



2021 GSC Series Race Sailing Instructions

Grapevine Sailing Club

1. The organizing authority is the Grapevine Sailing Club (GSC).
2. Rules: This Race shall be governed by:
 - a. The 2021-2024 World Sailing Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing Association(www.ussailing.com/competition),
 - b. Applicable class rules except for any of those that are altered by these sailing instructions.
3. Notices to Competitors
 - a. Notices to competitors shall be posted on the official notice board located at the GSC office window.
 - b. Any change to the sailing instructions shall be posted before 1600 on the day it shall take effect,
 - c. Any addendum to these sailing instructions shall be posted on the official notice board and on the GSC Website at <http://grapevinesailing.org>
4. Signals Made Ashore
 - a. Signals made ashore shall be displayed at the official race board outside the GSC office.
 - b. Following a harbor postponement, the first warning signal shall be made no earlier than forty-five (45) minutes after the harbor AP is lowered.
5. Skippers' Meetings
 - a. A skippers' meeting shall convene 2 hours prior to the scheduled start of the first race for each series. The time for each skippers' meeting shall appear in the NOR.
6. Decision to Race by Race Committee
 - a. The DFW Airport Tower shall be used for weather determinations to calculate go/no-go chart.
 - b. Water temperature shall be the lowest number listed on either tpwd.texas.gov for Grapevine Lake Weekly Fishing Report <https://tpwd.texas.gov/fishboat/fish/recreational/fishreport.phtml> or <https://www.lakemonster.com/lake/Texas/Lake%20Grapevine-water-temperature>
 - c. Races shall not be started in less than an average of 4 knots of wind measured at the Committee Boat as determined by the PRO.
7. Schedule of Races
 - a. The NOR includes a table showing the days, dates and the scheduled times of the first warning signal for each day.
 - b. A Second Race for a fleet may be started when:
 - i. Every boat within that fleet has been finished or scored for the first race of the day and
 - ii. The warning signal for the proposed race for any fleet shall not be made later than **two and a half (2 1/2) hours** after the **first** warning signal time.
8. Racing Area
 - a. The series racing area for buoy fleets shall be the southeast quadrant of Lake Grapevine.
 - b. The "Rock Crusher" fleets and Long Distance Races may utilize the entire lake.



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9. Courses

- a. No later than the warning signal for the first start for the first fleet, the signal boat (aka race committee boat) shall display the course and the approximate compass heading to the first mark for each fleet.
 - i. A mid-leg start and finish line shall be noted by placing an “M” at the end of the course description.
 - ii. The course board at minimum shall display “offset” if an offset mark is set.
- b. The course diagrams are found on Attachment A. They show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- c. A different course may be selected for each fleet.
- d. The mid-leg start/finish line is proscribed and is an obstruction: Except when crossing to finish, any boat crossing the start/finish line after starting, shall be scored DNF. This modifies RRS 63.1 and A5.
 - i. A boat may absolve itself from the penalty for crossing the restricted line by passing the string test as described in RRS definitions, *Sailing the Course*; or
 - ii. by taking a Two-Turns Penalty as soon as possible after the infraction.

10. Marks

- a. Windward (W), Leeward (L) and reaching marks shall be red/orange buoys.
- b. The R (“Rock Crusher”) mark may be a white hazard buoy maintained by the Corps of Engineers (COE) to mark the location of the rock washing (rock crusher) equipment at the bottom of the lake. In the event a GSC mark is placed in the vicinity of Rock Crusher, the GSC mark must be rounded in lieu of the COE mark.
- c. The start and finish marks shall be red/orange buoys
- d. The L mark may be a gate.

11. Check-in

- a. Before a boat starts their first race of the day, the skipper shall sail by the signal boat (aka race committee boat) on starboard, announce his/her sail number and say “checking-in”.
- b. The race committee shall acknowledge each hail and record each check-in.

