



LYC Bay Cup II

August 1, 2015

Presented by: Lakewood Yacht Club

Organizing Authority: Bay Access

Sailing Instructions

1. RULES

- 1.1 The Race will be governed by the rules as defined by the Racing Rules of Sailing (“RRS”).
- 1.2 The Penalty for violating RRS 31 by touching an anchored Committee Boat shall be to retire, and no exoneration is available. This modifies RRS 44.1 and 64.1(a).
- 1.3 The penalty for violating a rule of Part 2 with the result that another boat touches an anchored Race Committee Boat, shall be for the offending boat to retire.
- 1.4 For purposes of Sailing Instructions 1.2 and 1.3, touching a float and its line trailing from an anchored Race Committee Boat will not be treated as touching an anchored Race Committee Boat, but will be treated as touching a mark in violation of RRS 31 and penalties and exoneration will be controlled by RRS 44.1 and 64.1.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board, located in the vicinity of the west end of the pool at Lakewood Yacht Club.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any written change to the Sailing Instructions will be posted before 0900 hours on the day it will take effect, except that any change to the race schedule will be posted by 2100 hours on the day before it will take effect.
- 3.2 Oral changes to the Sailing Instructions may be given on the water by hail on the appropriate VHF channel in accordance with RRS 90.2(c).

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the yardarm at Lakewood Yacht Club.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes".

5. RACE SCHEDULE

- 5.1 The warning gun for the first start will be no earlier than 1200 hours.
- 5.2 One race is scheduled.

6. CLASSES

Class assignments and class flags will be identified and designated in Appendix B.

7. CLASS RULES FOR CRUISING FLEETS

- 7.1 Boats in the Classic Canvas Class shall use sails of woven polyester such as Dacron only.
- 7.2 Two headsails may not be carried at the same time, except while changing headsails, the replacing sail may be set and trimmed before the replaced sail is lowered.
- 7.3 A whisker pole may be used to wing out a headsail, the luff of which must be attached to a headstay. A whisker pole or spinnaker pole shall not be used to wing out a spinnaker.
- 7.4 Boats in the Poleless Cruising Spinnaker Class may use only asymmetrical spinnakers, or symmetrical spinnakers flown like an asymmetrical spinnaker by means of a tacking device such as an ATN Tacker. No more than one spinnaker may be flown at a time and no more than two spinnakers may be carried on board. The Tack Point of Spinnaker (TPS) must be attached at the centerline of the boat at the stem or on a fixed

bowsprit. TPS shall not exceed 125% of "J". Maximum Spinnaker Girth shall be no greater than 183% of "J" and Maximum Spinnaker Luff shall be no greater than 102% of "I". The spinnaker may be used with or without a pennant, adjustable tack line, snuffer, or furler. No other spinnakers are allowed.

8. RACING AREA

- 8.1 The racing area will be in the part of Galveston Bay between Seabrook and the Houston Ship Channel, and between San Leon and the Bayport Ship Channel. Boats shall not enter the Houston Ship Channel or Bayport Ship Channel while *racing*. The Houston Ship Channel and the Bayport Ship Channel are designated as obstructions

9. RADIO COMMUNICATION

The Race Committee will monitor VHF Channel 72 and will use this channel to communicate with racers regarding the starting location and the starting sequence. Boats not having a VHF radio or one not operational will not use this as grounds for redress.

10. CHECK IN

- 10.1 Before the first Warning Signal of the first race, a boat shall check in with the Race Committee on the water by sailing past the stern of the anchored Race Committee Boat on starboard tack and hailing the boat's name or sail number, until acknowledged by the Race Committee.
- 10.2 Failure to check in is not subject to protest by another boat.
- 10.3 In the event the Race Committee protests a boat for failure to check in, a scoring penalty of the loss of one finishing position may be assessed by the protest committee without hearing.
- 10.4 At each boat's check-in, every person on board shall be visible on deck wearing a personal floatation device (PFD).

11. THE COURSES AND MARKS

- 11.1 Courses will be signaled by a numeral pennant correlating with the course diagrams described in Appendix A. The approximated heading and distance to each mark are also described.
- 11.2 No later than the Warning Signal for each class, the Race Committee will display, through the use of numeral pennants, the course to be sailed for that start.

