

GREAT TEXAS DASH 2019

Surfside to Galveston

Rules and Conditions of Entry

1. RACING RULES

The regatta shall be governed by: the International Sailing Federation (ISAF) Racing Rules (RRS 2017-2020); 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 16 feet nor greater than 22 feet.

2.2. Production Catamaran: Only recognized production catamarans may be used in the race with established class rules unless authorized by the Principle Race Officer (PRO). 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.

2.3. Leverage Devices (wings): Devices designed to produce extra leverage that extend beyond the beam width such as wings are allowed on the race provided the seaworthiness of these devices is properly demonstrated to the PRO.

3. GENERAL AUTHORITY

This race is organized by and will be under the management of The Great Texas Fleet, an association, which shall have full power to decide, without appeal, all matters relating to the race. (See Rule 29)

4. NOTICE OF DANGER

The possibility of GREAT DANGER to life, limb, boat, and equipment should be expected during this race.

5. 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 CONTINUE TO RACE THIS EVENT AND EACH PARTICIPANT SHALL UNDERSTAND THAT THEIR PARTICIPATION IN THIS EVENT IS SOLELY AT THEIR OWN RISK.

6. SPONSORSHIP / ADVERTISING
Teams may be sponsored and display advertising and/or graphics on their sails, gear, equipment, apparel, vehicles, etc., provided said advertisement and/or graphics are in good taste, neat and professional and does not conflict or compete with the race sponsor(s) or race management.
7. INVITATIONAL EVENT
The Great Texas Surfside to Galveston Dash is an invitational event. As such, the organizers reserve the right to accept or refuse entry and/or participation to anyone for any reason. Sailors who wish to participate should have proven ability and be prepared to submit a detailed sailing resume to be considered for entry.
8. OFFICIAL ENTRY
To qualify as an official entry a team and its members shall:
 - (a) Complete and submit a team registration form.
 - (b) Complete, sign and submit an individual registration form for each sailing team member, the team manager, and any shore crew members.
 - (c) Agree to conduct themselves and their team in accordance with these Rules and Conditions of Entry.
9. ENTRY / TEAM DEFINITION
 - 9.1. Each entry or team shall consist of at least two (2) Sailing Team members and a Shore Crew of at least one (1) person.
 - 9.2. All members of the Sailing Team and Shore Crew shall be officially registered.
10. SHORE CREW
 - 10.1. There is no limit on the maximum number of people allowed in the shore crew. However, all shall be properly registered.
 - 10.2. A shore crew member may assist or service a team other than their own.
11. TEAM MANAGER
 - 11.1. Each team shall designate and register a member of their shore crew as the Team Manager. All actions and/or communications by the Team Manager shall be presumed to be on behalf of the entire team.
 - 11.2. The Team Manager shall:
 - (a) be the official team spokesman/representative in all matters relating to the race.
 - (b) not be a sailing team member.
12. TEAM NAME
 - 12.1. Each team shall register a Team Name.
 - 12.2. Each team shall be referred to by their approved team name in all official releases and communications, etc.
 - 12.3. The team name as submitted on the team entry registration form shall be considered approved unless otherwise notified.

13. **BLADDER PACKS**
One (1) commercially available liquid filled bladder or similar device (commonly called a “Camelbak”) may be worn by each sailing team member for the purpose of liquid consumption. These devices shall not serve as Crew Weight as defined by Rule 14.
14. **CREW WEIGHT**
 - 14.1. Minimum combined weight for the sailing team members shall be determined by class rules of the boat being used by the sailing team.
 - 14.2. Weight(s) carried on the boat to meet the minimum crew weight requirement,
 - (a) if necessary, shall be metal and clearly marked with the amount of the weight.
 - (b) may be movable, but shall be attached to the boat.
 - (c) shall not be worn or carried by the sailing team.
 - 14.3. Penalty for violation or infringement of this Rule shall be thirty (30) minutes added to the team’s corrected time.
15. **COURSE**
 - 15.1. Surfside Beach, Texas to Galveston, Texas. Entirely in the Gulf, approximately 40 statute miles.
 - 15.2. Complete and detailed information on the course and waypoints is available in the “*Information Booklet*”.
16. **REQUIRED EQUIPMENT**
 - 16.1. **LIFE PRESERVERS**, One (1) certified personal floatation device capable of supporting their full weight shall be worn by each person on board while racing.
 - 16.2. **WHISTLE**, One (1), secured as personal gear to each sailor.
 - 16.3. **HANDHELD MARINE VHF RADIO TRANSCEIVER** manufacturer rated “Submersible” or in waterproof bag, One (1) required per boat, with lanyard. Batteries should be fully charged. Although, it is highly recommend that one be secured as personal gear to each sailor.
 - 16.4. **GPS** manufacturer rated “Submersible” or in waterproof bag, One (1) with lanyard. Batteries should be fully charged.
 - 16.5. **MOBILE PHONE** in a waterproof bag. Batteries should be fully charged.
 - 16.6. **KNIFE**, each sailor is requested, but not required, to carry a knife or cutting device as personal gear which is to be used for self-rescue purposes.
 - 16.7. All required equipment listed in this Rule shall be on-board, operable, and readily accessible at all times while racing.
17. **EQUIPMENT INSPECTION**
 - 17.1. There shall be an inspection of all required equipment before the start of racing and there may be a check upon finishing.
 - 17.2. A team in violation of Rule 16 shall not be allowed to start until the violation is corrected.
 - 17.3. Violation or infringement of Rule 16 may result in a thirty (30) minute penalty added to the team’s corrected time.
 - 17.4. Loss or use of required equipment due to an emergency shall not be a violation of these Rules.

