

2021 Shoe Regatta

May 15-16, 2021

Lakewood Yacht Club

2322 Lakewood Yacht Club Drive, Seabrook, TX 77586

Organizing Authority: Bay Access

(281) 474-2511 <http://www.lakewoodyachtclub.com>

Sailing Instructions

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. The following prescriptions of the United States national authority will not apply:
63.2
- 1.3.
 - 1.3.1. One-Design fleets will be governed by their applicable Class Rules
 - 1.3.2. The Performance Handicap Racing Fleet of Galveston Bay Ratings will apply to PHRF Handicap monohull fleets.
 - 1.3.3. The Texas Offshore Multihull Association Ratings will apply to Handicap Multihull fleets.
 - 1.3.4. The 2019 Offshore Racing Congress Rating Systems ORC International and ORC Club will apply to ORC handicap monohull fleets.
- 1.4. The notation [DP]' means that the penalty for breaking this provision will be a discretionary penalty, which may be less than disqualification. The notation '[NP]' in a rule of these SIs means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).
- 1.5. Racing rules will be changed as follows:
 - 1.5.1. SI 1.4 changes RRS 60.1(a)
 - 1.5.2. SI 4.1 changes RRS Race Signals
 - 1.5.3. SI 4.2 changes RRS Race Signals.
 - 1.5.4. SI 8.3.1 changes RRS Race Signals
 - 1.5.5. SI 8.4 changes RRS 33.
 - 1.5.6. SI 12.2 changes RRS 33.
 - 1.5.7. **SI Error! Reference source not found.** changes RRS 44.1 for cruising class(es)
 - 1.5.8. SI 15.2 changes RRS 35, A4, A5 and A10
 - 1.5.9. SI 15.3 changes RRS 35, A4, A5 and A10

1.5.10. SI 17.1 changes RRS A2.

1.6. N/A

2. NOTICES TO COMPETITORS

2.1. Notices to competitors will be posted on the official notice board on or near the main clubhouse glass foyer entry door facing south located near the pool at Lakewood Yacht Club.

2.2. As a courtesy, notices may also be posted online on the Regatta Network page, but failure to post a notice online will not be grounds for redress.

3. CHANGES TO SAILING INSTRUCTIONS

3.1. 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 2030 on the day before it will take effect.

3.2. Oral changes to the sailing instructions may be given on the water by the display of the L Flag on the Signal Boat and hail on the appropriate VHF channel in accordance with RRS 90.2(c). Each competitor will sail pass the Signal Boat on starboard tack and acknowledge the change.

4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed on the yardarm at Lakewood Yacht Club south of the main clubhouse. Signal flags may be flown either alone or beneath one or more Line Flags. Individual lines will be designated by following Line Flags: Line A = Numeral Pennant 1, Line B = Numeral Pennant 2. If no Numeral Pennant is displayed the signal applies to all lines. This changes RRS Race Signals

4.2. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP. This Changes RRS Race Signals

5. SCHEDULE OF RACES

5.1. Dates of racing: May 15 and 16, for all lines.

5.2. Number of races: For each line, as many races as practical will be run for each class.

5.3. The scheduled time for the warning signal for the first race each day will be no earlier than 1000 for all lines.

5.4. N/A

5.5. On the last scheduled day of racing no warning signal will be made after 1400.

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

6. CLASS FLAGS AND LINE ASSIGNMENTS

Class line assignments and class flags are identified and designated in Attachment 1.

7. RACING AREA

7.1. The general racing area will be Galveston Bay between Clear Creek Channel Marker #1, the Houston Ship Channel, Red Bluff and Eagle Point in San Leon.

7.2. There will be two race committee lines located as follows:

7.2.1. LINE A: The racing area will be northeast of the Clear Creek Channel Marker #1.

7.2.2. LINE B: The racing area will be Southeast of the Clear Creek Channel Marker #1.

8. THE COURSES

8.1. LINE A: The diagrams in Attachment 2 show the courses, 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.

8.2. LINE B Windward/Leeward courses: The diagrams in Attachment 3 show the courses, including the approximate angles between legs; the order in which each mark is to be left.

8.3. LINE B Distance courses: Classes will sail a course selected from the "Distance Courses" listed in Attachment 4.

8.3.1. Mark 1 for the Distance courses will be placed between 1 and 1.5 NM to windward (+/-20 degrees) of the signal vessel. The fleet(s) will leave this mark as indicated by a green triangle flag or red flag under a numerical flag as shown in Attachment #4. This changes RRS Race Signals

8.4. For Distance Courses only, the legs of the course will not be changed after the preparatory signal. This changes RRS 33.

9. MARKS

9.1. LINE A

9.1.1. Marks 1, 2P and 2S are **yellow** tetrahedrons. Mark 1A, will be an orange or red buoy.

9.1.2. Course changes for mark 1 made in accordance with RRS 33 will replace the yellow tetrahedron with an **orange** tetrahedron. Course changes for the Marks 2P and 2S will continue to use yellow tetrahedrons. If the gate is not present, mark 2 shall be rounded to port.

9.1.3. Mark W is a **green** tetrahedron. Course changes for mark W made in accordance with RRS 33 will be made by moving the same green tetrahedron.

