

Sailing Instructions – Amendment #1

LYC Bay Cup II

August 5, 2017

Presented by: Lakewood Yacht Club

Organizing Authority: Bay Access

Seabrook, Texas, USA

1. RULES

1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

1.2. The US Sailing Prescriptions will apply.

1.3. Racing rule(s) 35, 44.1, 52, 62.1, 62.2, 64.1, A2, A4, and A5 will be changed as follows:

1.3.1. The Penalty for violating RRS 31 by touching an anchored Committee Boat shall be to retire, and no exoneration is available. This changes RRS 44.1 and 64.1(a).

1.3.2. 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.

1.3.3. For purposes of Sailing Instructions 1.4.1 and 1.4.2, 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.

1.3.4. Boats in the Classic Canvas Class may use power driven winches. This changes RRS 52.

1.3.5. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

1.3.6. The time limit for boats to finish is 1530. Failure to meet the time limit will not be grounds for redress. This changes RRS 62.1(a).

1.3.7. Boats failing to finish by the time limit will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

1.3.8. If the race committee posts a list of boats scored OCS, ZFP, UFD or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. Sailors are encouraged to check the official notice board as soon as possible. The Protest Committee may extend the time limit if there is good reason to do so. This changes RRS 62.2.

1.3.9. No score will be excluded. This changes RRS Appendix A2.

1.4. Additional Rules

1.4.1. Boats in the Classic Canvas Class may use sails made only of woven polyester such as Dacron.

1.4.2. Boats in the Classic Canvas Class may use power driven winches. This changes RRS 52.

1.4.3. 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.

1.4.4. A 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 an asymmetrical spinnaker.

1.4.5. Boats in the Cruising Poleless 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. The spinnaker may be used with or without a pennant, adjustable tack line, snuffer, or furler. No other spinnakers are allowed.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near 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 0800 hours on the day it will take effect, except that any change to the schedule of races 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" in the race signal AP.

5. SCHEDULE OF RACES

5.1. Date of racing: August 5, 2017

5.2. Number of races: One or two races will be held.

5.3. The scheduled time of the warning signal for the first race is 1100.

5.4. No warning signal will be made after 1400.

5.5. Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'

6. CLASS FLAGS

Class flags will be:

<u>Class</u>	<u>Flag</u>
Cruising Non-Spin Classic Canvas	Yellow
Cruising Poleless Spin	Yellow
PHRF Non-Spin	Green
PHRF Spin Non-Sprit	Pink
PHRF Spin Sprit	Pink
J/105	j/105 Class Flag

7. THE COURSES

7.1. The diagrams in Attachment A show the courses, including the approximate angles between the legs, the order in which marks are to be passed, and the side on which each mark is to be left.

7.2. No later than the warning signal, the race committee signal vessel will display a numeral pennant for the course to be sailed for that start. The Race Committee may, at its discretion, set different courses for different classes.

8. MARKS

8.1. Marks for Courses 1 and 2 will be dropped marks in Trinity Bay in the following approximate positions:

<u>Mark name</u>	<u>Lat</u>	<u>Lon</u>
TB 1	29*32.950	94*53.300
TB 2	29*34.750	94*53.600
TB 3	29*35.500	94*51.500
TB 4	29*33.600	94*50.650

8.2. Marks for Courses 3 and 4 will be fixed and dropped marks on Galveston Bay in the following approximate positions:

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>

9. AREAS THAT ARE OBSTRUCTIONS

- 9.1. The Houston Ship Channel is designated as an obstruction. It may not be entered or crossed while racing.
- 9.2. Boats shall not interfere with commercial vessels operating in the Houston Ship Channel (HSC). Boats doing so will be subject to protest and will be disqualified.

10. THE START

- 10.1. Races will be started by using RRS 26 with the warning signal made five (5) minutes before the starting signal.
- 10.2. The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and a tetrahedron or ball at the port end.
- 10.3. Boats whose Warning Signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.4. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

11. CHANGE OF THE NEXT LEG OF THE COURSE

If 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 shortened along with the "S" flag as required by RRS 32.2.

