in an “open class”.
- 15.4 The class winner and position in class will be determined based upon lowest Portsmouth adjusted sailing time of the race including assessed penalties and redress time, having sailed a proper course in accordance with these Rules and Conditions of Entry.

16 LAUNCHING / BEACHING ASSISTANCE

- 16.1 Launching and beaching a boat through the surf is an integral part of the Great Texas Dash Catamaran Race. The two person sailing team will be allowed to perform this maneuver with the assistance of only one additional team member, hereafter referred to as a “pusher”.
- 16.2 When launching or beaching:
- (a) only one pusher may assist the sailing team.
 - (b) a pusher may assist a team other than their own team.
- 16.3 A time penalty of five (5) minutes shall be assessed against the team who commits an infraction of this Rule.
- 16.4 A team that capsizes and/or experiences an emergency in the surf may accept assistance without penalty.

17 DISTRESS - RENDERING ASSISTANCE

- 17.1 Nothing in these *Rules* is intended to discourage or penalize any sailing team for

altering course either to render assistance or to determine if assistance is necessary.

- 17.2 A sailing team that **renders** assistance or alters course to determine if assistance is needed *shall*:
- (a) be awarded a time adjustment equal to at least the amount of time required to perform such actions.
 - (b) as much as practical, note the amount of time necessary for such actions and notify race officials within one hour of the team's finish.
- 17.3 A sailing team in distress and beyond the reach of their shore crew that **receives** assistance:
- (a) from another sailing team shall not be penalized.
 - (b) from anyone other than another sailing team shall be disqualified.
- 17.4 Failure by a sailing team to render assistance **may** result in disqualification.

18 ALTERNATIVE PENALTIES

The *360 Rule* shall be in effect after clearing the surf line at the start of a leg and before entering the surf line at the end of the leg.

19 PROTESTS

Protests shall be in writing, signed by the team manager and submitted to the Principal Race Officer within one hour of the protesting team's arrival at the finish unless delayed for reasons beyond the team's control.

20 PRINCIPAL RACE OFFICER AUTHORITY

- 20.1 The Principal Race Officer, at his sole discretion, and beyond protest, has full and complete authority to enforce these *Rules and Conditions of Entry*, and further may specify or impose penalties resulting from any protest or rule infraction.
- 20.2 The Principal Race Officer may at his sole discretion appoint Judges, Panels, and/or Protest Committees as aid toward attaining resolution or determining penalties.
- 20.3 The Principal Race Officer may either, refuse to start, disqualify, or impose a time penalty on any team for an infringement of the **SPIRIT, OBJECT, or INTENT**, as well as the **LETTER** of these *Rules and Conditions of Entry*.

21 RELEASE WAIVER / ENTRY FORM

- 21.1 It is a **Mandatory Condition of Entry** that all team members shall execute a Release Waiver (part of the Entry Form) before participating in this event.

- 21.2 This *Waiver* states in part that the team member (*signator*) has read and fully understands these *Rules and Conditions of Entry* and that as a condition of their participation in this race they fully and without reservation agree that:
- (a) they shall make every possible effort to comply with these *Rules and Conditions of Entry*.
 - (b) that any violation or infringement of these *Rules*, willful or otherwise, shall be subject to the penalties as set forth in these *Rules and Conditions of Entry* and in some cases shall result in immediate disqualification.
 - (c) their participation in this event is at their own risk, and nothing in these *Rules*, implied or otherwise, shall reduce or absolve them of their ***SOLE AND INESCAPABLE RESPONSIBILITY*** for their own safety and well being during this event.