9.2. LINE B Windward/Leeward courses

9.2.1. Marks 1, 2P and 2S are **orange** tetrahedrons. Mark 1A, will be an orange or red buoy.

9.2.2. Course changes for mark 1 made in accordance with RRS 33 will replace the orange tetrahedron with a **yellow** tetrahedron. Course changes

for the Marks 2P and 2S will continue to use orange tetrahedrons. If the gate is not present, mark 2 shall be rounded to port.

9.3. LINE B Distance courses

9.3.1. Mark 1 will be a **white** tetrahedron. The remaining marks will be fixed marks as designated in Attachment 4.

9.4. The starting and finishing marks will be the race committee signal vessel and orange or red buoys. SI 11.2 will describe the starting lines and SI 13.1 the finishing lines.

10. AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

10.1. The Houston Ship Channel is designated as an obstruction.

10.2. For the ORC fleet, the line between the mark 1 and mark 1a is an obstruction.

11. THE START

11.1. Races will be started by using RRS 26.

11.2. The starting line will be between a staff displaying an **orange** flag on the race committee signal vessel and the course side of the starting mark and the course side of the starting mark or a race committee boat displaying an orange flag on the port side. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.3. [NP] A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing.

11.4. N/A

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1. Except for the ORC fleet, to change the next leg of the course, the race committee will lay a new mark (or move the gate or finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12.2. For the ORC fleet, to change the next leg of the course, the race committee will move the mark, gate or finishing line. Changes will not be signalled. This changes RRS 33.

13. THE FINISH

13.1. The finishing line will be between a staff displaying a **blue** flag on the race committee vessel and the course side of the finishing mark.

14. PENALTY SYSTEM

14.1. [DP] Competitors shall not touch an anchored race committee vessel.

14.1.1. Touching a float and its line trailing from an anchored race committee vessel is not subject to the [DP] but will be treated as touching a mark in violation of RRS 31.

14.2. For PHRF class(es) RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

15. TIME LIMITS AND TARGET TIMES

15.1. Time limits and target times are as follows:

<i>Line</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>	<i>Target time</i>
<i>A</i>	<i>2 hr</i>	<i>45 min</i>	<i>J/105: 45-50min ORC: 60-75 min</i>
<i>B (W/L)</i>	<i>2 hr</i>	<i>45 min</i>	<i>45-50min</i>
<i>B (Distance)</i>	<i>4 hr</i>	<i>2 hr</i>	<i>2.5 hr</i>

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress.

15.2. Windward/Leeward courses: Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. The Points awarded for boats scored TLE will be the number of number of boats finished plus 2. This changes RRS 35, A4, A5 and A10.

15.3. Distance courses: Boats failing to finish within 1 hour after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. The Points awarded for boats scored TLE will be the number of number of boats finished plus 2. This changes RRS 35, A4, A5 and A10.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1. Boats wishing to protest shall inform the Race Committee prior to leaving the racing area and receive confirmation. Protest forms and Penalty acceptance forms are available on a table in the entrance foyer at the LYC clubhouse. Protests, requests for redress, Penalty Acceptance and requests for re-opening must be submitted to the club secretary (window office nearby) prior to the appropriate Time Limit (see below).

16.2. For each class, the Protest Time Limit shall be 60 minutes after the Signal boat for that start re-enters the Inner Harbor, or the time at which that signal boat not intending to re-enter the harbor informs the club secretary. These times are to be posted on the official notice board as soon as they are available, along with the Protest Time Limit.

16.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings are scheduled to be held in the Commodore's Room, located up the stairs from the clubhouse foyer, beginning at the time posted.

16.4. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

16.5. Appendix T shall apply.

16.6. In the event of a Protest or Redress hearing, one or more members of the protest panel may be on a remote connection such as phone or videoconference.

17. SCORING

17.1. The Low Point Scoring System of Appendix A will apply. Each boat's total score shall be the sum of her scores for all races. No score will be excluded. This modifies RRS A2.

17.2. One race is required to be completed to constitute a series.

17.3. Boats in the PHRF, TOMA and Cruising Classes will be scored using Time-on-Time (TOT) scoring.

17.3.1. The Time Correction Factor (TCF) will be calculated as follows:

$TCF = A / (550 + PHRF)$. The 'A' factor will be selected so that the TCF for the median boat will have a TCF of 1.000

17.4. In accordance with Section 403 of the *ORC Rating Systems 2021*, Boats in the ORC classes will be scored using the Triple-number Time-on-Time method. For distance courses the Circular Random handicap will be used, for Windward/Leeward courses, the windward/leeward handicap shall be used.

17.4.1. When the Triple Number scoring method is used, the wind range selected for scoring is intended to be announced on VHF prior to the warning signal. If there has been a significant change in wind conditions and there is a need to change this decision on wind range, this also is intended to be announced on the VHF before first boat finishes. A delay in the radio broadcast of these calls, or the order in which they are made, or any omission or failure in their transmission or reception, will not be grounds for a request for redress.

18. [NP] SAFETY REGULATIONS

18.1. Check-In: Before the Warning Signal for the race, a boat shall check-in with the Race Committee on the water by sailing past the stern of the anchored Race Committee Signal Boat on starboard tack and hailing the boat's name, or sail number, until acknowledged by the Race Committee. Boats shall not check in via VHF Radio. Failure to check in is not subject to protest by another boat.