18. COMMUNICATION WHILE RACING

- 18.1. 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 are on shore or an appendix of the shore.
 - (b) may communicate with anyone without restriction or penalty if they are in distress.
- 18.2. Violation of any section of this Rule shall result in immediate disqualification.
- 18.3. It is the responsibility of the Team Manager to be the point of contact for the team while the race is underway. The Team Manager should be available by mobile telephone at all times possible while the race is underway.
- 18.4. It is the responsibility of each team to be in contact with their Team Manager as soon as reasonably possible after any abnormal incidents via the use of VHF or MOBILE PHONE. It is then the responsibility of the Team Manager to be in contact with the Race Committee as soon as reasonably possible regarding the same.

19. PROPULSION

- 19.1. 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. (See also Rules 24)
- 19.2. 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.
- 19.3. Violation of this Rule shall result in a 30 minute penalty added to the team's corrected time.

20. STARTING PROCEDURE

- 20.1. All boats shall start in a Le Mans style sequence off the beach. Starting position shall be determined by a random drawing at the skipper's meeting.
- 20.2. 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.
- 20.3. 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.
- 20.4. The rear row shall start at 10 minutes behind the front row. The start of the second row will be determined by the lowering of the red (starting) flag and concurrent raising of a white flag for the next sequence. A horn may also sound when the flag is lowered. Each row is timed from the starting signal for their start.
- 20.5. Boat position relative to the starting line shall be determined by the boat hulls and not sails or spars.
- 20.6. A team "over early" (OCS) may be penalized ten (10) minutes added to their corrected time.
- 20.7. A team that deliberately starts early shall be disqualified.

- 20.8. A team shall be deemed as having started after a start through the starting line is achieved and the team has either cleared the surf, or was unable to clear the surf despite vigorous effort, as determined by the PRO.
- 20.9. A team that does not attempt a start, or fails to satisfy the requirements of Rule 20.8 shall be scored "DNS".

21. FINISH LINE

- 21.1. 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. There may also be a strobe or flashing light.
- 21.2. Surf and/or tide conditions may require the finish line to be repositioned from time to time in an effort to maintain the line relative to the waterline.
- 21.3. In some instances only the southern end of the finish line 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.
- 21.4. A team shall be scored as a finisher for that leg when any part of the boat hull(s) crosses an imaginary line between the finish line poles. Skipper and crew must still be in contact with the boat to be properly finished. 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 RRS 2017-2020).
- 21.5. A boat may make contact with the pole marking the finish line with no penalty except; if this contact causes the pole to be repositioned then the boat shall return seaward of the finish line and then finish properly.
- 21.6. It shall be the SOLE RESPONSIBILITY of each team to locate the finish line under all conditions. These conditions may include, but are not limited to; failure of the strobes or flashing lights and reduced or zero visibility due to weather conditions.
- 21.7. Shore crews may signal the location of the finish line to sailing teams, however, they shall not interfere with other teams or race officials.

22. SPECIAL SURF RIGHT OF WAY

- 22.1. When arriving at the finish:
 - (a) a boat in the *surf zone* and sailing its *proper course* (as defined in Rule 22.3 and 22.4) shall have right of way over a boat not in the *surf zone*.
 - (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 finish line after being recorded.
- 22.2. When starting and until clear of the last breaking wave a boat shall sail a course as direct out of the surf as possible (referred to as the "*proper course*" for this *Rule*). A boat that alters course from the proper course may do so at its own peril provided that it gives way to other boats on a proper course.
- 22.3. The *surf zone* is defined as the trapezoidal area extending outward 45deg from each end of the finish line seaward to the last breaking wave.
- 22.4. While in the *surf zone*, a boat's *proper course* is defined as the most direct route which will arrive on the beach in the shortest amount of time.

