



# The J. Kevin Box Perpetual Conundrum Regatta

Galveston Bay Texas

April 16, 2016

Galveston Bay Cruising Association and SOS-TEX

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

## Sailing Instructions

### 1. RULES

The Race will be governed by The Racing Rules of Sailing (RRS) 2013-2016 including US SAILING Prescriptions, Section 6 of the SOS-TEX bylaws attached, PHRF of Galveston Bay, the Notice of Race and these Sailing Instructions. Autopilot and/or wind-powered self-steering gear are allowed while racing. This modifies RRS 52.

The following RRS are modified herein:

Sailing Instruction 5.2 modifies RRS 62.1(a)

Sailing Instruction 8.2 & 8.3 modifies RRS 26

Sailing Instruction 11 modifies RRS 61

Sailing Instruction 13 modifies RRS 35

Crew size is limited to single-hand and double-hand classes.

### 2. NOTICES TO COMPETITORS

Notices to Competitors will be posted at:

[https://www.regattanetwork.com/clubmgmt/applet\\_club\\_events.php?CLUB\\_ID=162](https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=162) .

### 3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions or notice of race will be posted before 0700 on the day it will take effect.

### 4. WARNING SIGNAL

The warning signal for the first start will not be before 1055 hours.

### 5. RADIO COMMUNICATION

5.1 Radio communication will be conducted on VHF channel 69.

5.2 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 that broadcast, or the promptness of that broadcast will not be grounds for redress. This modifies RRS 62.1(a).

5.3 If a weather-related postponement is required it will be announced at 1000 on VHF Channel 69. Postponements will be in increments of 1 hour. Starting time will be adjusted accordingly, so for example if we postpone hour, you will add one hour to your start time. The finish cut off time will also be delay by the same amount of time.

### 6. CHECK-IN PROCEDURE

All yachts intending to race shall check in with the Race Committee on VHF Channel 69 prior to their warning signal.

### 7. START LINE / GATE / FINISH LINE

The Start Line / Gate / Finish Line will be approximately 0.6nm south of Clear Lake channel marker 1, between an Orange Flag displayed from the Signal Boat and the course side of a nearby Orange Mark. The Start/Finish line will be used as a

Gate during the race. The line will be oriented on an angle that is approximately parallel to the alignment of the 3 fixed marks.

## 8. THE START

8.1 The starting line will be between the staff displaying an orange flag on the Signal Boat on the starboard end and the course side edge of a nearby Mark at the port end of the line.

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

8.3 The Race Committee will give no additional starting signals, except to monitor and call individual boats OCS as soon as practical after their assigned start time with sound and the individual recall flag. Any boat(s) signaled as OCS at their respective starting *time* shall thereafter sail from the course side across the starting line or one of its extensions to the pre-start side before *starting*. Failure to receive the OCS signal shall not be grounds for redress. This modifies RRS 26.

8.4 The signal boat *may* broadcast occasional time checks on VHF 69 until all boats have started.

## 9. THE COURSE

After starting:

- Sail to any of the three Marks listed below as E, H and M52. Round Mark to Port.
- Sail back to and though the Gate formed by the Signal Boat and nearby Mark from the direction of the last mark.
  
- Sail to either of the two remaining Marks not yet rounded. Round Mark to Port.
- Sail back to and though (i.e. between) the Gate formed by the Signal Boat and nearby Mark from the direction of the last mark.
- Sail to the one remaining Mark not yet rounded. Round Mark to Port.
- Sail back to finish.

When sailing through the Gate, boats shall round either the **SIGNAL BOAT TO PORT** or the **MARK TO STARBOARD** before proceeding to the next mark.

Boats shall not enter the Houston Ship Channel. The Houston Ship Channel is designated as an Obstruction. The Official Course Length is 20.4 nautical miles. A chart showing the relative position of the marks will be available as Appendix A and from a link on the official notice board. This chart is schematic in nature and is not to be used for navigation.

Approximate location of Start/Finish Gate and Marks:

| Mark              | Approximate Coordinate          | Description   |
|-------------------|---------------------------------|---|
| Start/Finish Gate | N 29° 32.567'<br>W 094° 59.545' | <i>RC Signal boat and a nearby orange Tetrahedron</i>   |
| E                 | N 29° 35.787'<br>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'<br>W 094° 56.542' | <i>A platform located in Galveston bay, approximately 1.3 nm WSW of the Houston Ship Channel marker #65.</i>  |
| M52               | N 29° 31.808'<br>W 094° 55.597' | <i>A piling with "Gal Shellfish Mark 52" signage. located approximately 2.2nm NNW of Eagle Point and 1.2nm NW by W of the former J mark.</i>                                      |

**In the event a mark is found to be missing and has not been replaced with a missing mark flag or with an inflatable mark, boats are to round the coordinates of the mark.**

## 10. THE FINISH

The Finish Line will be between a staff displaying an orange flag on the Signal Boat on the port end and the course side edge of the starboard end Orange Mark.

## 11. PROTESTS

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 and must be filed in writing within 2 hours of the last boat finishing. This modifies RRS 61. Protests shall be filed at the GBCA clubhouse.