12. THE FINISH

- 12.1. Except in the event of a shortened course pursuant to RRS 32, the finishing line will be between a staff displaying a blue flag on the Race Committee Signal Boat at the starboard end and a tetrahedron or ball at the port end.
- 12.2. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

13. TIME LIMITS and TARGET TIMES

- 13.1. The time limit for boats to finish is 1530. Failure to meet the time limit will not be grounds for redress. This changes RRS 62.1(a).
- 13.2. Boats failing to finish by the time limit will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

14. PROTESTS and REQUESTS for REDRESS

- 14.1. The protest and redress procedures for this regatta will use RRS Appendix T which has been modified for the 2017-2020 RRS. It includes arbitration and post-race penalties.
- 14.2. A boat intending to protest another boat or to request redress 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 hailing their intent, identifying the other boat, and receiving acknowledgment. A list of notifications will be posted as soon as it is available
- 14.3. Protest forms are available in the LYC Clubhouse Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit. Protestors and Protestees are requested to promptly go to the LYC Clubhouse Office to either wait for resolution or leave a reliable contact number.
- 14.4. The protest time limit is 60 minutes after the Race Committee Signal Boat returns to the Lakewood Inner Harbor.
- 14.5. Notices will be posted no later than thirty (30) minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, the location of which will be identified on the notice, beginning at the time posted.
- 14.6. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 14.7. If the race committee posts a list of boats scored OCS, ZFP, UFD or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. Sailors are encouraged to check the official notice board as soon as possible. The Protest Committee may extend the time limit if there is good reason to do so. This changes RRS 62.2.

15. SCORING

- 15.1. No score will be excluded. This changes RRS Appendix A2.
- 15.2. All handicap classes will be scored using Time on Distance (TOD) scoring.
- 15.3. To be eligible for a Bay Cup Series award, a boat must compete in both the 2017 Bay Cup I and Bay Cup II regattas with same boat, same class, and same skipper.

16. SAFETY REGULATIONS

- 16.1. 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. Boats may not check in by VHF radio.
- 16.2. Failure to check in is not subject to protest by another boat.
- 16.3. In the event the Race Committee protests a boat for failure to check in, the penalty shall be disqualification for violation of rule 10.4.
- 16.4. At each boat's check-in, every person on board shall be visible on deck wearing or holding a personal floatation device (PFD).
- 16.5. A boat that retires from a 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.

17. RADIO COMMUNICATIONS

- 17.1. 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.

18. PRIZES

Prizes will be given as follows:

- 18.1. 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 or seven boats and to the first four boats in classes with eight or more boats.
- 18.2. Bay Cup Series awards will be given to the top finishers in each class, who will have competed in both 2017 Bay Cup I and 2017 Bay Cup II (same boat, same class, same skipper).
- 18.3. Prizes will be awarded during the post-race party Saturday evening.

19. DISCLAIMER of LIABILITY

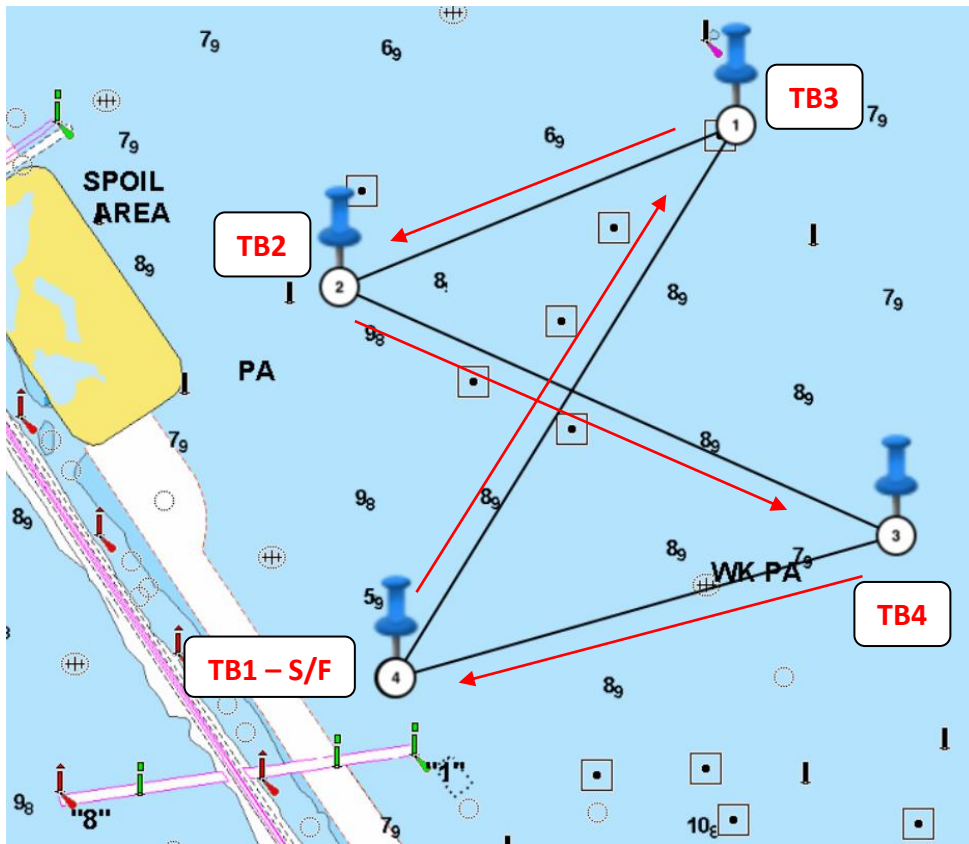
Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

