

**2022 Bay Cup I**  
**Lakewood Yacht Club**  
**Organizing Authority: Bay Access Sailing Foundation**  
**Sailing Instructions**  
**Published March 2, 2022 at 2100**

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

**1 RULES**

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2** In addition to rules changes in the Notice of Race, 61.1, 62.2, 64.2, A4 and A5 will be changed as follows:
- 1.2.1 The penalty for violating RRS 31 by touching an anchored race committee vessel shall be to retire. Touching a float and its line trailing from an anchored race committee vessel is not touching an anchored race committee vessel. This changes RRS 64.2.
  - 1.2.2 The penalty for violating a rule of Part 2 with the result that another boat touches an anchored race committee vessel shall be for the offending boat to retire. This changes RRS 64.2.
  - 1.2.3 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 30 minutes after the protest time limit. This changes RRS 62.2.
  - 1.2.4 In addition to the requirements of RRS 61.1(a), a boat intending to protest another boat or to request redress shall notify the race committee as soon as possible, but not while racing. The notification may be a) by radio using the appropriate VHF channel; or b) by sailing past the race committee signal vessel and hailing their intent. The protesting boat shall identify the other boat and receive acknowledgment from the race committee. This changes RRS 61.1.



### 1.3 Additional Rules for Classic Canvas Classes

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

1.3.2. Two headsails shall 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.

1.3.3. A pole may be used to wing out a headsail, the luff of which shall be attached to a headstay. A whisker pole or spinnaker pole shall not be used to wing out an asymmetrical spinnaker.

## 2 CHANGES TO SAILING INSTRUCTIONS

**2.1** Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2100 on the day before it will take effect.

**2.2** Changes to a sailing instruction may be made on the water by hail on the appropriate VHF channel in accordance with RRS 90.2(c).

## 3 COMMUNICATIONS WITH COMPETITORS

**3.1** Notices to competitors will be posted on or near the main clubhouse glass foyer entry door facing South located near the pool at Lakewood Yacht Club.

**3.2** n/a.

**3.3** On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 69.

**3.5** [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.

## 4 CODE OF CONDUCT

**4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

**4.2** n/a



## **5 SIGNALS MADE ASHORE**

- 5.1** Signals made ashore will be displayed on the yardarm at Lakewood Yacht Club near the main clubhouse.
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.
- 5.3** n/a

## **6 SCHEDULE OF RACES**

- 6.1** Date of racing: March 5, 2022.
- 6.2** Number of races: One or two races will be held.
- 6.3** The scheduled time of the warning signal for the first race is 1030.
- 6.4** n/a
- 6.5** No warning signal will be made after 1500.

## **7 CLASS FLAGS**

- 7.1** The class flags are:

<b><u>Class</u></b>	<b><u>Flag</u></b>
Cruising Classic Canvas Non-Spin	Green
PHRF Non-Spin	Green
Cruising Classic Canvas Spin	Pink
J/105	J/105
ORC	Purple

## **8 RACING AREA**

- 8.1.** Attachment A shows the location of the racing areas.
- 8.2.** Boats shall not enter or cross the Houston Ship Channel while racing.
- 8.3.** If the designated course crosses the Bayport Channel, then boats shall not at any time interfere with commercial vessels operating in the Bayport



Channel. Otherwise, boats shall not enter or cross the Bayport Ship Channel while racing.

## 9 COURSES

**9.1** The diagrams in SI Attachment A 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.

**9.2** 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, use different courses for different classes.

**9.3** n/a.

**9.4** n/a.

## 10 MARKS

**10.1** Marks for Courses will be fixed and dropped marks on Galveston Bay in the following approximate positions:

Mark	Approximate Coordinate	Description
SF (Start/Finish)	N 29° 32.7' W 094° 59.1'	RC Signal boat and a nearby orange mark (buoy or tetrahedron) <i>NOTE: For Courses 5 and 6, an orange mark nearby is the turning mark "SF" except when starting or finishing.</i>
E	N 29° 35.8' W 094° 56.9'	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.
G	N 29° 34.6' W 094° 56.5'	Morgan's Point Approach Outer Range Rear Light