12. The Start

- a. Races shall be started by using RRS 26.
- b. The starting line shall be between the orange flag of the race committee boat and a red/orange mark.
- c. Keep clear of the starting line: Boats whose warning signal has not been made shall avoid the starting area, which is defined as fifty (50) yards from the starting line and its extensions.
- d. The order of fleet starts shall be determined by flags.
- e. The race committee may make several brief sound signals (courtesy warning) approximately one (1) minute before the first warning signal for the first sequence.
- f. Rolling starts: The race committee may use rolling starts where the start signal for a fleet starting is the warning signal for the next fleet. However, the race committee may break the sequence (for any reason deemed necessary) by not hoisting the fleet flag for the next start.



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13. Changing Course

- a. To change the position of the next mark the race committee shall move the original mark to a new position.

14. Shorten Course

- a. The race committee may shorten course for individual fleets by displaying code flag "S" and the fleet flag(s) and by making 2 sound signals. (This means that several but not all fleets may be shortened with the same signal by displaying "S" with the fleet flags). This modifies RRS 32.2.
- b. The race committee shall make the line between the signal boat (aka race committee boat) and the Shorten mark approximately PERPENDICULAR to the rhumb line between the Shorten mark and the previous mark.
- c. The race committee shall position themselves so that finishers moving along the rhumb line from the previous mark to the finish line can cross the finish line by leaving the Shorten mark to port.

15. Abandonment

- a. A race may be abandoned for an individual fleet and shall be signaled by displaying code flag "N" in conjunction with the fleet flag for which the race is being abandoned and by making three sound signals. This modifies RRS 32.1.

16. Time Limits

- a. The first warning signal of the day must occur no later than 1.5 hours after the scheduled first warning or all races for that day shall be abandoned (no more racing this day). The Race Committee shall give the "N" over "A" signal.
- b. A race (for a fleet) shall be abandoned when no boat in that fleet completes the leg to the first mark within 1 hour. A race (for a fleet) shall be abandoned when the first boat in that fleet fails to finish within 3 hours after the start signal for that fleet. Any boat in a race, failing to finish within 45 min after the first boat in her fleet has finished, shall be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

17. The Finish

- a. The finish line shall be between the orange flag of the Signal Boat (aka race committee boat) and a red buoy.

18. Damaging Another Boat

- a. Any injury or damage inflicted by an offending boat (one without right of way) shall cause the offending boat to be disqualified for that race and retired from racing for the remainder of that day. The damage must be recognizable and not superficial; e.g. a light paint rub would be considered superficial. This modifies RRS 44.1 (b)

19. Protests / Redress

- a. A boat intending to protest another boat concerning an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee of her intent to protest and, when applicable, the identity of the protestee.
- b. Protests shall be written and submitted to the race committee within one (1) hour after the Committee Boat signals they are ashore.



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- c. Notices shall be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings shall be held.
- d. Notices of protests by the race committee, technical committee or protest committee shall be posted to inform boats under RRS 61.1(b).

20. Scoring

- a. The low point scoring system (RRS A4) shall be used.
- b. Ties for a series shall be broken using RRS A8.
- c. Skippers serving on race committee on their assigned race day shall be scored as follows:
 - i. First place (RDG 1) when they have attended one of the race committee seminars (see the GSC-Calendar) during or before the series for which they have served and followed guidelines for use of Club Boats.
 - ii. Their average score (after removing throw out races) for the series when they do not attend a race committee seminar as described in 20)c.i.
 - iii. A skipper reporting for race committee duty for more than one race day in a series shall be assigned an average score after removing throw out races.
 - iv. A non throw-out score of CMDF shall be assigned to any skipper failing to fulfill her/his assigned Race Committee obligation and shall not be eligible for a trophy in that series.
 - v. The following throw-out system shall be used for all classes racing: one throw out shall be allowed for each 5 races sailed by the fleet/class. Thus:

Races Started	Throw-out
5-9	1
10-14	2
15-19	3

- d. RRS A5.3 applies for GSC Series Races
- e. DNC - Did not compete. A boat that did not come to the starting area shall be scored points for the finishing place two (2) more than the number of boats that came to the starting area and checked in for its respective fleet in that race. This changes the last sentence of RRS A5.3.

21. Further Information

- a. GSC Race Captain: Glenn Kimball, 214-717-1051, RaceCaptainGSCTX@Gmail.com
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