## 12. SAFETY and WITHDRAWING PROCEDURES

12.1 Attention is called to RRS 4: Decision to Race, "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

12.2 The Race Committee places high priority on accounting for every yacht participating in a race. It is imperative that any yacht withdrawing from a race makes its best and most persistent efforts to notify other parties of such withdrawal at the earliest opportunity. Withdrawing yachts should make every effort to contact the Race Committee and/or other nearby yachts to communicate the withdrawal via VHF channel 69. If radio communication is unavailable, call or text message the Race Committee phone number: 281.216.4082 and leave a message. Proper reporting of a withdrawal should include; yacht name, sail number and skipper's name.

12.3 Code flag "Y" **MAY BE** displayed from the RC Signal boat in accordance with the Racing Rules of Sailing 27.1.

## 13. TIME LIMIT

Racing will be concluded as of 1700 hours Saturday, April 16. Yachts not finished after this time will be scored as Did Not Finish (DNF). This modifies RRS 35.

## 14. SCORING

The Race Committee will score the race with reverse start (pursuit) style race using the performance handicapping racing formula, time on distance, for each yacht, as determined by the Race Committee.

## 15. AWARDS PRESENTATION

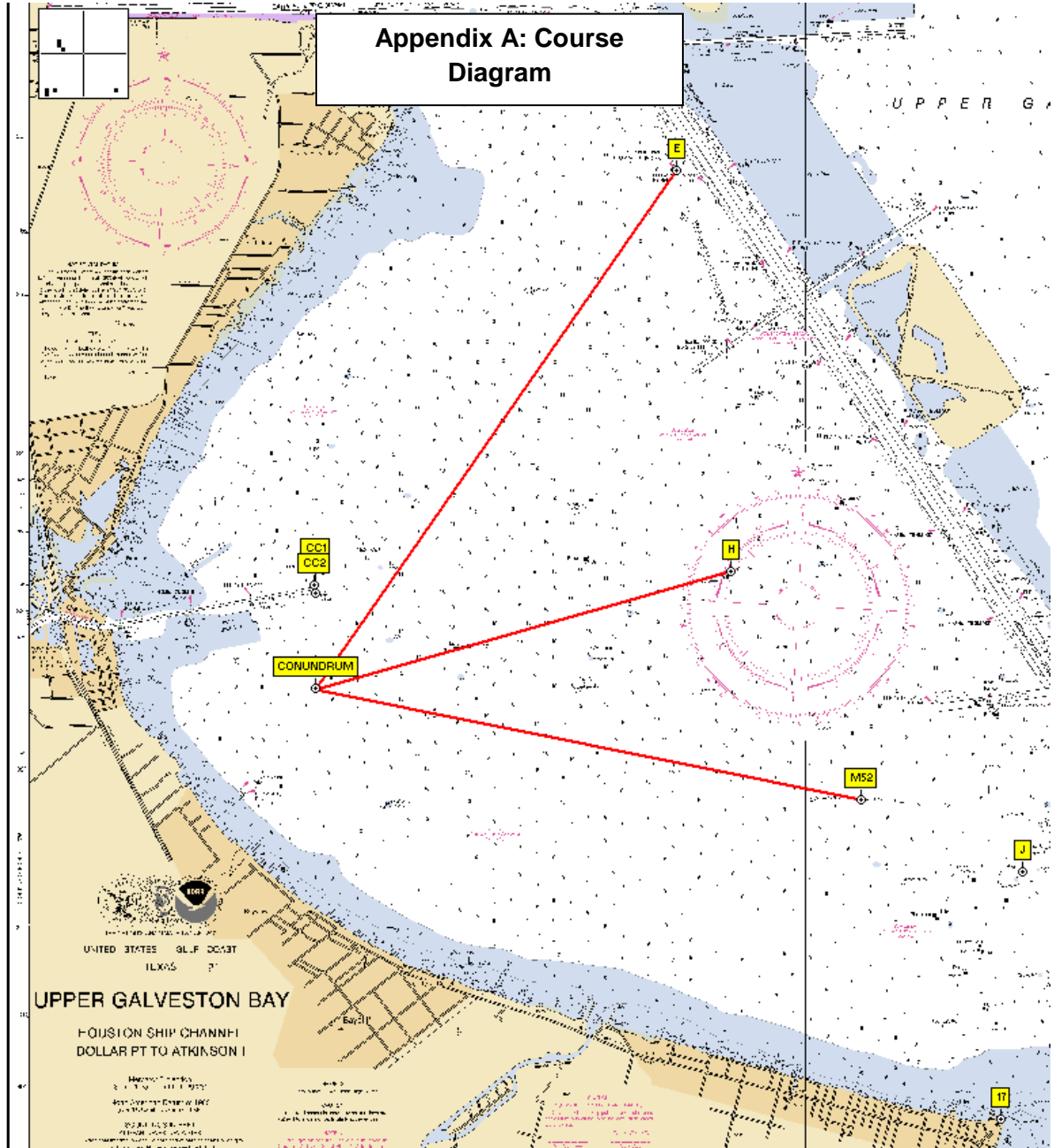
Post-race party and awards presentation will be held at the GBCA Club House Saturday April 16<sup>th</sup> after racing.