18.2. At each boat's check-in, every person on board shall be visible on deck wearing or holding a personal floatation device (PFD).

18.3. A boat that retires from a race shall notify the race committee as soon as possible, or if not possible, contact the LYC office at 281-474-2511.

19. N/A

20. N/A

21. N/A

22. N/A

23. N/A

24. N/A

25. N/A

26. DIVING EQUIPMENT AND PLASTIC POOLS

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 regatta.

27. RADIO COMMUNICATION

The Race Committee will monitor and utilize the following VHF channels to communicate with racers:

- a) VHF Channel 68 on LINE A
- b) VHF Channel 72 on LINE B

28. PRIZES

28.1. Prizes will be given as follows:

- First place for classes with 3 boats.
- First and second place for classes with 4 to 5 boats
- First, second and third place for classes with 6 to 8 boats
- First, second, third and fourth place to classes with more than 8 boats.

28.2. Additional trophies may be awarded at the discretion of the Race Committee.

28.3. The name of the winner of the most competitive spinnaker class sailing windward/ leeward courses as determined by the Race Committee will be added to the Shoe Regatta Challenge Cup Wheel perpetual trophy.

29. 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.

30. INSURANCE

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

Attachment 1

LINE ASSIGNMENTS, CLASS FLAG and STARTING SEQUENCE FOR THE FIRST RACE OF EACH DAY

The starting order may change for subsequent races

LINE A – “Large Boat”

Windward/Leeward

Signal Vessel: **SHRUG -44’ Nordhavn**

<u>CLASSES</u>	<u>FLAG</u>	<u>COURSE</u>
ORC	YELLOW	LINE A-2 W/L
J 105	J 105 CLASS FLAG	LINE A-1 W/L

LINE B – “Small Boat”

Windward/Leeward, Distance

Signal Vessel: **AURURA - 48’ Chris
Craft (Name Missing)**

<u>CLASSES</u>	<u>FLAG</u>	<u>COURSE</u>
PHRF Spin	PINK	LINE B Distance Course
PHRF Non- Spin Distance	PURPLE	LINE B Distance Course
J 22	J 22 CLASS FLAG	LINE B W/L

