



2021 GBCA Chili Chase Regatta

Galveston Bay Texas

December 4, 2021

Galveston Bay Cruising Association

1500 Marina Bay Dr. Suite 1592 • Building #113B • Clear Lake Shores, TX

Sailing Instructions

Amendment #1

1. RULES

- 1.1. The event is governed by the rules as defined in [The Racing Rules of Sailing](#) (RRS).
- 1.2. The following RRS are modified herein:
 - 1.2.1. Sailing Instruction 3.5 modifies RRS 62.1(a)
 - 1.2.2. Sailing Instructions 12.3 & 12.4 modifies RRS 26
 - 1.2.3. Sailing Instruction 15.1 modifies RRS 44.1
 - 1.2.4. Sailing Instruction 16 modifies RRS 35
 - 1.2.5. Sailing Instruction 17 modifies RRS 61

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the Sailing Instructions will be posted before 0800 on the day it will take effect.
- 2.2. Changes to a sailing instruction may be made on the water by contacting the specific class(es) affected by VHF notifying of the change.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors will be posted on the [official notice board](#) located at the [official regatta website](#).
- 3.2. On the water, the race committee intends to monitor and communicate with the competitors on VHF radio channel 69.
- 3.3. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that is not available to all boats.
- 3.4. The use of a tracking program (like [RaceQs](#) or Yellowbrick) may be used for post-race evaluation only.
- 3.5. In addition to signaling individual recalls in accordance with RRS 29.1, as a courtesy, the Race Committee will attempt to broadcast the names or sail numbers of boats that have started early. Failure to make such a broadcast, failure of a boat to receive that broadcast, a boat's order in the broadcast, or the promptness of that broadcast will not be grounds for redress. This modifies RRS 62.1(a).

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the [official notice board](#) located at the [official regatta website](#).
- 5.2. When the AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.
- 5.3. In the event of signals made ashore, the Race Committee *may* also notify participants via SMS text messages to the number provided at registration.

6. SCHEDULE OF RACES

Date

Time

Event

Friday, December 3	1900 hours	Competitors briefing via conference call; details to be emailed December 2, 2021.
Saturday, December 4	1100 hours	Warning Signal for base start time
Saturday, December 4	1800 hours	Awards and consumption of chili
Saturday, December 4	1830 hours	Chili Contest judging

7. CLASS FLAGS

7.1. No class flags will be used.

8. RACE AREA

8.1. The racing area will be in the part of Galveston Bay between Seabrook and the Houston Ship Channel (HSC), and between San Leon and the Bayport Ship Channel (BSC). Boats shall not enter the HSC or BSC while *racing*.

9. COURSES

9.1. Courses are defined in Appendix A.

9.2. Courses shall be signaled by Numeral Pennate 1 or Numeral Pennate 2 from the Committee Boat.

10. MARKS

10.1. Marks are defined in Appendix A.

10.2. If a mark of the course is missing, competitors are expected to round the GPS coordinate defined in Appendix A and notify the race committee upon finishing the mark was missing.

10.3. If the mark is present and its location is different than the GPS location defined in Appendix A, competitors shall round the physical mark and notify the race committee of the difference upon finishing.

Mark	Approximate Coordinate	Description
Start/Finish	N 29° 32.567' W 094° 59.545'	RC Signal boat and a nearby orange Tetrahedron
E	N 29° 35.787' W 094° 56.935'	The Low Range Marker (Upper Range "A") in Galveston Bay. The mark is an orange and white structure near Houston Ship Channel Marker #73, 0.23 nm NNW of the old low range.
H	N 29° 33.255' W 094° 56.542'	A platform located in Galveston Bay, approximately 1.3 nm WSW of the Houston Ship Channel marker #65
South Boat Cut 8	N 29° 32.417' W 094° 55.080'	A channel marker in Galveston Bay, near the Houston Ship Channel marker #61
Todville Rd beach Tet	N 29° 34.500' W 094° 59.300'	A dropped mark anchored 8' Tetrahedron
San Leon beach Tet	N 29° 31.570' W 094° 57.400'	A dropped mark anchored 8' Tetrahedron

11. OBSTRUCTIONS

11.1. The HSC and BSC are designed as obstructions as well as any commercial traffic outside either of the Ship Channels.