- 22.5. When arriving at the *surf zone* and until beached a boat shall sail its *proper course*. A boat that alters course from its *proper course* may do so at its own peril provided that it gives way to other boats on their own *proper course*.
- 22.6. When two boats arrive simultaneously in the surf zone, the Racing Rules of Sailing apply.
- 22.7. Violation of any section of this Rule shall result in a 30 minute penalty added to that team's corrected time.

23. FINISHING / SCORING

- 23.1. SCHRS (Small Catamaran Handicap Rating System) for multihulls as of June 1, 2019 will be used for adjusting time.
- 23.2. 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 by 5pm or two hours after the first boat in their class crosses the finish line, whichever is later.
 - (c) arrive at the Finish Line with their boat afloat, and under the control of the entire sailing team or proper shore crew.
 - (d) conduct itself in accordance with these Rules and Conditions of Entry.
- 23.3. A team that starts according to Rule 20.8 and fails to qualify as a finisher shall be scored "DNF".
- 23.4. Two handicap classes will be scored, non-spinnaker and spinnaker, with trophies awarded as determined by the Race Committee.
- 23.5. The class winner and position in class will be determined based upon lowest SCHRS corrected time including assessed penalties and redress time, having sailed a proper course in accordance with these Rules and Conditions of Entry.

24. LAUNCHING / BEACHING ASSISTANCE

- 24.1. Launching and beaching a boat through the surf is an integral part of the 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".
- 24.2. When launching or beaching:
 - (a) Only one pusher may assist the sailing team on the seaward side of the line.
 - (b) Different pushers may assist at different times. However, they shall be officially registered as a team member and comply with Rule 9.2.
 - (c) a pusher may assist a team other than their own team.
- 24.3. A time penalty of five (5) minutes added to the corrected time shall be assessed against the team of the team member who commits an infraction of Rule 24.2(a) or (b).
- 24.4. A team that capsizes and/or experiences an emergency in the surf may accept assistance without penalty.

25. DISTRESS - RENDERING ASSISTANCE

- 25.1. 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.
- 25.2. 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.
 - (c) requests for redress shall be IN WRITING, signed by the team manager and submitted to the PRO within one hour of the team's arrival at the finish.
- 25.3. A sailing team in distress and beyond the reach of their shore crew that receives assistance:
- From another sailing team shall not be penalized.
 - From anyone other than another sailing team shall be disqualified.
- 25.4. Failure by a sailing team to render assistance shall result in a time penalty as described in Rule 27.2.

26. START DELAY OR CANCELLATION

At the sole discretion of the PRO, the start may be delayed or the entire race canceled. The start can be delayed up to 1200.

27. PENALTIES

- 27.1. RRS Rules 44.1 will be in effect after clearing the surf line at the start and before entering the surf line at the end. However, the rule shall be changed to a One-Turn penalty for all rule infractions.
- 27.2. A team may be assessed a time penalty as determined by the Principal Race Officer or Protest Committee, disqualified, or the individual team member may be disqualified and/or refused entry in the Great Texas Dash for violating any section of these rules.

28. PROTESTS

Protests shall be IN WRITING, signed by the team manager and submitted to the PRO within one hour of the protesting team's arrival at the finish unless delayed for reasons beyond the team's control.

29. PRINCIPAL RACE OFFICER AUTHORITY

- 29.1. The PRO, 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.
- 29.2. The PRO may at his sole discretion appoint Judges, Panels, and/or Protest Committees as aid toward attaining resolution or determining penalties.
- 29.3. The PRO 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.

30. TEAM CONDUCT

- 30.1. A team member may be disqualified or refused registration for:
- (a) illegal, unsportsmanlike, or disruptive action(s) or behavior;
 - (b) flagrant or repeated violation of these Rules and Conditions of Entry;
 - (c) any action(s), behavior, or encouragement of another to engage in action(s) or behavior, that is intended to circumvent, violate, or disregard any of these Rules and Conditions of Entry.

31. APPEALS

All rulings and decisions by the PRO are final and shall not be subject to appeal to The Great Texas Fleet or any another authority.

32. RELEASE WAIVER / ENTRY FORM

- 32.1. 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.
- 32.2. This Waiver states in part that the team member (signer) 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 wellbeing during this event.

33. INTERPRETATION OF THESE RULES

- 33.1. It shall be the responsibility of each individual team member to thoroughly read and understand these Rules and Conditions of Entry.
- 33.2. Violation of any individual Rule or section of a Rule of these Rules and Conditions of Entry or failure to enforce said violation shall not invalidate or otherwise affect any other Rule(s) or section of a Rule of these Rules and Conditions of Entry.
- 33.3. If there is any question with regard to - interpretation, definition, or the language of these Rules - then the individual should seek a clarification from the PRO.
- 33.4. The PRO upon receipt of a clarification request in writing shall:
- (a) respond in writing to the Team Managers of all registered teams.
 - (b) note the response in appropriate form (amendment or appendix) and post on the Official Notice Board.