H	N 29° 33.3' W 094° 56.5'	<i>A platform located in Galveston Bay, approximately 1.3 nm WSW of Houston Ship Channel marker #65.</i>
South Boaters Cut (SBC) 8	N 29° 32.4 W 094° 55.1'	<i>A channel marker in Galveston Bay, near the Houston Ship Channel marker 61</i>
Todville Rd beach Tet	N 29° 34.5' W 094° 59.3'	<i>An anchored 8' Orange Tetrahedron</i>
San Leon beach Tet	N 29° 30.6 W 094° 56.1'	<i>An anchored 8' Orange Tetrahedron</i>
Upper Galveston Bay Tet	N 29° 39.2' W 094° 59.8'	<i>An anchored 8' Orange Tetrahedron</i>

**10.2** n/a.

**10.3** The starting and finishing marks will be the race committee signal vessel (including its trailing float and line) and an orange mark.

## **11 OBSTRUCTIONS**

**11.1** None. However, See SI 8.2 and 8.3.

## **12 THE START**

**12.1** n/a.

**12.2** n/a.

**12.3** 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.

**12.4** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP]

**12.5** n/a.

**12.6** 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 will attempt to broadcast her sail number on the appropriate VHF channel. 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).

- 12.7** A boat that does not start within 10 minutes after her starting signal may be scored Did Not Start. This changes RRS A5.1.

### **13 CHANGE OF THE NEXT LEG OF THE COURSE**

- 13.1** n/a

### **14 THE FINISH**

- 14.1** The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark.

- 14.2** 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.

### **15 PENALTY SYSTEM**

- 15.1** Appendix V2 will apply. Appendix V2(b) is changed to read: A Post-Race Penalty is a 20% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

- 15.2** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

### **16 TIME LIMITS**

- 16.1** See NOR 1.2.

### **17 HEARING REQUESTS**

- 17.1** US Sailing prescriptions to RRS 63.2 shall not apply.

- 17.2** Boats wishing to protest are encouraged to utilize the US Sailing App and submit by email at [protest@lakewoodyachtclub.com](mailto:protest@lakewoodyachtclub.com). For those wishing to file protests on paper, forms are available in the LYC Clubhouse Office. Protests and requests for redress or reopening shall be delivered by email or to the Clubhouse Office 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.





- 17.3** For each class, the protest time limit is 60 minutes after the last boat in that class finishes the last race of the day.
- 17.4** 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 will be held in the protest room, the location of which will be identified on the official notice board, beginning at the time posted.
- 17.5** Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 17.6** n/a

## **18 SCORING**

- 18.1** See NOR 1.2.
- 18.2** One race is required to be completed to constitute a series for Bay Cup I and for the Bay Cup series trophy.
- 18.3** A boat's series score is the total of her race scores. For the Bay Cup series trophy, a boat's score is the total of her race scores in both the 2022 Bay Cup I and Bay Cup II regattas.
- 18.4** All handicap classes will be scored using Time on Time (TOT) scoring.
- 18.5** ORC Class(es) will be scored using Single Number All Purpose.
- 18.5** To qualify for the Bay Cup series trophy, a boat must compete in the same class during both the 2022 Bay Cup I and Bay Cup II regattas and must be sailed by the same skipper.

## **19 SAFETY REGULATIONS**

- 19.1** 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 signal vessel on starboard tack and hailing the boat's name or sail number, until acknowledged by the race committee. Boats shall not check in by VHF radio. At each boat's check-in, every person on board shall be visible on deck wearing or holding a personal floatation device (PFD). [DP][NP]
- 19.2** [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity by one of the following means: a) by radio using the appropriate VHF channel; b) by sailing past a race committee vessel and announcing retirement; c) by calling the PRO (832) 993-5933. The boat



shall continue attempting notifications until it receives acknowledgment from the race committee.

