

**2023 Bay Cup I Regatta
Lakewood Yacht Club
Organizing Authority: Bay Access Sailing Foundation
Sailing Instructions
Published March 1, 2023 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 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.
- 1.2.3 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** On the water, the race committee intends to monitor and communicate with competitors via VHF radio on channel 69.
- 3.3** [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.

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 4, 2023.
- 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** No warning signal will be made after 1430.

7 CLASS FLAGS

7.1 The class flags are:

<u>Class</u>	<u>Flag</u>
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 and new oyster reef location off San Leon. Please note that dredging operations and the construction of oyster reefs off San Leon may be taking place which may include barge traffic from the ship channel to San Leon as well as operations in the oyster reef area. See Notice to Mariners Attachment B for further information.

8.2. Boats shall not enter or enter the Houston Ship Channel or Bayport Ship Channel while racing.

8.3. Boats shall not at any time interfere with commercial vessels including but not limited to barge traffic, tugs and split-hulled dump scows operating in the race area. [DP]

8.4 ***A boat is subject to disqualification if the Race Committee receives a report from a disinterested party that the boat interfered with commercial traffic while transiting to the race area, while racing, or while transiting home after finishing.***

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.

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'	<i>RC Signal boat and a nearby orange mark (buoy or tetrahedron)</i> <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'	<i>The Low Range Marker (Upper Range "A") in Galveston Bay. The mark is an orange and white structure near Houston Ship Channel</i> <i>Marker #73, 0.23 nm NNW of the old low range.</i>
G	N 29° 34.6' W 094° 56.5'	<i>Morgan's Point Approach Outer Range Rear Light</i>
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>

10.2 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 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.

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

12.3 n/a.

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 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).

12.5 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 There will be no course changes after the start.

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 A boat intending to protest another boat shall notify the race committee immediately after finishing. Boats shall first sail to the non-course side of the finish vessel and report to the finish vessel. Boats that do not finish shall report their intent to protest to any race committee vessel at the first possible opportunity. This adds to RRS 61.1(a).

17.3 Boats wishing to protest are encouraged to utilize the US Sailing App and submit by email at 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.

- 17.4** For each class, the protest time limit is 60 minutes after the Signal Boat has entered the LYC Harbor.
- 17.5** 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.
- 17.6** Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

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 2023 Bay Cup I and Bay Cup II regattas.
- 18.4** All PHRF handicap classes will be scored using Time on Time (TOT) scoring.
- 18.5** Boats in the ORC class will be scored using the Triple-number All Purpose Time-on-Time method
- 18.5** To qualify for the Bay Cup series trophy, a boat must compete in the same class during both the 2023 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 (713) 315-1658. 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

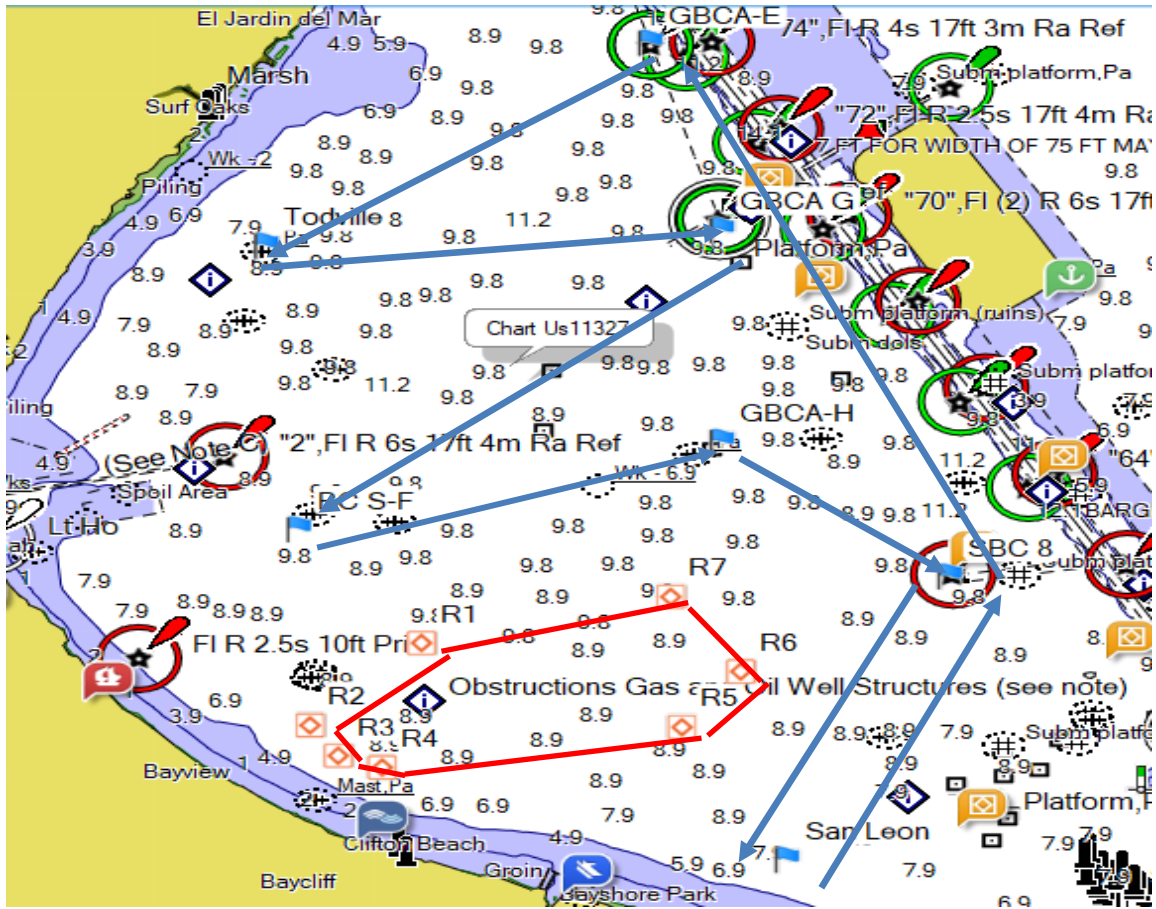
30 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and 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 20.

