



**2021 GBCA Performance Cup
April 17-18, 2021**

**Organizing Authority: Galveston Bay Cruising Association
Clear Lake Shores, TX USA**

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the *rules* as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 The notation “[DP]” in a rule in these Sailing Instructions means that the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification.

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, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by contacting the specific class(s) 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 located at http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=21759.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channels: **Orange Line – 69, Yellow Line - 72**.
- 3.3 The following communications *may* be made by the race committee on VHF.
 - Race Course to be sailed
 - Windward mark bearing and distance
 - General Race Committee intentions
- 3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.5 The use of of a tracking program (like RaceQs or Yellowbrick) may be used for post-race evaluation only.

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 located at http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=21759.

5.2 When flag 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 message to the number provided at registration.

6 SCHEDULE OF RACES

6.1 Schedule

Date	Time	Event
Friday, April 16	19:00	Competitors briefing, in-person at the GBCA clubhouse and virtual (link to be forwarded prior to event).
Saturday, April 17	11:00	First warning signal (both lines), additional races to follow.
Saturday, April 17	17:00	Immediately following racing, open-air social downstairs at Cabo Clear Lake
Sunday, April 18	11:00	First warning signal (both lines), additional races to follow
Sunday, April 18	14:00	No warning signal after this time
Sunday, April 18	16:00	Post-race social and awards, downstairs at Cabo Clear Lake

6.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

7 CLASS FLAGS

7.1 The class flags are as follows:

Orange Line		
	J105	Yellow with class emblem
	J24	White with class emblem
	J22	Purple
	RS21	White with class emblem
Yellow Line		
	ORC Spin	Red
	PHRF NS	Green
	Cruising Club	Pink
	Cruising Club-Spin	Yellow
	Multihull	Blue

8 RACING AREA

8.1 SI Addendum #1 shows the location of the racing areas.

9 COURSES

9.1 The diagram(s) in SI Addendum #2 show(s) the course(s), including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

10 MARKS

10.1 Mark(s) are orange or yellow tetrahedrons, and red spheres.

10.2 The following marks are rounding marks:

- Orange Line – Orange Tetrahedrons
- Yellow Line – Yellow Tetrahedrons, and fixed marks

11 OBSTRUCTIONS

11.1 The following area is designated as an obstruction: The Houston Ship Channel. Reference is made to NOAA Electronic Navigational Chart US5TX54M, Upper Galveston Bay-Houston Ship Channel-Dollar Pt. to Atkinson (1/29/2021).

12 THE START

- 12.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.**
- 12.2 The starting line is between a 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 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.**
- 12.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).**
- 12.5 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 A5.1 and A5.2.**

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.**

14 THE FINISH

- 14.1 The finishing line is between a staff displaying 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.**

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 or 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-Turns 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 [AND TARGET TIMES]

- 16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below for Orange Line only.

Mark 1 Time Limit	Race Time Limit	Finishing Window
50 minutes	120 minutes	30 minutes

- 16.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

17 HEARING REQUESTS

- 17.1 The protest time limit is 60 minutes after the respective committee boat signals with one sound crossing under the Seabrook-Kemah bridge. These times will be posted on the official notice board.
- 17.2 Paper hearing request forms are available from the GBCA clubhouse, however electronic filings using the US Sailing app are preferred by the protest committee. Please forward all filings to may.chris.w@gmail.com.
- 17.3 The protest committee will endeavour to post the notice of protests and the hearing schedule within 30 minutes after the close of the deadline for filing protests. Notices and schedules will be posted using the Regatta Network official notice board at:
https://www.regattanetwork.com/event/21759#_newsroom
- 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.
- 18.2 A boat's regatta score is the total of her race scores without exclusion. This changes RRS A2.1.
- 18.3 PHRF and Club Handicap classes will be scored using Time on Time with the

following conversion formula: $TCF=650/(550+x)$, where x equals PHRF Handicap of Club Handicap.

- 18.4 Small multihulls shall use their SCHRS handicap rating. A boat without a published rating will be given one calculated by Race Committee using the SCHRS "Ratings Calculator".
- 18.5 ORC boats will be scored Time on Time using the Windward/Leeward Triple Number data per each boat's certificate.
- 18.6 No later than the warning signal each race, the Race Committee will announce the planned "Low", "Medium", or "High" rating number to be used for that race. The race committee reserves the right to later change the rating number used based on the average conditions observed by the Race Committee on the Race Committee vessel over the course of the race. Failure to announce via VHF, or changing the rating number after announcement, shall not be grounds for redress. This changes RRS 60.1(b), 60.3(b), and 62.1(a).