## **20 REPLACEMENT OF CREW OR EQUIPMENT**

n/a.

## **21 EQUIPMENT AND MEASUREMENT CHECKS**

n/a

## **22 SUPPLIED BOATS**

n/a

## **23 OFFICIAL VESSELS**

- 23.1 Official vessels may be identified by displaying a blue race committee flag with a fouled anchor.

## **24 SUPPORT TEAMS**

n/a

## **25 TRASH DISPOSAL**

n/a

## **26 BERTHING**

n/a

## **27 HAUL-OUT RESTRICTIONS**

n/a

## **28 DIVING EQUIPMENT AND PLASTIC POOLS**

n/a

## **29 PRIZES**

Prizes will be given as follows:

29.1. See NOR 19.

29.2. Prizes will be awarded during the post-race party Saturday evening.





## RISK STATEMENT

- 30** 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.**

## **31 INSURANCE**

- 31.1** See NOR 21.

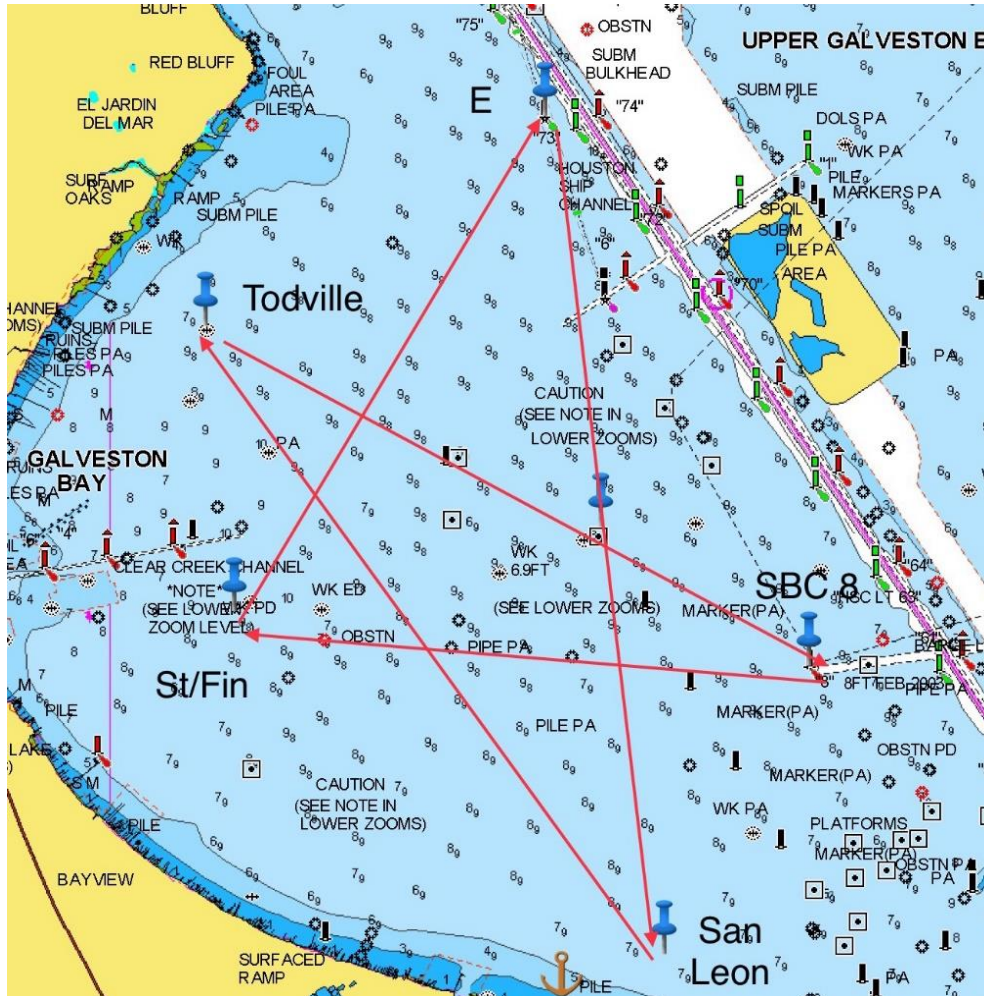


# 2022 Bay Cup I

## Sailing Instructions

### ATTACHMENT A: COURSES

#### Course 1



	Mark	Approx. Brg.	Leave to:
Start	Start		
1	E	32*	Stbd
2	San Leon	172*	Stbd
3	Todville	324*	Stbd
4	SBC 8	119*	Stbd
Finish	Finish	275*	

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## Course 2



	Mark	Approx. Brg.	Leave to:
Start	Start		
1	SBC 8	95*	Port
2	Todville	299*	Port
3	San Leon	144*	Port
4	E	352*	Port
Finish	Finish	212*	

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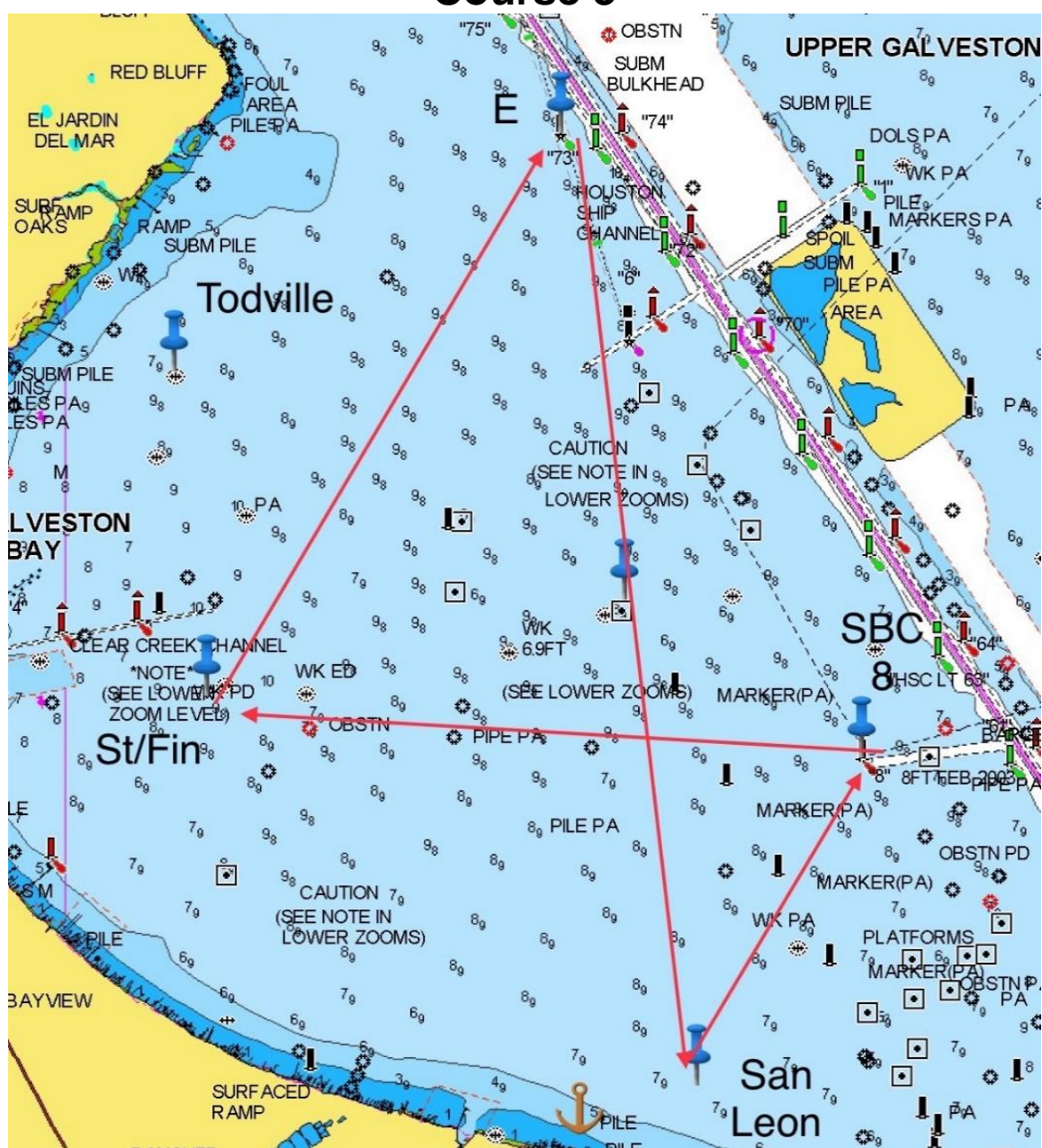