11.3 Fixed mark courses will use marks “E”, “H”, “South boat cut 8” and two 8' Tetrahedrons dropped, one in front of the Todville Road shoreline and the second in front of the San Leon shoreline. Approximate coordinates and description of the marks are:

Mark	Approximate Coordinate	Description
Start/Finish Gate	N 29° 32.567' W 094° 59.545'	<i>RC Signal boat and a nearby orange Tetrahedron</i>
E	N 29° 35.787' W 094° 56.935'	<i>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.</i>
H	N 29° 33.255' W 094° 56.542'	<i>A platform located in Galveston bay, approximately 1.3 nm WSW of the Houston Ship Channel marker #65.</i>
South Boat Cut 8	N 29° 32.417 W 094° 55.080'	<i>A channel marker in Galveston bay, near the Houston Ship Channel marker 61</i>
Todville Rd beach Tet	N 29° 34.500' W 094° 59.300'	<i>An anchored 8' Tetrahedron</i>
San Leon beach Tet	N 29° 31.570' W 094° 57.400'	<i>An anchored 8' Tetrahedron</i>

12. THE START

- 12.1 The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end and an orange buoy or tetrahedron on the port end.
- 12.2 Boats whose warning signal has not been made shall stay clear of the starting area.
- 12.3 Boats starting late shall keep clear of boats whose warning signal has been made. Boats starting more than 20 minutes after the start of their class will be scored DNS (Did Not Start).
- 12.4 The race will start in accordance with RRS 26.

13. SHORTENING COURSE

In the event the Race Committee decides to shorten the course for some, but not all classes, the Race Committee will display the class flag for the class or classes, whose course is being shortened along with the “S” flag as required by RRS 32.2.

14. RETIRING

A boat that retires from the race shall notify the Race Committee as soon as possible by one or more of the following means: a) by radio using VHF Channel 72; b) by calling the LYC Office (281) 474-2511; c) by sailing past the Race Committee boat and announcing withdrawal and receiving acknowledgment.

15. THE FINISH

Except in the event of a shortened course pursuant to RRS 32, the Finishing Line for all courses will be between an orange tetrahedron or buoy, and a staff displaying a blue flag on a race Committee Boat.

16. TIME LIMIT

16.1 The time limit will be 300 minutes (five hours) after the start of each class. Boats that have not finished within 300 minutes will be scored DNF (“DID NOT FINISH”).

17. PROTESTS AND REQUESTS FOR REDRESS

The protest and redress procedures for this regatta will comply with the basic elements of new RRS Appendix T. We will use Section B (Post Race Penalties) and Section C (Expedited Hearings).

- 17.1 A boat intending to protest another boat or to request redress shall notify the Race Committee via VHF Channel 72 at the first reasonable opportunity after finishing. A list of notifications will be posted as soon as it is available.
- 17.2 Protest forms are available in the LYC Clubhouse Office. Protests shall be delivered there as soon as possible and within the protest time limit. Protestors and Protestees are requested to promptly go to the LYC Clubhouse Office and either wait for resolution or leave a reliable contact number.
- 17.3 A boat may take a post race penalty, which shall be a Scoring Penalty, calculated as stated in rule 44.3(c). Prior to the Protest Time Limit, a boat may accept a 20% penalty. After the Protest Time Limit and before any hearing begins, a boat may accept a 30% Penalty.
- 17.4 The protest time limit will be sixty (60) minutes after the Race Committee Signal Boat returns to the Lakewood Inner Harbor or 90 minutes after the time limit for the last class, whichever is earlier.
- 17.5 Notices of scheduled hearing times and locations will be posted within thirty (30) minutes of the expiration of the protest time limit.
- 17.6 Notice of a protest by the Race Committee will be posted on the official notice board.

- 17.7 CHANGES IN HEARING PROCEDURES: This applies to all hearings except those under rule 69 or in case of injury or damage.
- 17.7.1.1 If the protest committee is able to assemble the parties to a hearing before the protest time limit, it may begin a hearing and may waive the requirements of rule 61.2 or 62.2.
- 17.7.1.2 Rule 63.5 is changed to: 'At the beginning of the hearing, if there is no objection, the protest or request for redress is valid and the hearing shall be continued'. If an objection is made, the protest committee shall take any evidence and may declare the protest or request for redress invalid.
- 17.8 All protests not involving damage or injury, between boats in Cruising Non-Spin Classic Canvas classes will be settled by arbitration, with the penalties being set by the arbitrator who may choose 20% or 40% penalty for **all** at-fault parties. Arbitration will take place as soon as both parties are available.
- 17.9 The Bay Cup II Regatta will not use the US Sailing Prescriptions to the rules concerning Redress hearings, specifically Rules 60 and 63.2.