20. INSURANCE

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

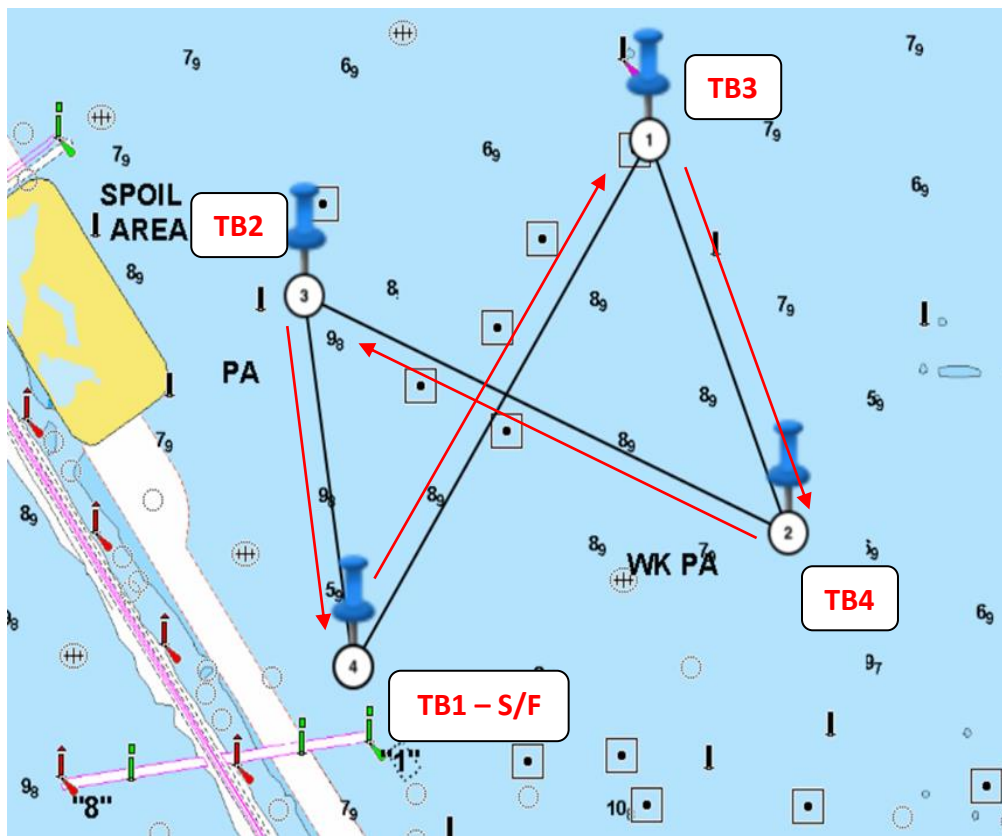
ATTACHMENT A: COURSES

2017 Bay Cup II Course 1



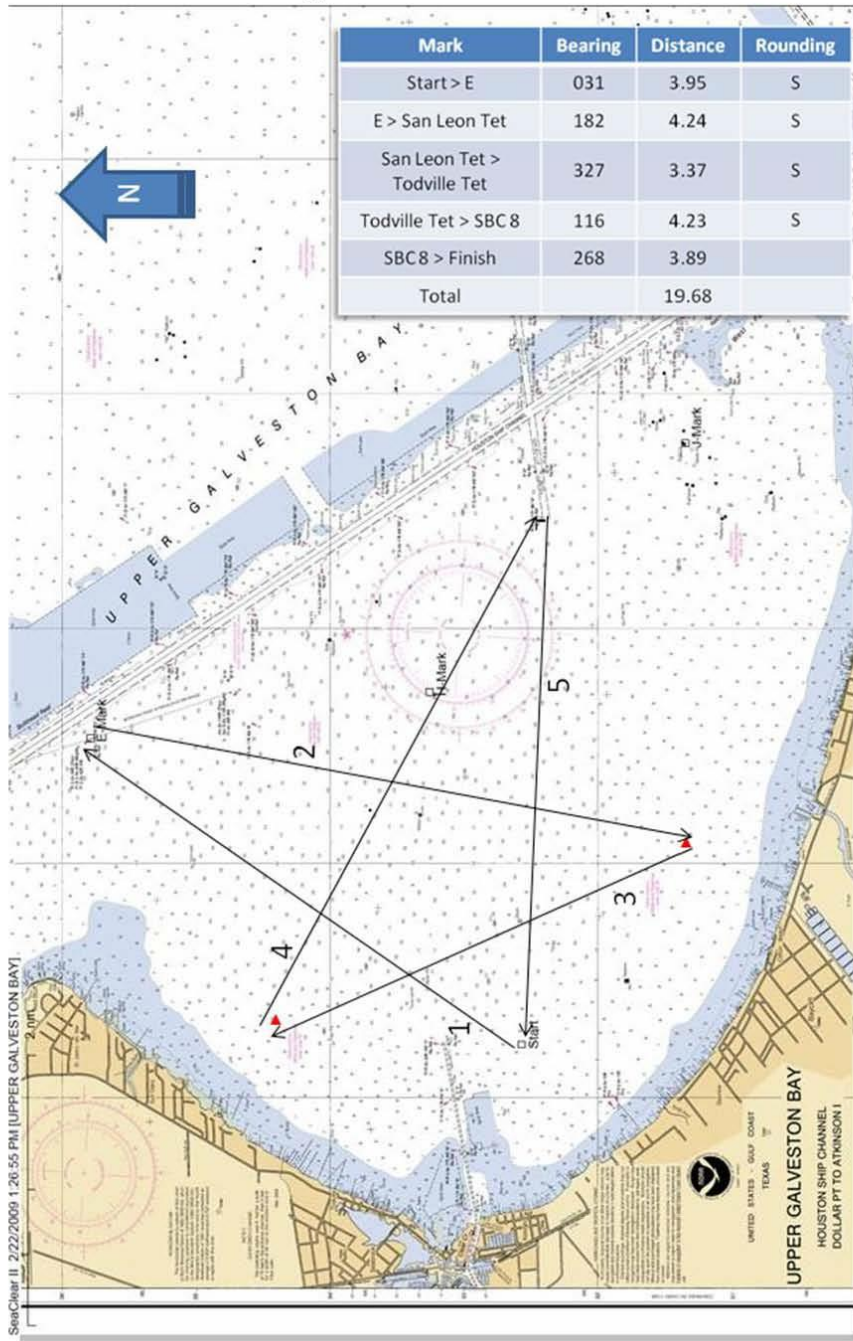
	Location	Approx Bearing	Distance	Lat	Lon	Instruction
Start	b/w signal boat & pin / near TB 1			29*32.950	94*53.300	
1	TB 3	32*	3.0 nm	29*35.500	94*51.500	Leave to port
2	TB 2	248*	2.0 nm	29*34.750	94*53.600	Leave to port
3	TB 4	114*	2.8 nm	29*33.600	94*50.650	Leave to stbd
Finish (4)	b/w signal boat & pin / near TB 1	254*	2.4 nm	29*32.950	94*53.300	

2017 Bay Cup II Course 2



	Location	Approx Bearing	Distance	Lat	Lon	Instruction
Start	b/w signal boat & pin / near TB 1			29°32.950	94°53.300	
1	TB 3	32°	3.0 nm	29°35.500	94°51.500	Leave to stbd
2	TB 4	159°	2.0 nm	29°33.600	94°50.650	Leave to stbd
3	TB 2	294°	2.8 nm	29°34.750	94°53.600	Leave to port
Finish (4)	b/w signal boat & pin / near TB 1	172°	1.8 nm	29°32.950	94°53.300	

Appendix A - Course 3 "Star"



Appendix A - Course 4 "Bowtie"