## Course 3



	Mark	Approx. Brg.	Leave to:
Start	Start		
1	E	32*	Stbd
2	San Leon	172*	Port
3	SBC 8	26*	Port
Finish	Finish	275*	

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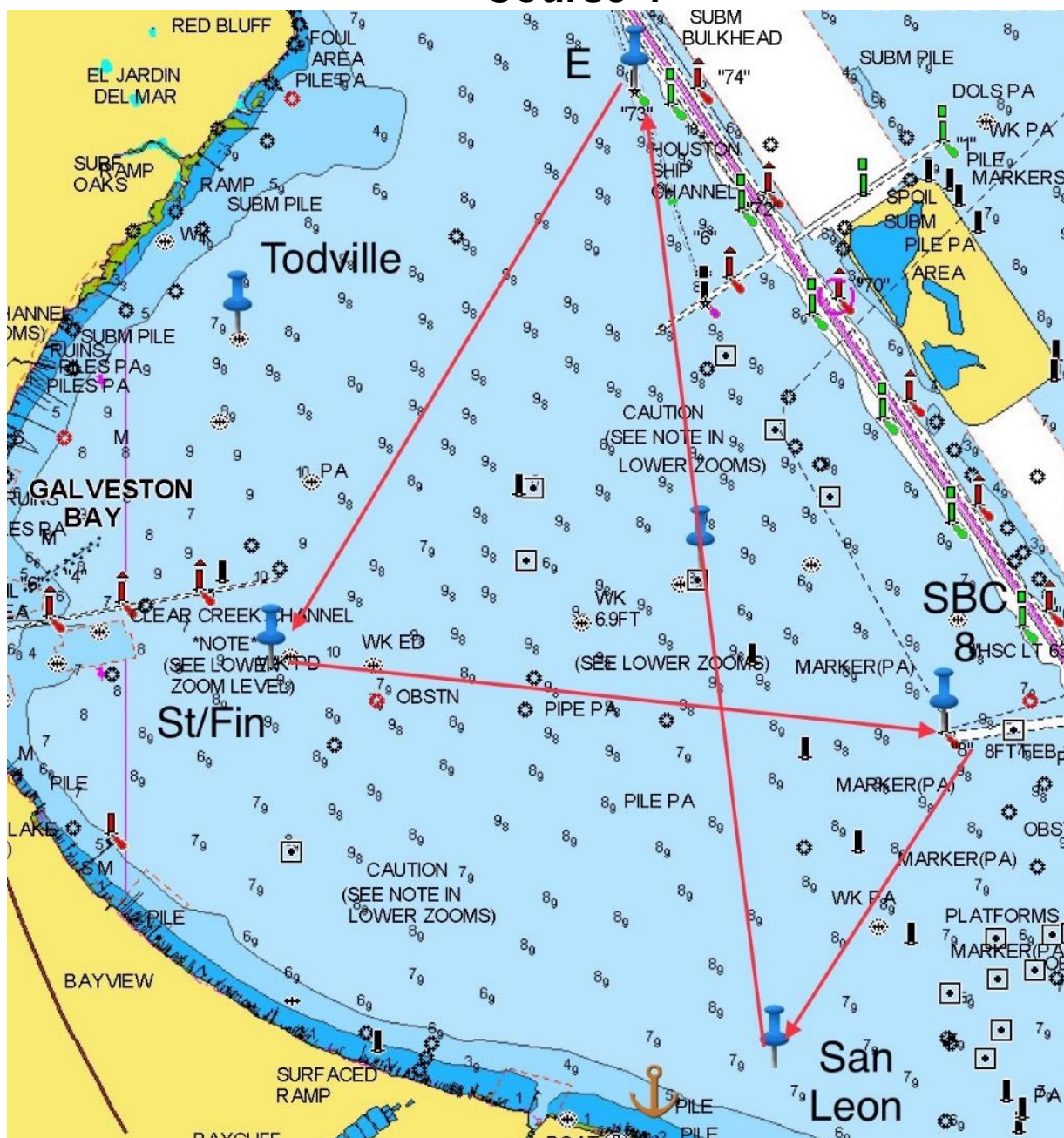
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## Course 4