Attachment 2 LINE A-1 W/L Courses



Course 2: Start-1-1a-Finish



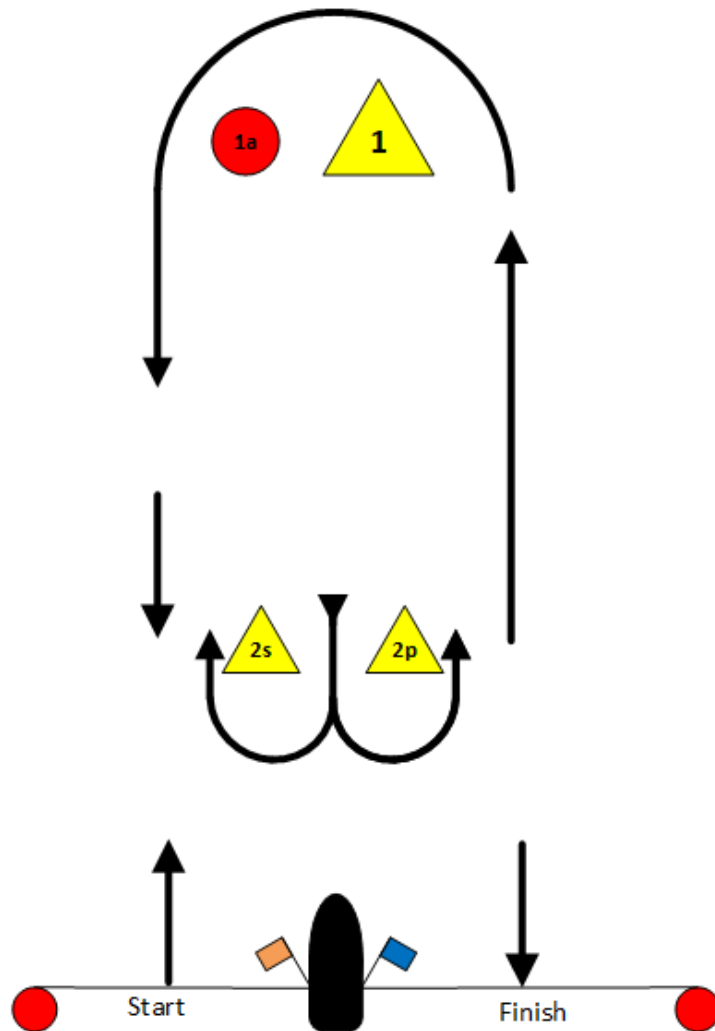
Course 4: Start-1-1a-2p(s)-1-1a-Finish



Course 6: Start-1-1a-2p(s)-1-1a-2p(s)-1-1a-Finish



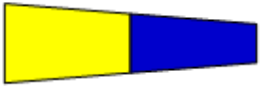
Change mark Color



Attachment 2 LINE A-1 W/L Courses



Course 3: Start-1-1a-2p(s)-Finish



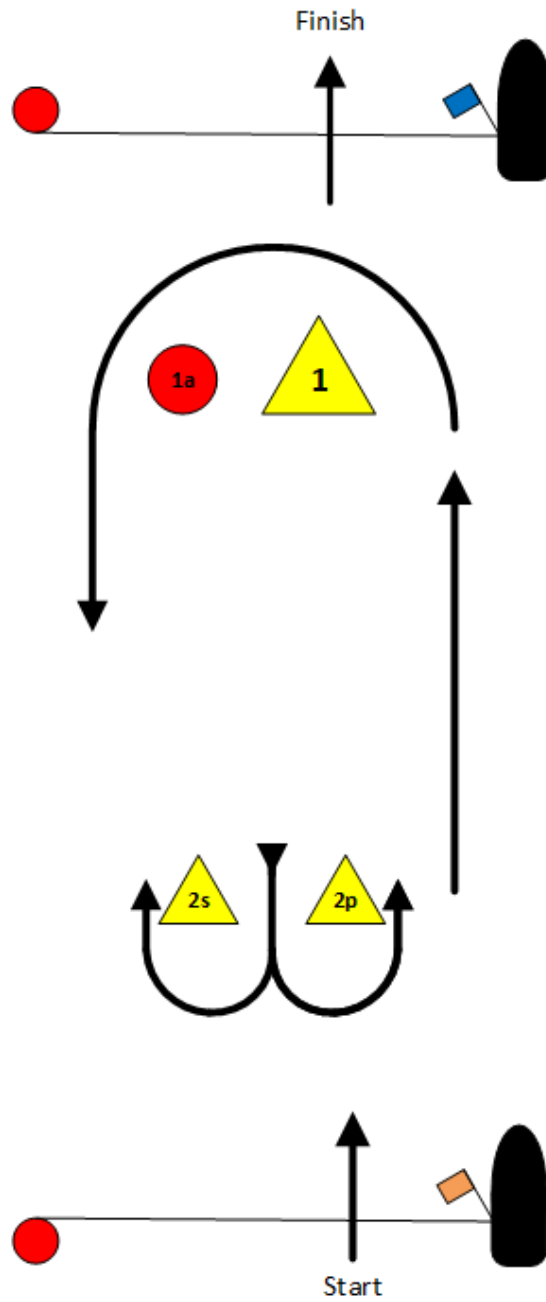
Course 5: Start-1-1a-2p(s)-1-1a-2p(s)-Finish