18. SCORING

All classes will be scored using Time on Distance (TOD) scoring. No score will be excluded. This modifies RRS Appendix A2.

19. PRIZES

- 19.1 Trophies will be awarded to the first two boats in classes or divisions of four or five boats, to the first three boats in classes or divisions of six to eight boats and to the first four boats in classes with more than eight boats.
- 19.2 Bay Cup Series awards will be given to the top finishers in each class, who will have competed in both, 2015 Bay Cup I and 2015 Bay Cup II (same boat, same class, same skipper).
- 19.3 Prizes will be awarded during the post-race party Saturday evening.

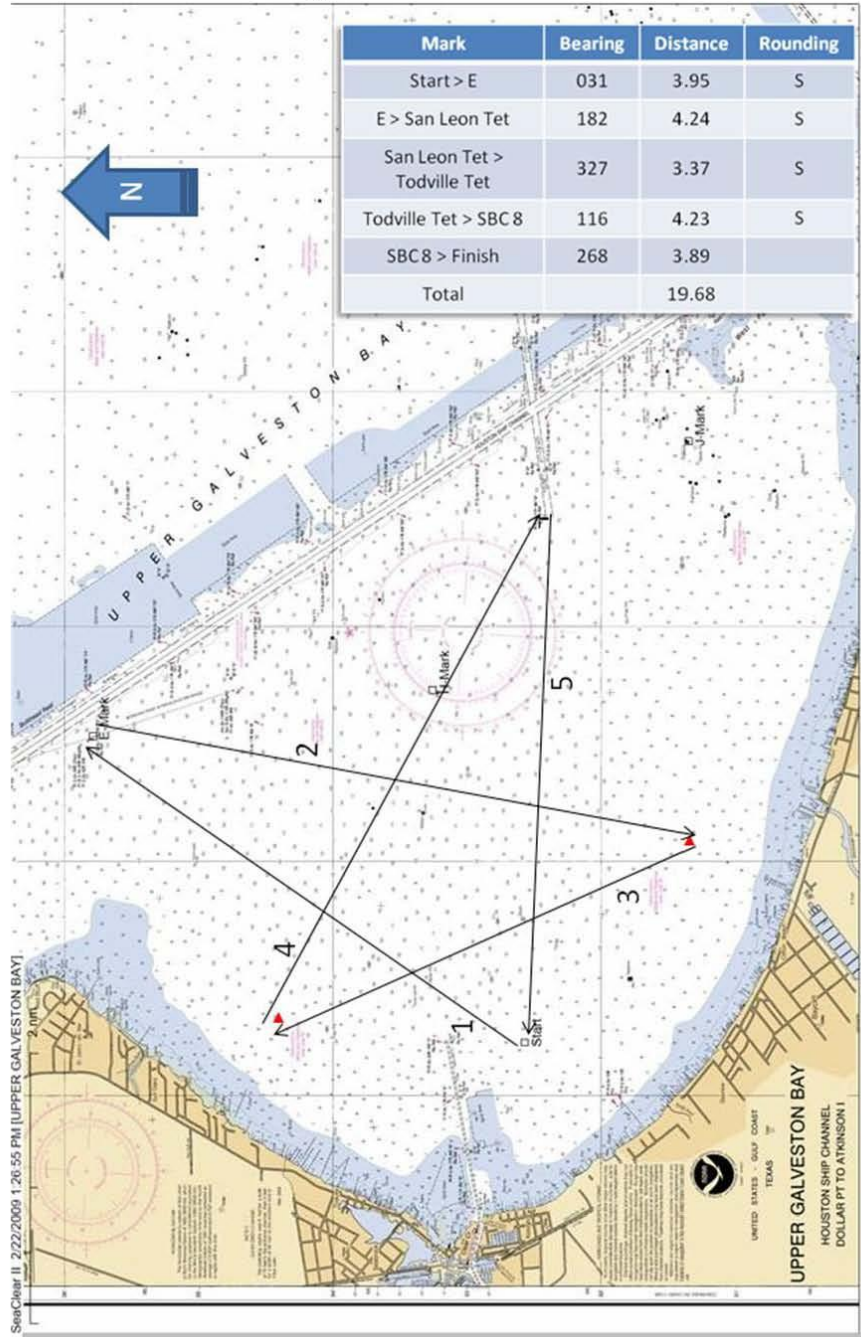
20. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$ 300,000 per event.

