



**2022 GBCA Performance Cup  
April 9-10, 2022**

**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 08:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by the race committee flying Flag L and hailing all competitors via VHF radio with 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=24028](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=24028)
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channels **69**.
- 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=24028](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=24028)
- 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 8	19:00	Competitors briefing, in-person at the GBCA clubhouse and virtual (link to be forwarded prior to event).
Saturday, April 9	11:00	First warning signal, additional races to follow (One-design and ORC classes).
Saturday, April 9	17:00(est)	Immediately following racing, social at the GBCA clubhouse
Sunday, April 10	11:00	First warning signal, additional races to follow (One-design and ORC classes).
Sunday, April 10	15:00	No warning signal after this time
Sunday, April 10	16:00(est)	Post-race social and awards, GBCA clubhouse

- 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:

	ORC Spin	Purple
	J105	Yellow with class emblem
	J24	White with class emblem
	PHRF NS	Red
	Cruising Club-Spin	Pink

## **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:

- “Far”/”Near” Windward Mark – Orange Tetrahedrons
- Leeward Gate – Yellow Tetrahedrons, and fixed marks
- Starting Mark – Orange Tetrahedron
- Offset Mark and Finish Mark – Red Sphere
- South Boat Cut #8 – Fixed Channel Marker
- GBCA “E” – Fixed HSC Low-Range Marker
- Clear Creek Channel #2 – Fixed Channel Marker

10.3 Location of the Starting, Finishing, and Windward marks will be dependent on prevailing wind direction. The locations in the diagram in Addendum #1 is subject to change.

## **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.
- 13.2** The Race Committee may make minor adjustments by moving the original marks to new locations (up to 10 degrees and 0.1 NM in length) to the course during a race without signaling a course change. This changes RRS 33.
- 13.3** One or the other gate mark may be moved without signal to support the course configuration.

## **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 passing through a line extended at a 90-degree angle to the prevailing wind direction and from the Finishing Mark, which shall be left to port, 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 One-design and ORC classes 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 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](mailto: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:  
[http://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=24028](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=24028)
- 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** ORC boats will be scored Time on Time using the Windward/Leeward Triple Number data per each boat's certificate.
- 18.5** 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** Race Committee Contact: Chris May 713-591-8115

## **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 in each class based on number of entries as detailed in the Notice of Race.

## 27 RISK STATEMENT

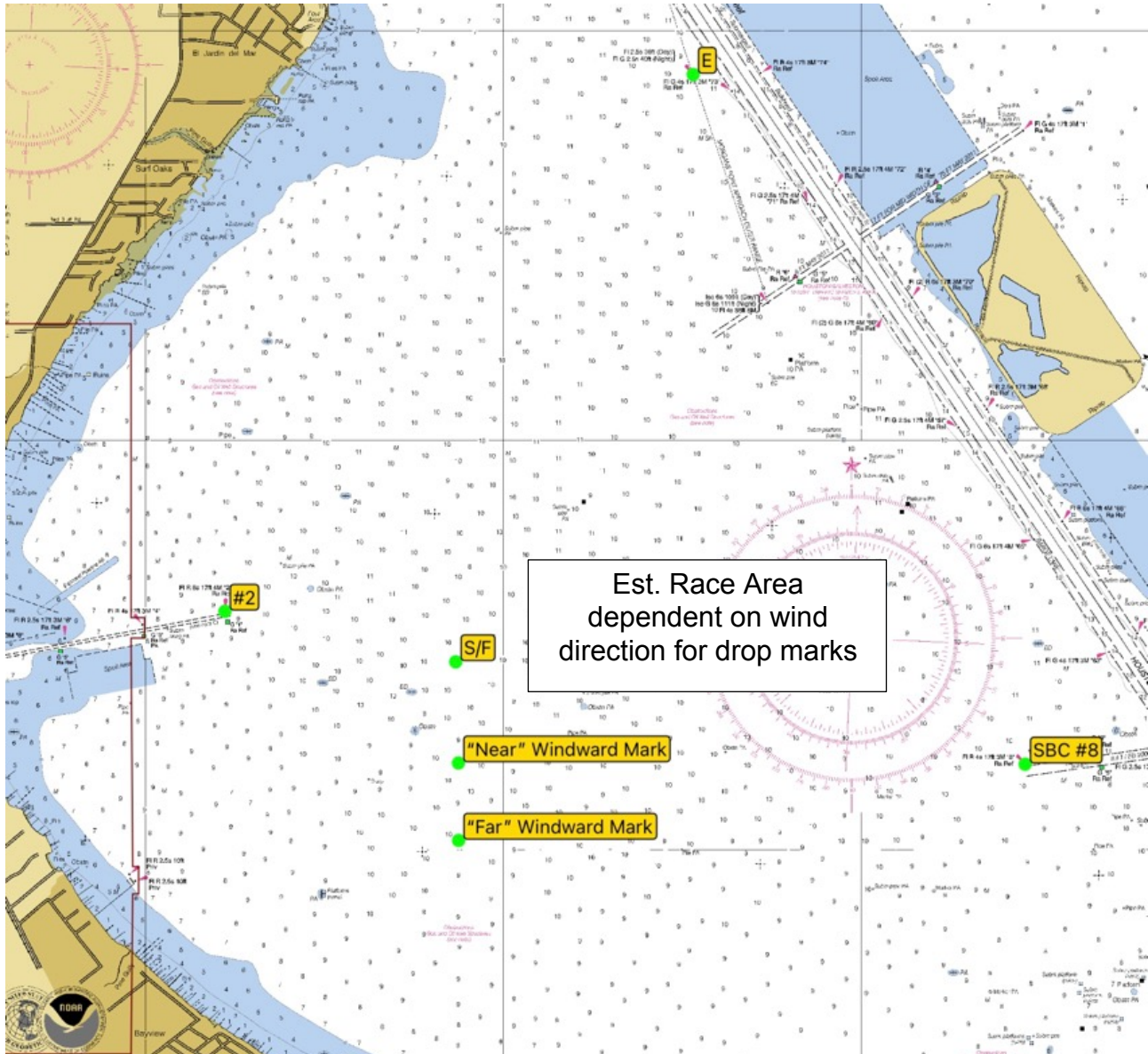
- 27.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds 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