Change mark Color



Course 7: Start-1-1a-2p(s)-1-1a-2p(s)-1-1a-2p(s)-Finish



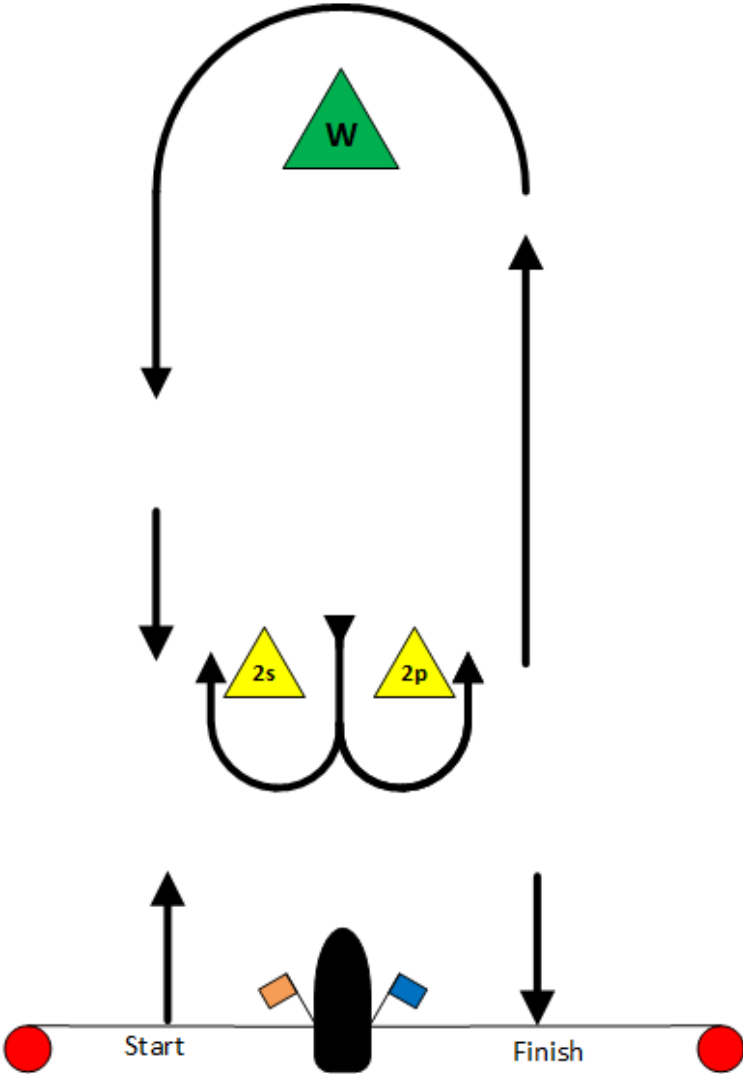
Attachment 2 LINE A-2 W/L Courses



Course 2: Start-W-Finish



Course 4: Start-W-2p(s)-W-Finish



Attachment 3 LINE B W/L Courses



Course 2: Start-1-1a-Finish



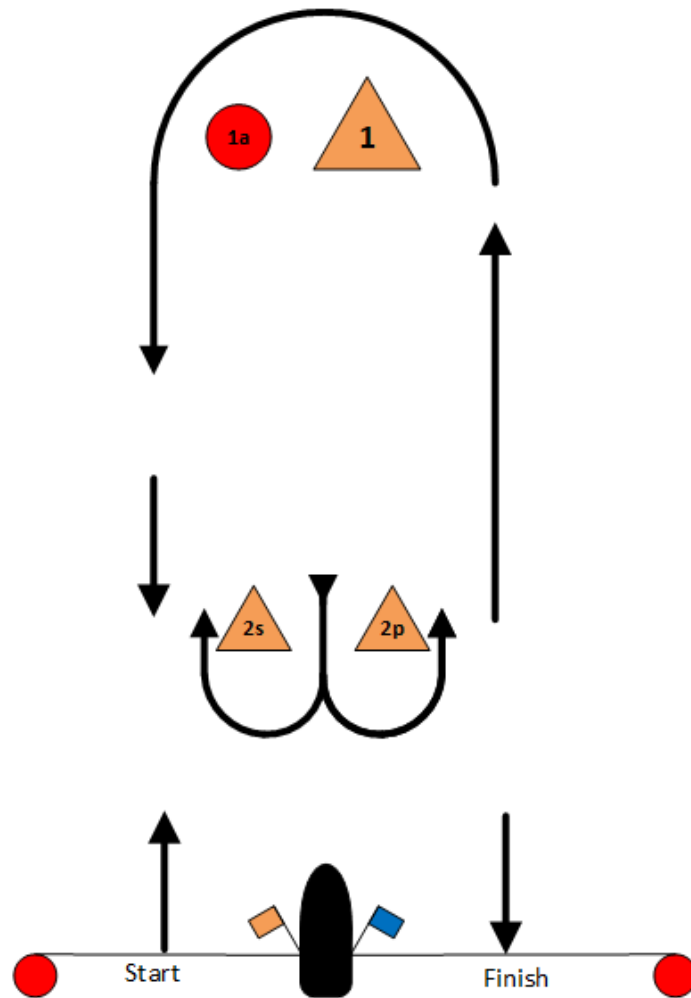
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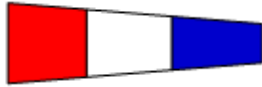
Course 6: Start-1-1a-2p(s)-1-1a-2p(s)-1-1a-Finish



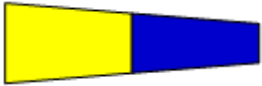
Change mark Color



Attachment 3 LINE B W/L Courses



Course 3: Start-1-1a-2p(s)-Finish



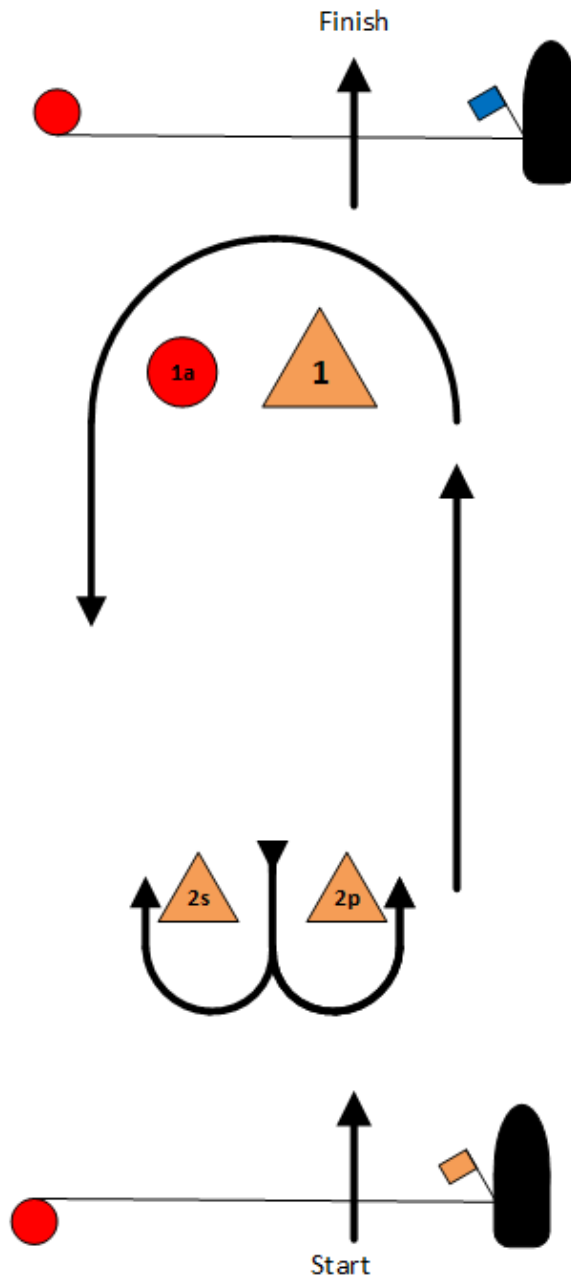
Course 5: Start-1-1a-2p(s)-1-1a-2p(s)-Finish