12. START

12.1. The Start/Finish Line will be approximately 0.6nm south of Clear Lake channel marker 1.

12.2. The starting line will be between the staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

12.3. This is a reverse start (typically called a pursuit start) race, with the (GPS) start time for each boat based on its PHRF rating following the 1100 hour base start. See the accompanying Appendix B for assigned boat start times. This modifies RRS 26.

12.4. The Race Committee will give no additional starting signals, except to monitor and call individual boats OCS. This modifies RRS 26.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1. There will be no course changes.

14. THE FINISH

14.1. The Finishing Line is between a staff displayed a blue flag on the RC signal vessel and the course side of a nearby finishing mark.

14.2. If the Race Committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

14.3. If the Race Committee displays the "S" code flag, all classes will sail the shortened course. The Race Committee is prepared to recalculate the adjustments for the shortened course.

15. PENALTY SYSTEM

15.1. The first two sentences of RRS 44.1 are changed to:

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 of Rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turn Penalty.

15.2. Alternatively, a boat may accept a Scoring Penalty as described in RRS 44.3. The Scoring Penalty shall be 20% of the boats entered unless the incident occurred within the zone of any mark, in which case the scoring penalty shall be 40% of the boats entered.

16. TIME LIMITS

16.1. There is no time limit for this event, except for patience.

16.2. In the event the Race Committee gets bored or weather conditions change, they may display code flag "S" where all classes shall sail the shortened course. The Race Committee will recalculate the adjustments for the shortened course.

16.3. Race Committee will monitor the progress of boats racing and may consider shortening course based on the slowest boat's progress.

17. HEARING REQUESTS

17.1. The protest time limit is 120 minutes after the committee boat signals with announcement on VHF radio and/or SMS text message to number provided at registration. These times will be posted on the [official notice board](#).

17.2. Protests shall be submitted digitally via US Sailing app.

17.3. The protest and redress procedures for this regatta will utilize basic elements of the new RRS Appendix T, a US Sailing Prescription. Protests shall be communicated to the Race Committee before leaving the race area

17.4. Notices of protests by the race committee, or protest committee will be posted to inform boats under RRS 61.1(b).

17.5. Breaches of Sailing Instructions 6.2, 24, 25, 26, and 27 will not be grounds for a protest or request for redress by a boat. This changes RRS 60.1(a).

17.6. RRS 62.2(a) and 66.2(a) do not apply.

17.7. The US Sailing prescription to RRS 63.2 does not apply.

18. SCORING

18.1. One race is required to be completed to constitute a regatta.

19. SAFETY REGULATIONS

19.1. Prior to the first warning signal, each boat is required to check in by passing the stern of the Race Committee on starboard tack or via VHF radio channel 69.

19.2. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity by cell phone.

19.2.1. Principal Race Officer: Scott Tuma – 281.705.3712

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1. Substitution of damaged or lost equipment shall be the responsibility of the boat owner, or responsible party.

21. EQUIPMENT AND MEASUREMENT CHECKS

21.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21.2. Failure to comply with any of requirement so 21.1 shall result in an open bar tab for all competitors and Race Committee.

22. OFFICIAL VESSELS

22.1. Official vessels will be identified with either the traditional race committee flag (red, fouled anchor on a blue field with red letters "R" and "C"), or GBCA burgee.

22.2. Support boats are asked to check in with Race Committee and display a GBCA burgee.

23. TRASH DISPOSAL

23.1. Each boat is responsible for disposing of any and all trash when returning to dock.

24. HAUL-OUT RESTRICTIONS

24.1. There are no haul-out restrictions as this is a single day event.

25. DIVING EQUIPMENT AND PLASTIC POOLS

25.1. No restrictions since this is a single day event.

26. PRIZES

26.1. Prizes will be given based on the number of entries detailed in the Notice of Race.

27. RISK STATEMENT

27.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permeant, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

28. INSURANCE

28.1. Each participating boat shall be insured with a valid third party liability insurance with a minimum coverage of \$300,000 per incident or the equivalent.