GRAN CONCURSO *barco* TORO

☞ 51st Annual ☜

Dear Cowship skipper:

The procedures we have used over the past several years have worked well to ensure the safety of the Bullship fleet. Our two major concerns continue to be (1) communications and (2) location of Cowships in relation to the Fleet. With this in mind, the following procedures will be in effect for this year's race.

First: The race committee will provide a race communications station called COWSHIP CONTROL. Cowship Control will provide a communications link among the Cowships and the Coast Guard. Cowship Control will monitor VHF channel 16 and be able to communicate on the other VHF channels noted in the following paragraph.

Second: All Cowships with radios are to monitor VHF channel 72 and must be able to switch to one of the other non-commercial channels 9, 69, 70, 71, or 78 on request for the transfer of race information.

Third: At least one Cowship will be asked to provide flank security on each side of the Bullship fleet: between the fleet and the Golden Gate bridge, and between the fleet and Alcatraz. These Cowships will provide advance warning of any situation that might require the assistance of other Cowships. Also, these Cowships will maintain communications with the race committee boat.

Fourth: All other Cowships should maintain a "picket line" along the back portion of the Bullship fleet so that they will be in position to provide assistance to any Bullship that might request it. Should the Race Committee declare the race to be over (see Rule 11 of the Special Bullship Race Rules and Instructions) these Cowships will be in position to pick up the remaining Bullships from the back of the fleet and then work their way forward. This should provide us with good coverage for the entire fleet.

Fifth: Watch for dropouts! We need to account for all of the Toros when the race is over. Keep track of Toros that head for shore, especially on the Marin side, and help them if needed. Be sure to record and report to the sail number of any Toro you rescue or you observe dropping out.

Sixth: Any Cowship skipper refusing to provide requested assistance to any Bullship or to support the race committee upon request, without good reason, may be excluded from the Cowship fleet in future races.

We thank you for your support and understanding of the above. Cowships are an important part of this Regata. We all want to provide the Bullships with the safest possible Bay crossing and, with your help, I know we will.

Regards,

Juan Frasero
Almirante de las Barca-Vacas

Toro supplementary instructions on reverse

BULLSHIP RACE

SUPPLEMENTARY INSTRUCTIONS

PLEASE READ CAREFULLY

A. Starting: "Round the End" Rule

In order to avoid the problem encountered in previous years with the Start, and to give everyone an equal opportunity, the Start will be conducted under the "I" flag or "round the end" starting procedure [Rule 51.1(c) USSA]. Essentially, anyone on the course side of the Start Line during the final minute before the Start of the race must round the Starting Boat to the starting side of the Start Line to officially start the race. Failure to do so will result in DISQUALIFICATION.

The following are the Bullship "Round the End" Starting Procedures:

1. The "I" flag [a square flag with yellow background and a black circle in the middle] will be raised by the Race Committee on the Starting Boat at or before the time of raising the WHITE warning signal. The "I" flag will signify that the "round the end" starting rule and procedures are in effect for ALL starts of the Bullship Race.

2. The "I" flag will be lowered and a sound signal given simultaneously with the lowering of the Preparatory flag [Blue shape] at one minute before the Start. From this time until the Start, any boat that is wholly or partly over the Start Line, on the course side of the line, is required to "round the end" before starting.

3. Any boat over the Start Line during the final minute before the Start signal must sail around the end of the line [i.e., the Starting Boat] and back to the starting side of the line before officially starting the race. Inasmuch as the Bullship Race has only one open end of its Start Line, any boat required to "round the end" must round the Starting Boat, regardless of the individual's position in the starting area.

4. In the event that any boat that has been over the line is not clearly on the starting side of the line at the time of the Start, the "X" flag [a square white flag with a blue cross] will be flown until such time as all boats "rounding the end" are clear. The Race Committee WILL NOT hail any individual boat over the Start Line early. It is the responsibility of the individual sailors to make certain their boats are not over the line before the Start, and to follow the "round the end" procedure if they have violated the Start Line during the final minute before the Start. Any sailor not clearing the violation by rounding the Starting Boat will be disqualified.

B. General Recall

In the unlikely event of a General Recall, we will continue with the original clock and restart five minutes after the recalled start. The "I" flag will be flown until one minute before the restart.

C. ***Notification of Withdrawal from the Race***.

If you withdraw from the race you must notify the Bullship Race Committee. You can inform the Race Committee via VHF radio [from a Cowship] or by the MARINE TELEPHONE OPERATOR using the call signal Cowship Control. Be sure you notify a Cowship of your sail number, your name, and the approximate time of your withdrawal. Failure to comply with this rule may result in future Bullship ineligibility. *And if you're not accounted for, you might be liable for the costs of searching for you!!*

D. Means of Propulsion

The Race Committee has received several complaints about violation of the Means of Propulsion rules, together with suggestions for remedies that seem prejudicial if not downright unfriendly. Remember, you may be disqualified if the Race Committee receives substantial and convincing reports that you have been TOWED or you have PADDLED, SCULLED, ROCKED, OOCHED, OR PUMPED at any time after the Preparatory signal and before you finish the race. Also, remember there is no 720 remedy for Means of Propulsion violations.

You can help your fellow Toro skipper [who might be unwittingly violating the Means of Propulsion rules] by hailing if you observe a violation. If *you* are hailed, think about what you have been doing, and if you realize it might be a violation, don't do it!

The foregoing supplementary instructions amplify certain of the "Special Bullship Race Rules and Instructions" printed on the reverse side of the race announcement. All of the Special Rules and Instructions are fully in effect, whether or not amplified in this supplement.

Annual Bullship Race Committee

Revised January 2004

Cowship supplementary instructions on reverse