Change mark Color



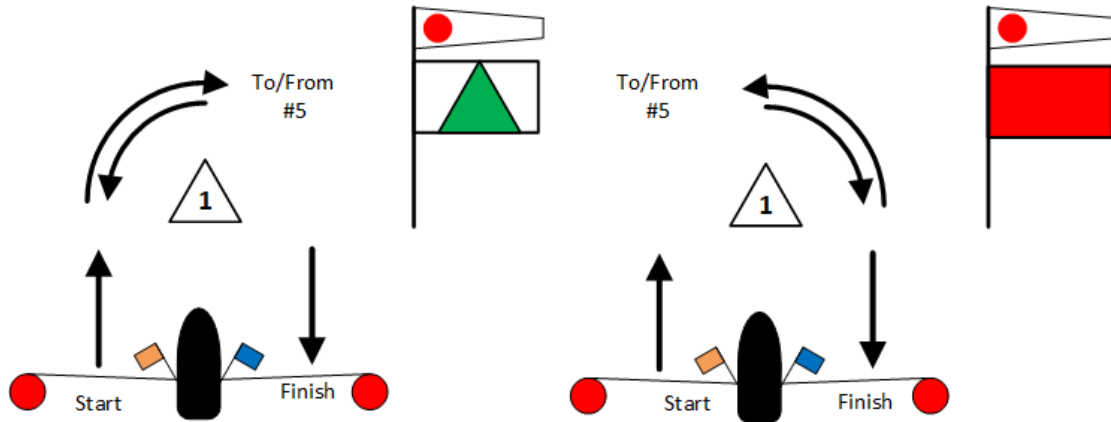
Course 7: Start-1-1a-2p(s)-1-1a-2p(s)-1-1a-2p(s)-Finish



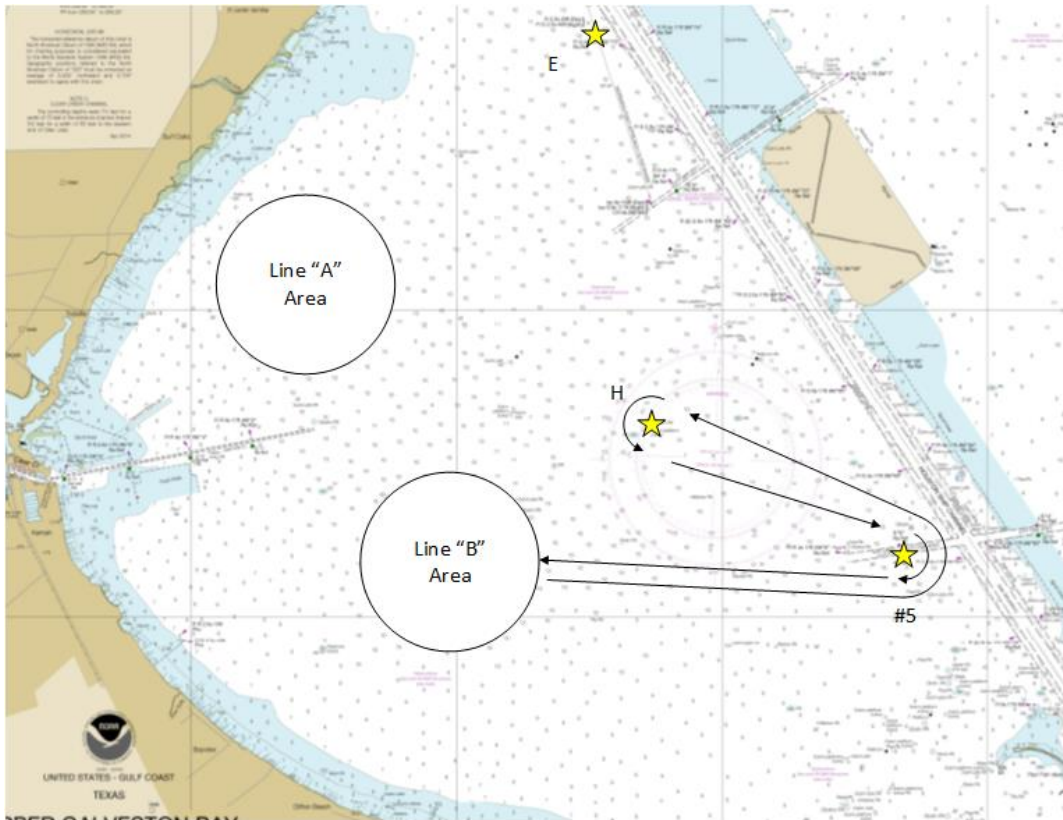
Attachment 4 LINE B Distance Courses

Course 1-Green
(for Northerly winds)

Course 1-Red
(For Southerly winds)