ORC Stated Triple Number Wind Ranges

Low		Less than 9 kts
Medium	More than 9 kts	Less than or Eq. to 14ts
High		Greater than 14 kts

19 SAFETY REGULATIONS

- 19.1 Prior to the first warning signal each day, each boat is required to check in by passing the stern of the respective race committee vessel on starboard tack or via respective VHF channel.
- 19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity by VHF or cell phone.
- 19.3 Contacts for each line: Orange Line: Chris May 713-591-8115, Yellow Line: Scott Tuma 281-705-3712

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

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.

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.

23 TRASH DISPOSAL

- 23.1 Trash may be placed aboard official [or support person] vessels.

24 HAUL-OUT RESTRICTIONS

- 24.1 [DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.
- 24.2 Small multihulls may be hauled out overnight.

25 DIVING EQUIPMENT AND PLASTIC POOLS

- 25.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.
- 25.2 Keelboats shall not be cleaned below the waterline by any means during the event.

26 PRIZES

- 26.1 Prizes will be given for 1st through 3rd places in each class based on number of entries as detailed in the Notice of Race.

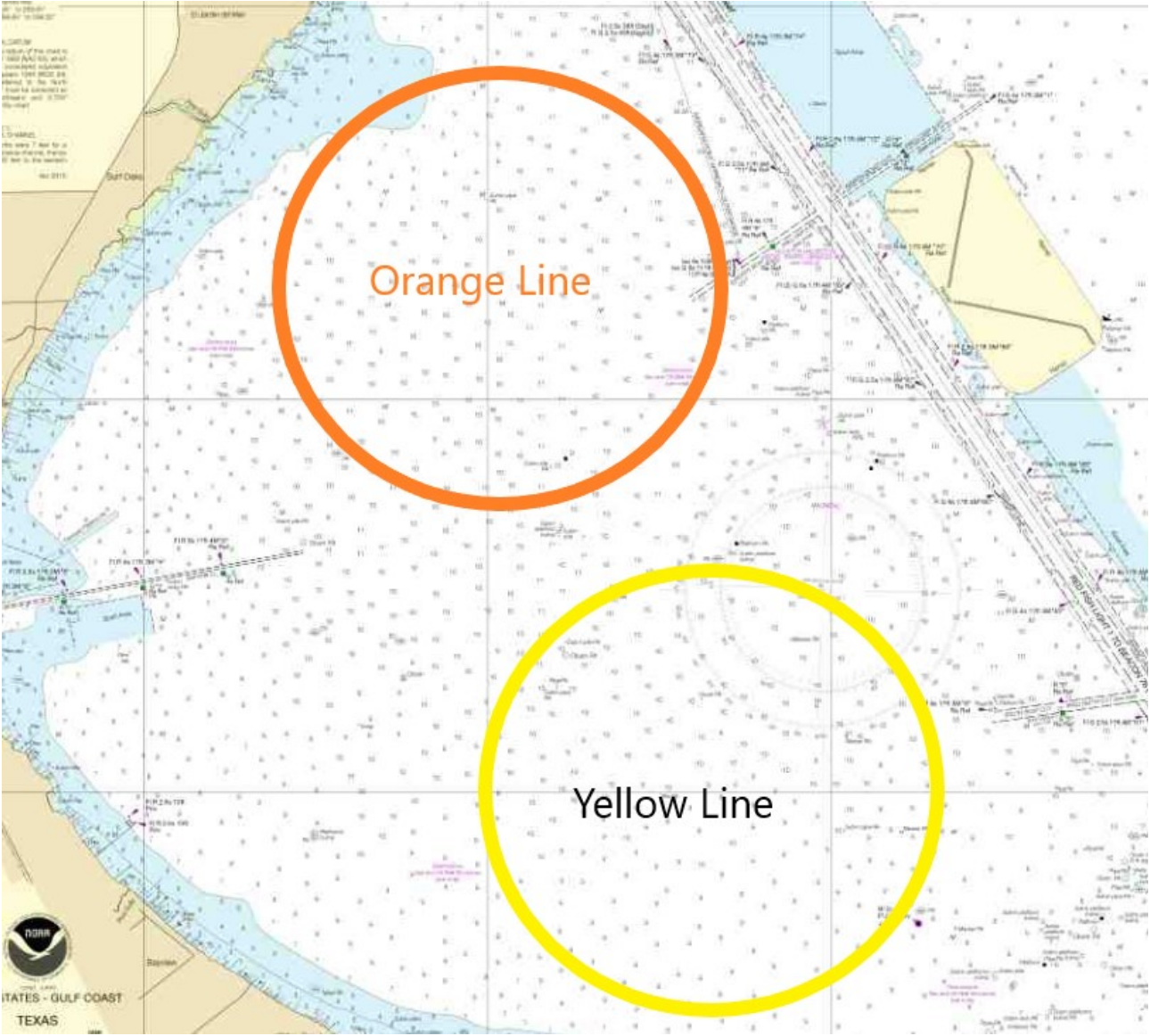
27 RISK STATEMENT

- 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 permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