	Mark	Approx. Brg.	Leave to:
Start	Start		
1	SBC 8	95*	Stbd
2	San Leon	208*	Stbd
3	E	352*	Port
Finish	Finish	212*	

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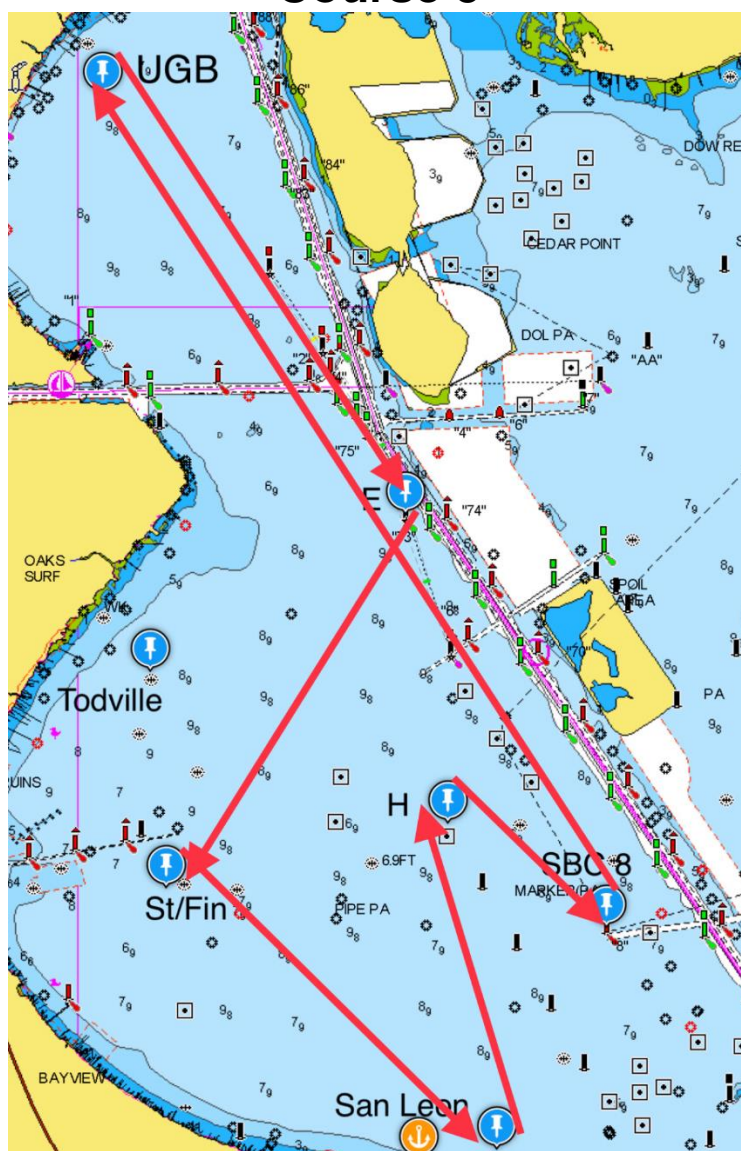