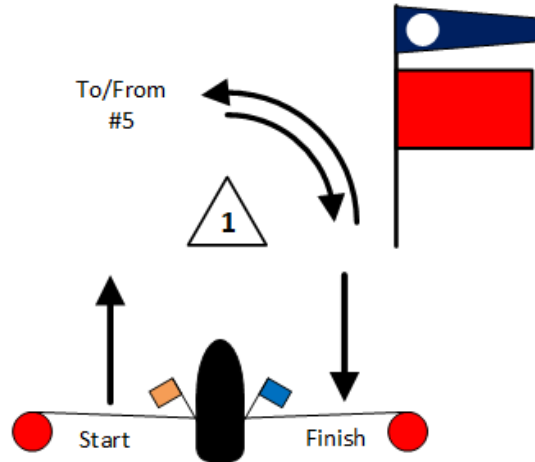
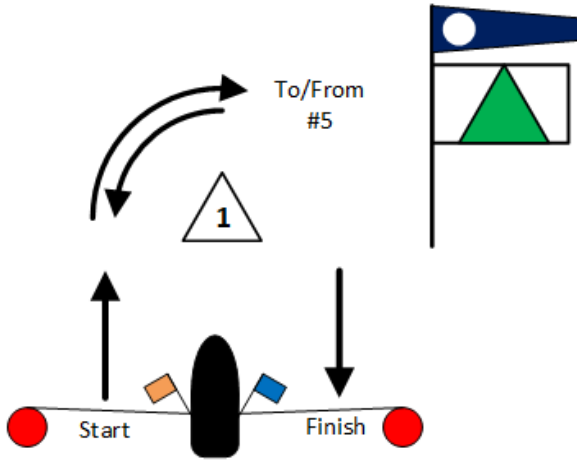
Name	Description	Approximate Lat	Approximate Lon	Approx. BRG	Dst. (Nm)
Start	Signal Vessel to Stbd.				
1	White tetrahedron				1-1.5
SB Cut 5	South Cut #5 to Port	29°32.410 N	094°54.655 W		
GB H	H Mark to Port	29°33.255 N	094°56.542 W	300°	1.85
SB Cut 5	South Cut #5 to Stbd.	29°32.410 N	094°54.655 W	120°	1.85
1	White tetrahedron				
Finish	Signal Vessel to Stbd.				1-1.5



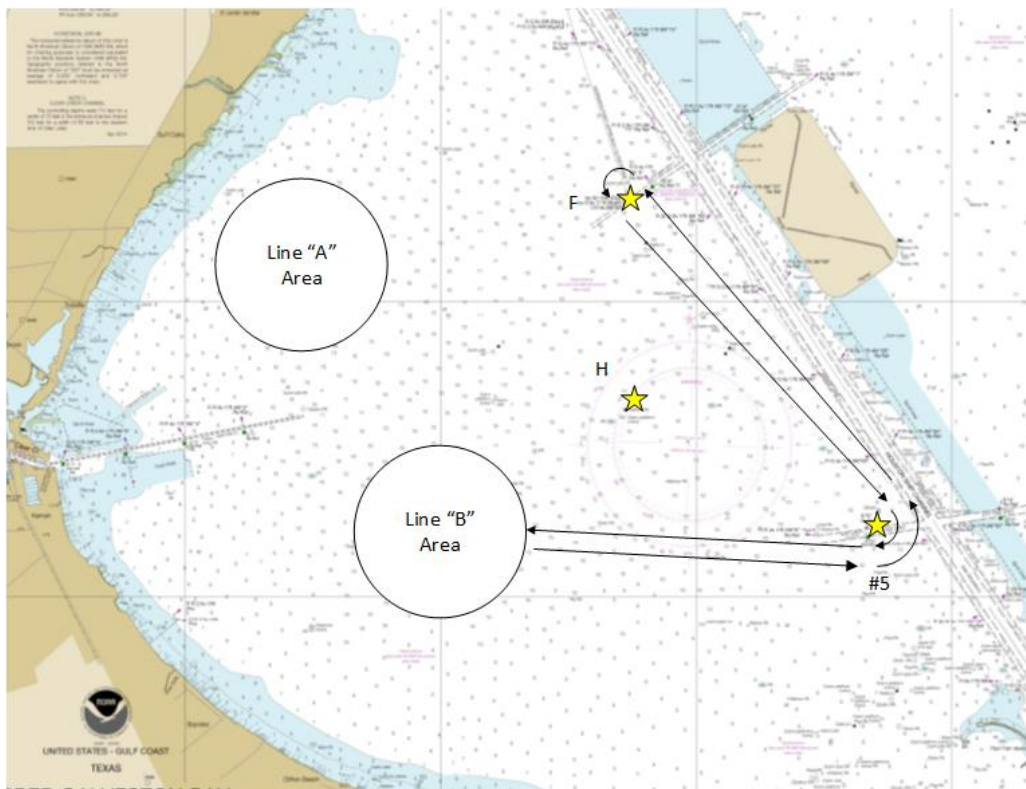
Attachment 4 LINE B Distance Courses

Course 2-Green
(for Northerly winds)

Course 2-Red
(For Southerly winds)

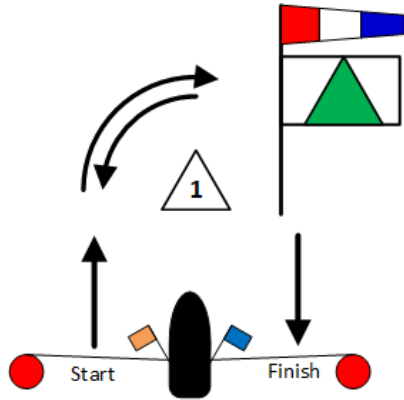


Name	Description	Approximate Lat	Approximate Lon	Approx. BRG	Dst. (Nm)
Start	Signal vessel to Stbd.				
1	White tetrahedron				
SB Cut5	South Cut #5 to Port	29°32.410 N	094°54.655 W		
Hi Range("F")	Hi Range to Port	29°34.678 N	094°56.940 W	324°	2.78
SB Cut 5	South Cut #5 to Stbd.	29°32.410 N	094°54.655 W	144°	2.78
1	White tet(Opposite)				
Finish	Signal vessel to Stbd.				