28 INSURANCE

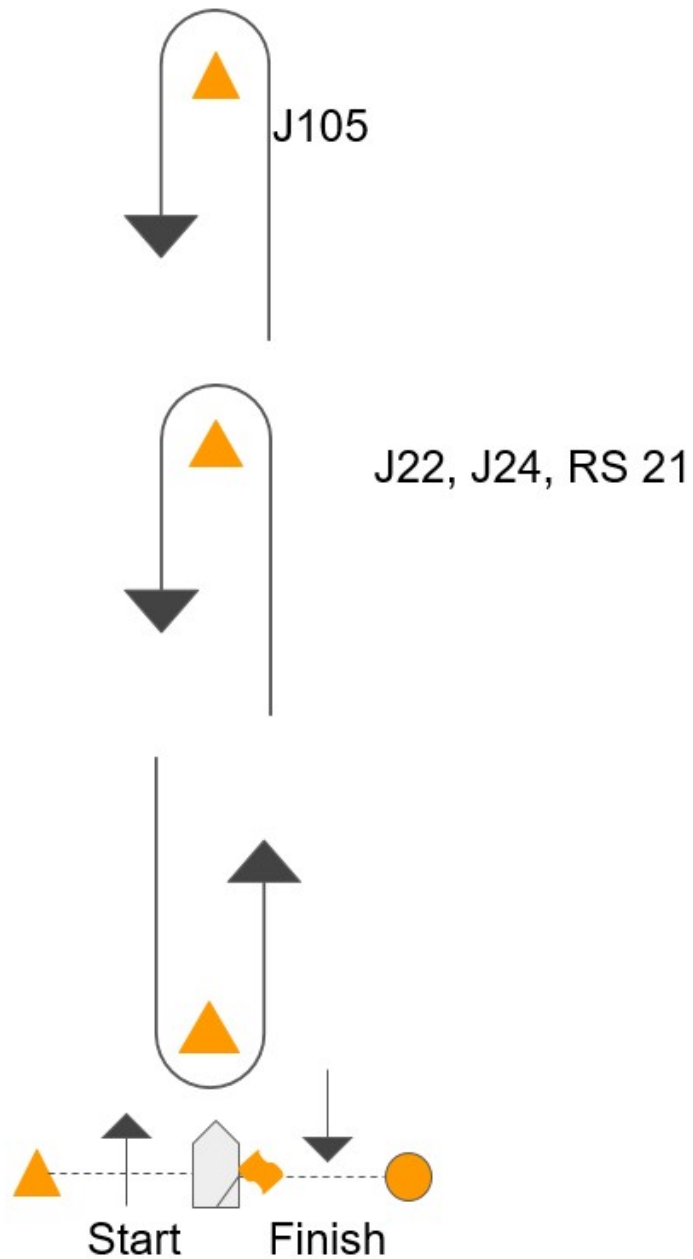
- 28.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

SI ADDENDUM #1
Race Area



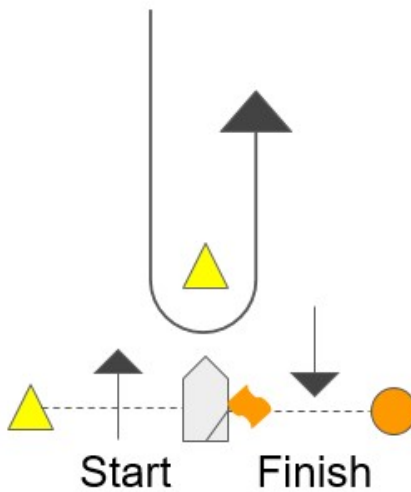
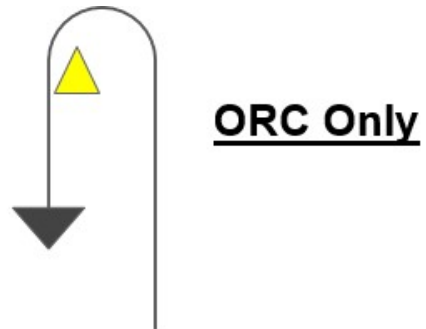
SI Addendum #2
Courses

Orange Line – J105, J24, J22, RS21



A numeral pennant will be displayed no later than the warning signal designating # of legs to be sailed

Yellow Line – ORC Only



A numeral pennant will be displayed no later than the warning signal designating # of legs to be sailed

Yellow Line – CC, CC Spin, PHRF Non-Spin, Multihull

Course will be a fixed mark course in the following order after the start with all roundings to port.