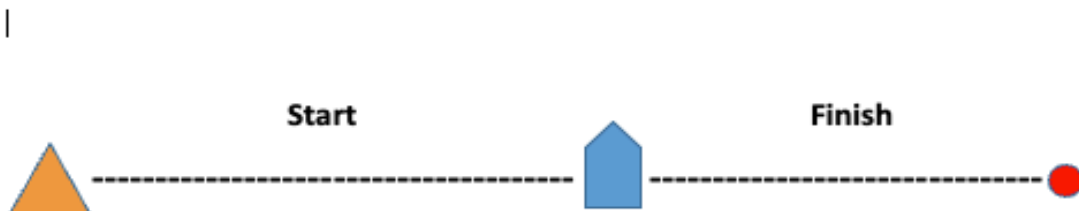
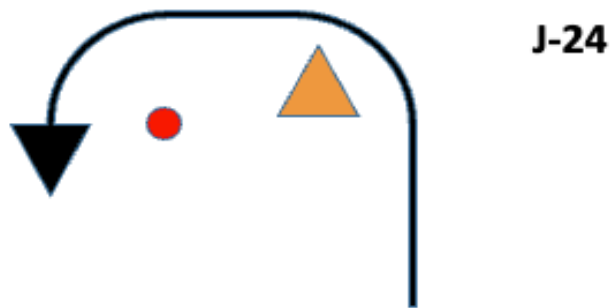
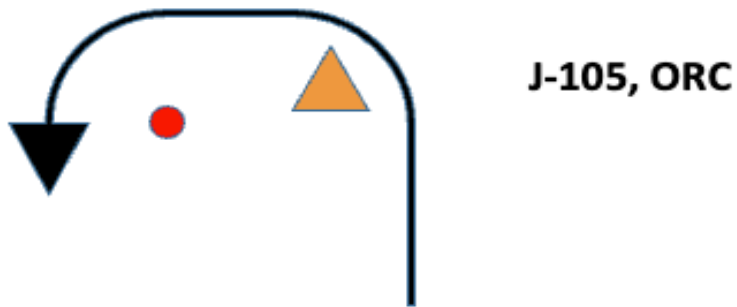


**Start/Finish, "Near" Windward Mark, "Far" Windmark are estimated locations. Final locations will be dependent on wind direction. Start/Finish is planned to be set-up to the South and East of Clear Creek Channel Markers #1 & #2.**



SI Addendum #2  
Courses

J105, J24, ORC



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

## **CC, CC Spin, PHRF Non-Spin**

Course will be in the following order after the start with all roundings to port.