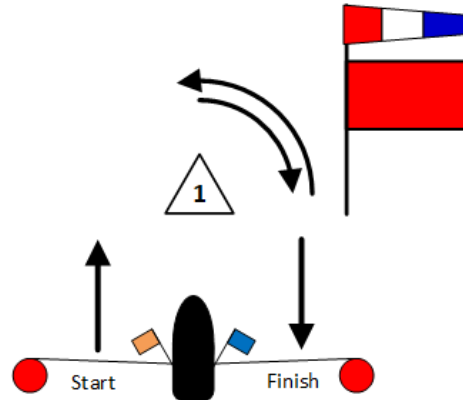


Attachment 4 LINE B Distance Courses

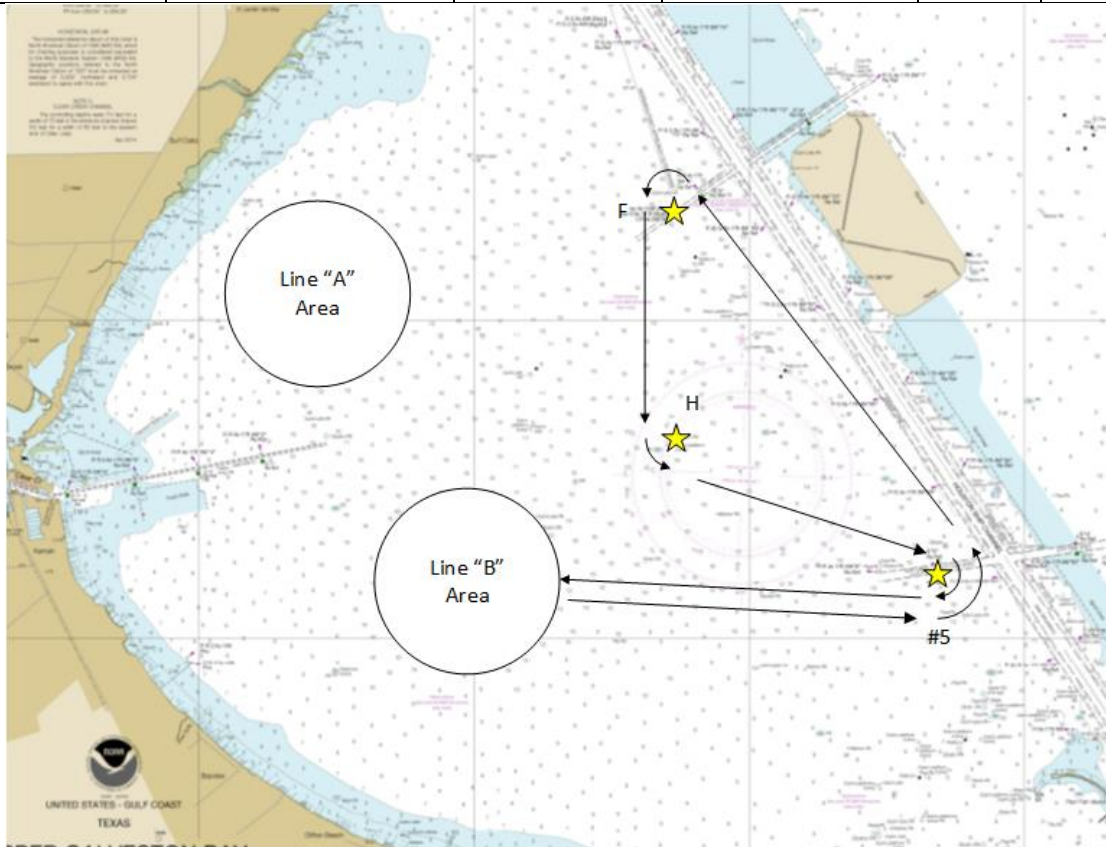
Course 3-Green
(for Northerly winds)



Course 3-Red
(For Southerly winds)



Name	Description	Approx. Lat	Approx. Lon	Approx. BRG	Dst.(Nm)
Start	Signal vessel to Stbd.				
1	White tetrahedron				1-1.5
South Cut #5	South Cut #5 to Port	29°32.410 N	094°54.655 W	070°	2.53
Hi Range ("F")	Hi Range to Port.	29°34.678 N	094°56.940 W	324°	2.78
GBCA "H"	H Mark to Port	29°33.255 N	094°56.542 W	180°	1.4
South Cut #5	South Cut #5 to Stbd.	29°32.410 N	094°54.655 W	120°	1.85
1	White tet(Opposite)				
Finish	Signal vessel to Stbd.				1-1.5



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