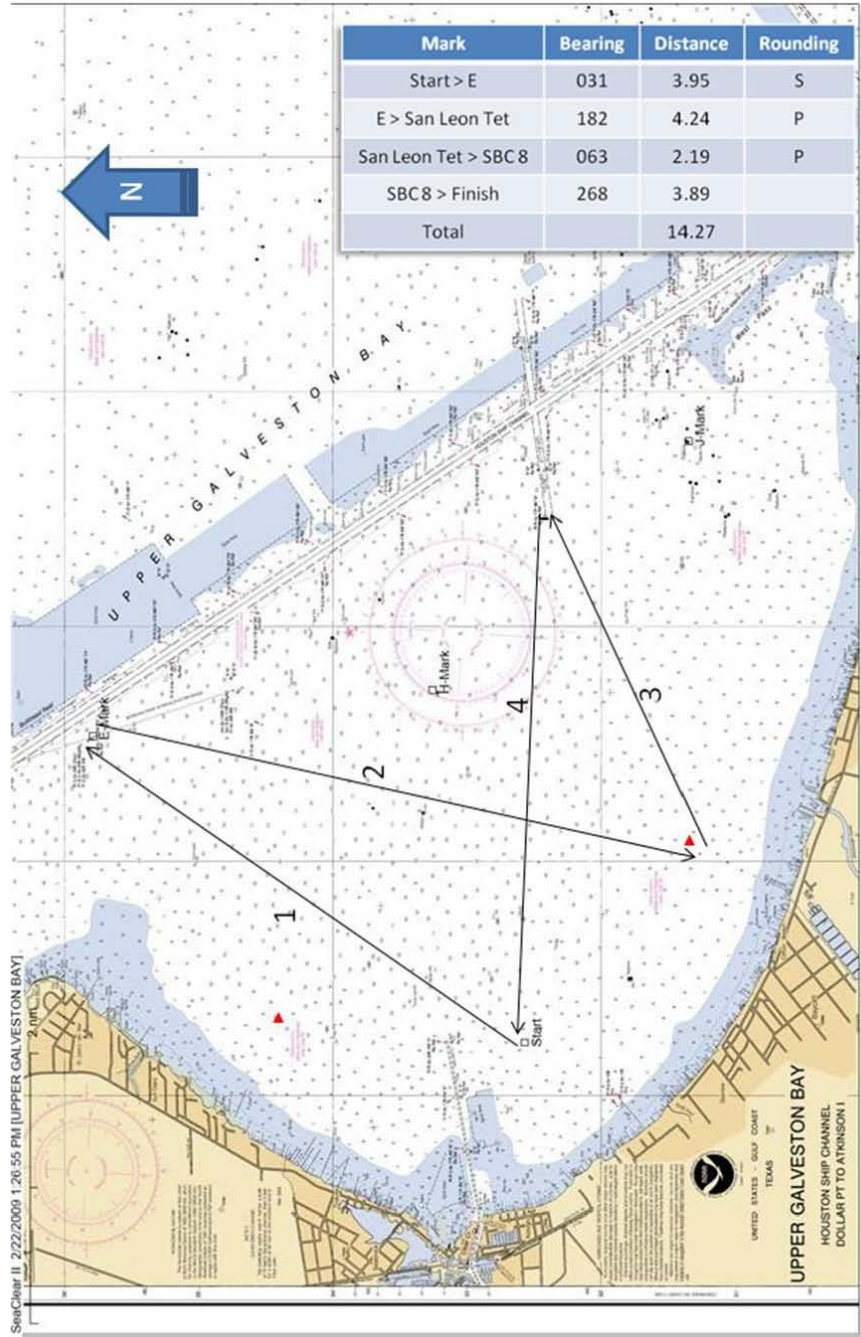
21. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk – see RRS 4, Decision to Race. The organizing authority will not accept liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

Appendix A - Course 3 "Star"



Appendix A - Course 4 "Bowtie"



APPENDIX B:

CLASSES, CLASS DIVISIONS AND STARTING SEQUENCE

<u>CLASS</u>	<u>FLAG</u>
CRUISING NON-SPIN CLASSIC CANVAS A	YELLOW
CRUISING NON-SPIN CLASSIC CANVAS B	YELLOW
CRUISING NON-SPIN CLASSIC CANVAS C	YELLOW
PHRF NON-SPIN	PINK
J/105	GREEN
J/109	GREEN
PHRF SPIN A	GREEN
PHRF SPIN B	GREEN