### **Marks of the course**

1. Start – Race Committee Boat
2. “Far” Windward Mark
3. South Boat Cut - #8 - 29° 32.419’N 94° 55.077’W
4. GBCA “E” - 29° 35.779’N 94° 56.934’W
5. Clear Creek Channel #2 - 29° 33.164’N 94° 59.551’W
6. Finishing Mark - mark per Section 14.1

### **Course Sequence**

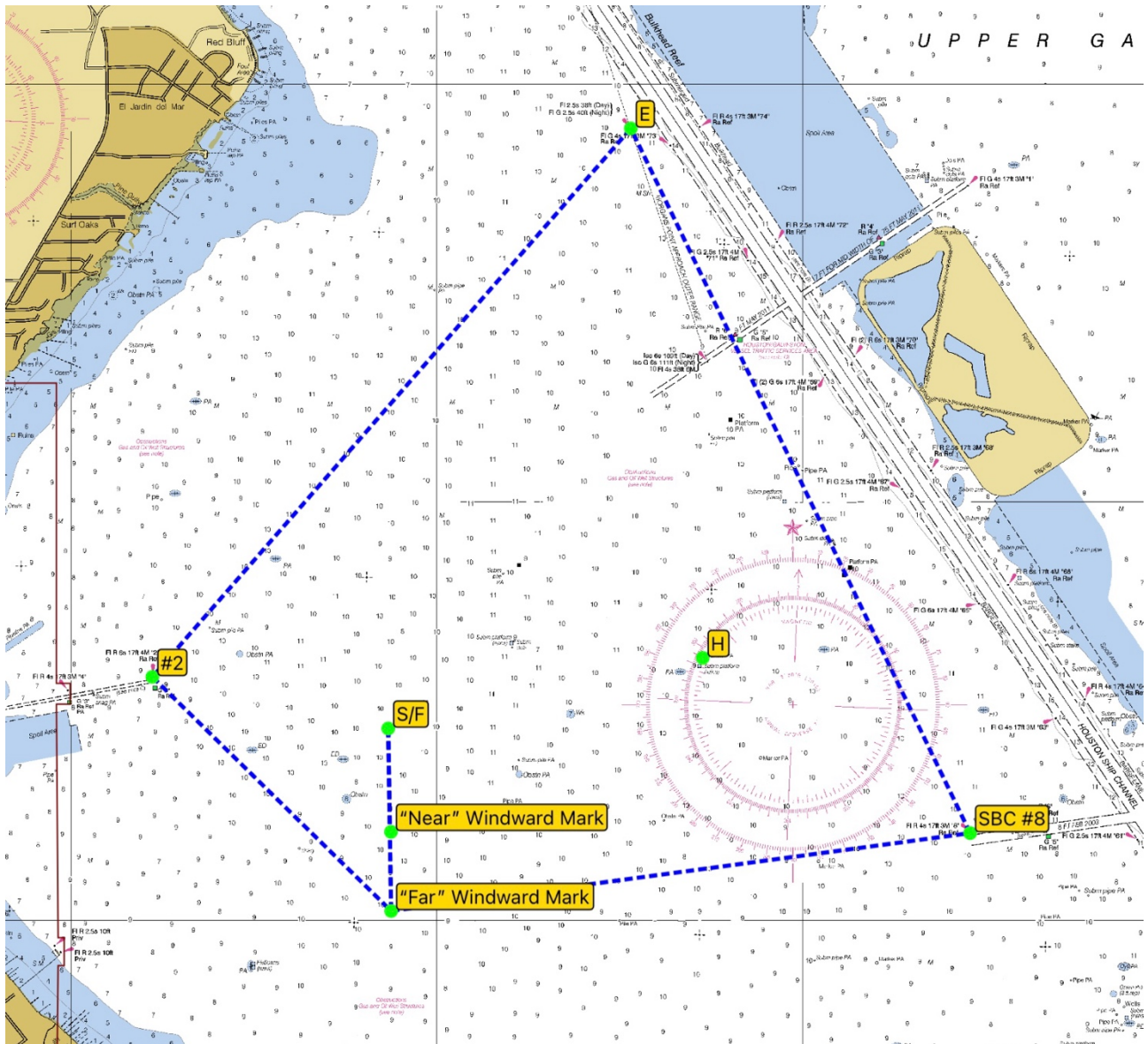
1. Start
2. “Far” Windward Mark
3. SBC #8
4. GBCA “E”
5. Clear Creek Channel #2
6. “Far” Windward Mark
7. Finish

Approx. 13.5nm

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

# CC, CC Spin, PHRF Non-Spin

## Approximate Locations of Named Marks



Start/Finish, “Near” Windward Mark, “Far” Windward Mark are estimated locations. Final locations will be dependent on wind direction. Start/Finish is planned to be set-up to the South and East of Clear Creek Channel Markers #1 & #2.

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