## Course 5

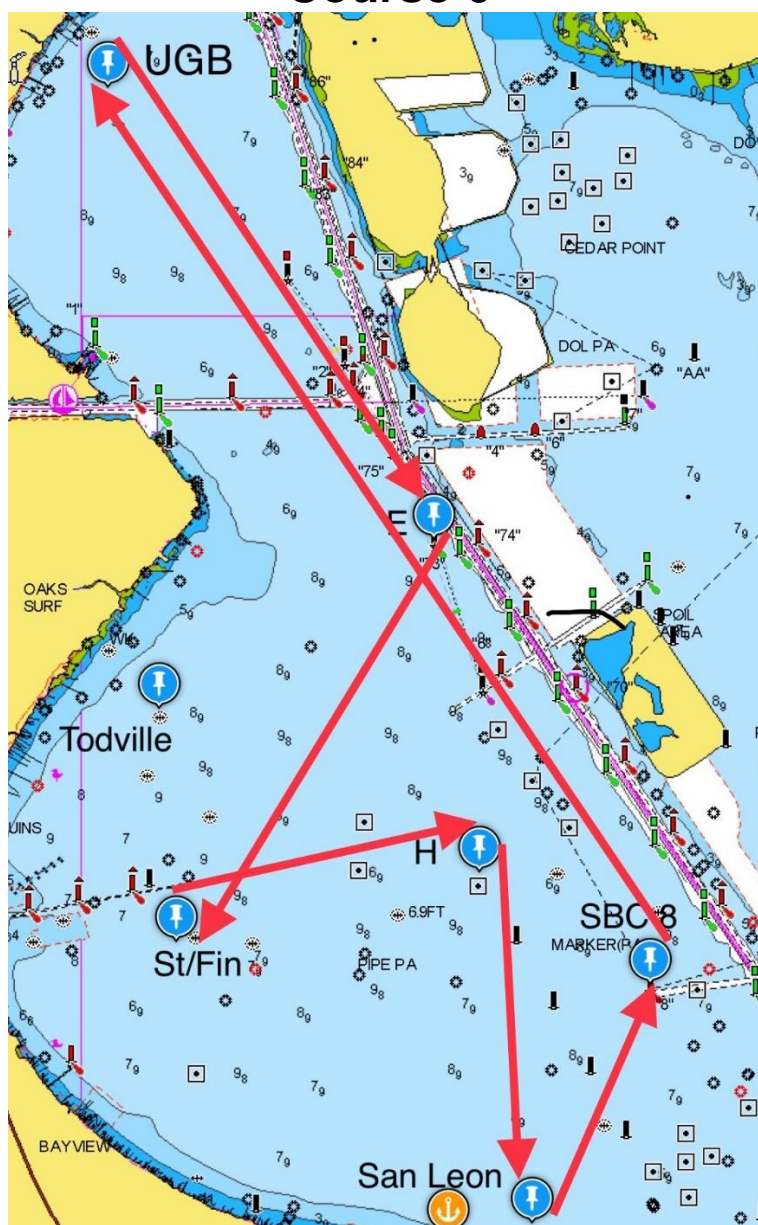


	Mark	Approx. Brg.	Leave to:
Start	Start		
1	San Leon	129*	Port
2	H	352*	Stbd
3	SBC 8	123*	Port
4	UGB	329*	Stbd
5	E	144*	Stbd
Finish	Finish	213*	

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## Course 6



	Mark	Approx. Brg.	Leave to:
Start	Start		
1	H	77*	Stbd
2	San Leon	172*	Port
3	SBC 8	26*	Port
4	UGB	329*	Stbd
5	E	144*	Stbd
Finish	Finish	213*	

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