## 16. EXCERPT OF SOS-TEX BYLAWS: Section 6.

All boats must comply with the U.S. Coast Guard's requirements for recreational vessels and have the following minimum equipment.

NOTE: \*\* indicates items that are not mandatory for races whose entire course is within Galveston Bay.

- a. Lifelines or safety lines leading from both sides of the cockpit forward and well secured at each end. \*\*
- b. Fire extinguisher meeting U.S. Coast Guard requirements.
- c. Manual bilge pump of at least 10 gallons per minute capacity.
- d. Anchor with suitable rode.
- e. Seacocks and soft wooden plugs to close all through hull openings. \*\*
- f. Navigation lights.
- g. Compass.
- h. Charts and piloting tools.
- i. Lead line or echo sounder. \*\*
- j. Foghorn.
- k. Radar reflector. \*\*
- l. Waterproof flashlight.
- m. First aid kit.
- n. At least two gallons of fresh water. \*\*
- o. Life jacket with whistle and strobe light attached, for each crewmember. Mandatory that all single-handed sailors wear life jacket at all times while racing.
- p. Safety harness with tether for each crewmember. All crewmembers should be tethered to boat or jack lines while above deck. Mandatory use of harness and tether sunset to sunrise when offshore.
- q. VHF radio (refer to additional sailing instructions for each race for the specific channel needed).
- r. Three red parachute flares or orange smoke flares, and three red handheld flares. \*\*
- s. An alternate means of propulsion \*\*
- t. Other equipment requirements of NOR of sponsoring yacht club.



## Appendix B

### Pursuit Start Sheet For Galveston Bay Cruising Association and SOS-TEX 2016 The J. Kevin Box Perpetual Conundrum

**Start Time:** 
**Distance:** 
**MAX PHRF:**   
**Date: April 16, 2016**

| Start    | Sail# | Skipper         | Boat Name          | Class/Fleet               | PHRF |
|----------|-------|-----------------|--------------------|---------------------------|------|
| 11:00:00 | 102   | Scott Lacy      | Flying Kiss        | Double Non-Spin           | 277  |
| 11:00:41 | 5345  | Walter Horton   | Hotwater           | Double GBCA Cruising Club | 275  |
| 11:10:12 | n/a   | Mary Morgan     | Second Wind        | Double GBCA Cruising Club | 247  |
| 11:11:13 | 196   | Andrew Clark    | Ox-Bow             | Double GBCA Cruising Club | 244  |
| 11:19:23 | 792   | Grahame Gay     | Chloe              | Double GBCA Cruising Club | 220  |
| 11:24:49 | 133   | Ronald Eddleman | Stellar of Course  | Double GBCA Cruising Club | 204  |
| 11:27:53 | 12440 | Butch Boos      | Tenacious          | Double Non-Spin           | 195  |
| 11:29:35 | 398   | Ben Miller      | Flyer              | Double Non-Spin           | 190  |
| 11:31:58 | 190   | Keith Marino    | Cuba Libre         | Double Spin               | 183  |
| 11:32:18 | 291   | Augie Lipsanen  | NONAME             | Double GBCA Cruising Club | 182  |
| 11:32:18 | 83095 | David Nielsen   | FarFigNewton       | Double Non-Spin           | 182  |
| 11:34:00 | 360   | Bill Tarnick    | Sunspot Baby       | Double GBCA Cruising Club | 177  |
| 11:38:46 | 273   | Johnny Jones    | Island Time        | Double Non-Spin           | 163  |
| 11:42:51 | 44    | Robert Best     | Wine Knot          | Double GBCA Cruising Club | 151  |
| 11:44:33 | 43708 | Chris Kelley    | Adios Dos          | Double Non-Spin           | 146  |
| 11:44:53 | 7150  | paul tullos     | terrorist          | Double Non-Spin           | 145  |
| 11:51:21 | 53    | Chris Haas      | SolAire            | Double Spin               | 126  |
| 11:53:23 | 537   | Scott Tuma      | Honey Badger       | Double Spin               | 120  |
| 11:54:45 | 77    | George Cushing  | J 92               | Double Non- Spin          | 116  |
| 11:56:27 | 40707 | Walter Caldwell | shaken not stirred | Double Non-Spin           | 111  |
| 11:56:27 | 388   | Darin Keever    | Banner             | Single GBCA Cruising Club | 111  |
| 11:57:28 | 2374  | Daniel Erklauer | Wildcard           | Double Non-Spin           | 108  |
| 12:00:11 | 43764 | Kevin Hayes     | Psyched            | Double Non-Spin           | 100  |
| 12:02:34 | 168   | Walter Barnett  | Osprey             | Double Non-Spin           | 93   |
| 12:04:36 | 296   | Kevin Bednar    | Stinger            | Double Non-Spin           | 87   |
| 12:06:39 | 162   | Tom Sutton      | Leading edge       | Double Non-Spin           | 81   |

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