Marks of the course

1. Start – Race Committee Boat
2. South Boat Cut - #8 - 29° 32.419'N 94° 55.077'W
3. GBCA “F” - 29° 34.670'N 94° 56.508'W
4. GBCA “E” - 29° 35.779'N 94° 56.934'W
5. GBCA “H” - 29° 33.255'N 94° 56.542'W
6. Finishing Mark - mark per Section 14.1

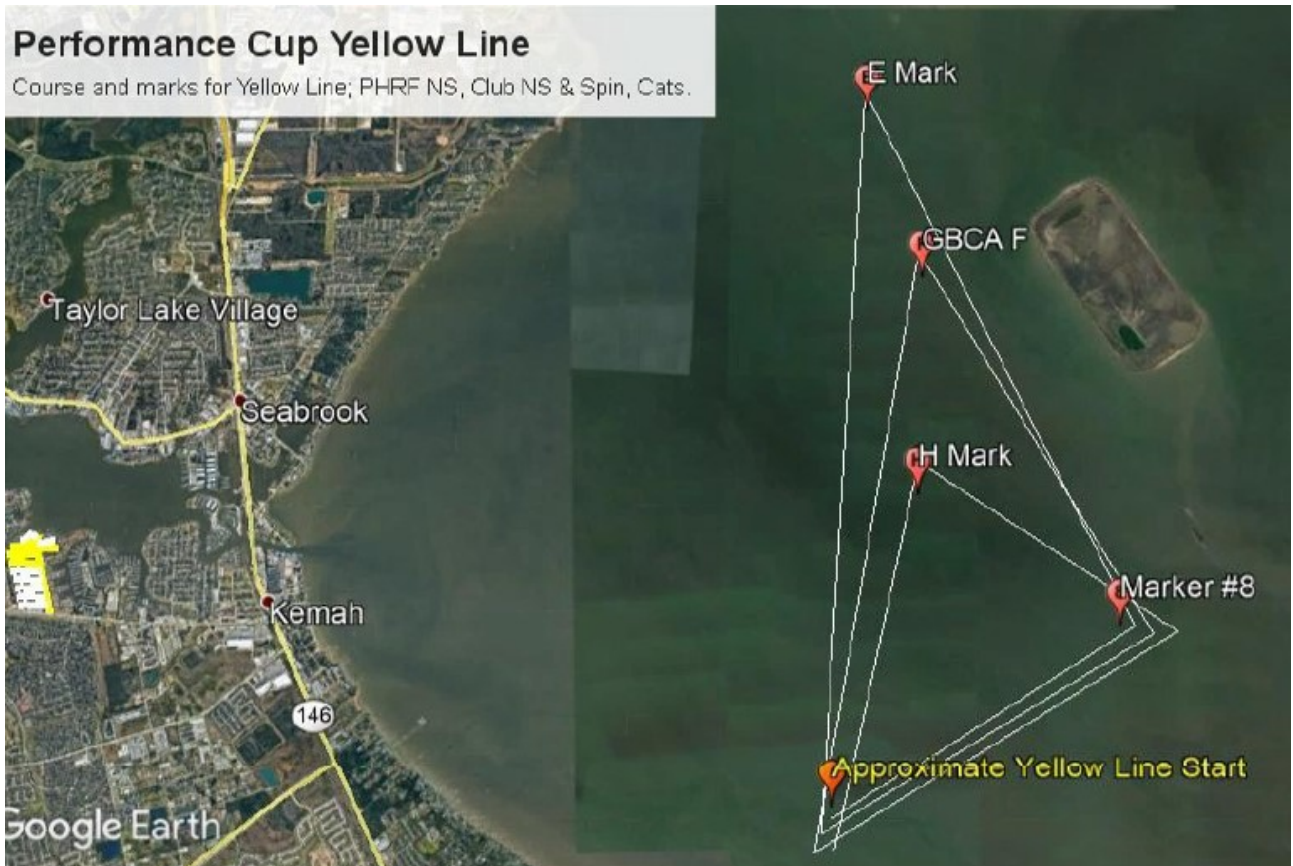
Course Sequence

1. Start
2. SBC “8”
3. GBCA “E”
4. Finishing Mark
5. SBC #8
6. GBCA “F”
7. Finishing Mark
8. SBC “8”
9. GBCA “H”
10. Finish

Per RRS, the course can be shortened. Pay attention to signals approaching any mark of the course.

Yellow Line – CC, CC Spin, PHRF Non-Spin, Multihull

Approximate Locations of Named Marks



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