2023 Bay Cup I Regatta
Sailing Instructions
ATTACHMENT A: COURSES

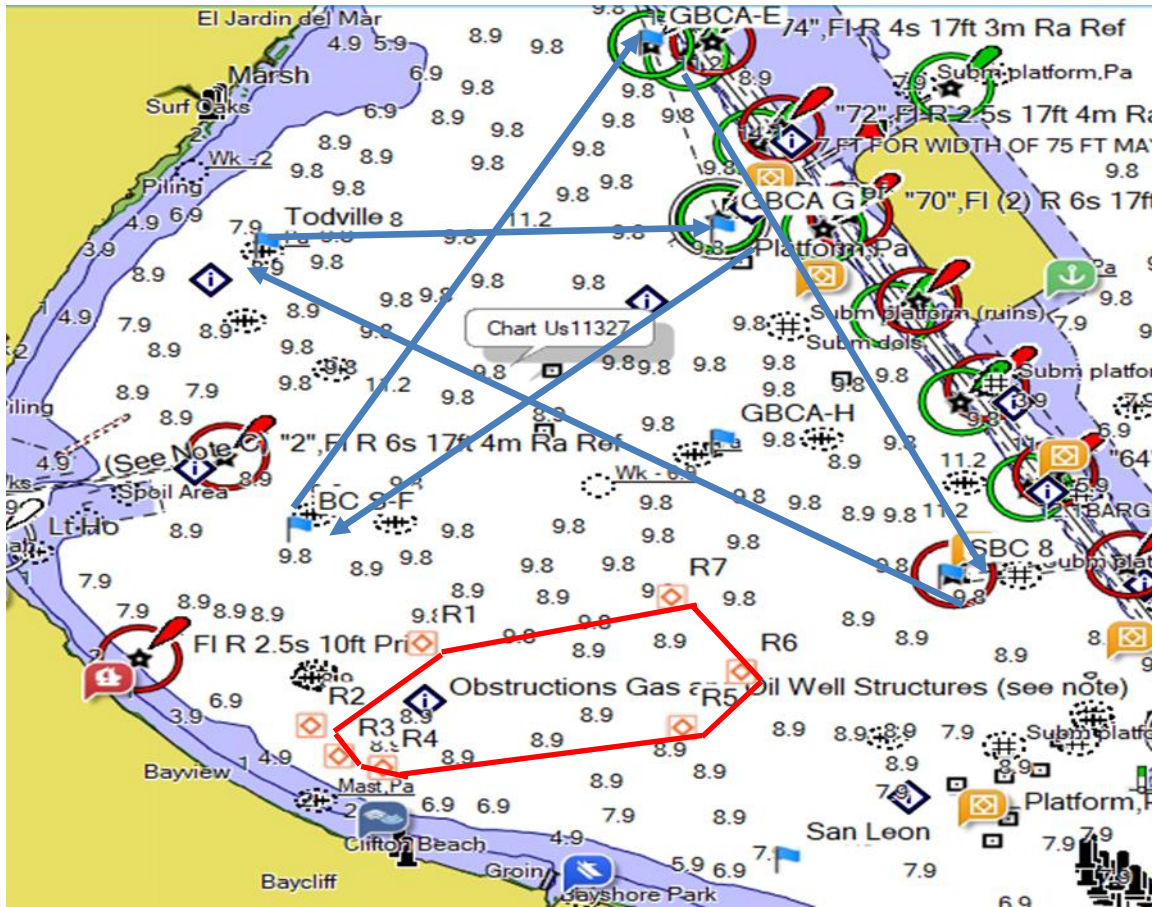
ATTACHMENT A – COURSE 1



COURSE 1

		Aprox Dist.	Aprox Heading	Leave To
SF	GBCA-H	2.3	76	Stbd
GBCA-H	SBC8	1.5	125	Stbd
SBC8	San Leon	2	206	Port
San Leon	SBC8	2	26	Port
SBC8	GBCH-E	3.7	335	Port
GBCH-E	Todville	2.4	238	Port
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	229	
Dist.		19.2		

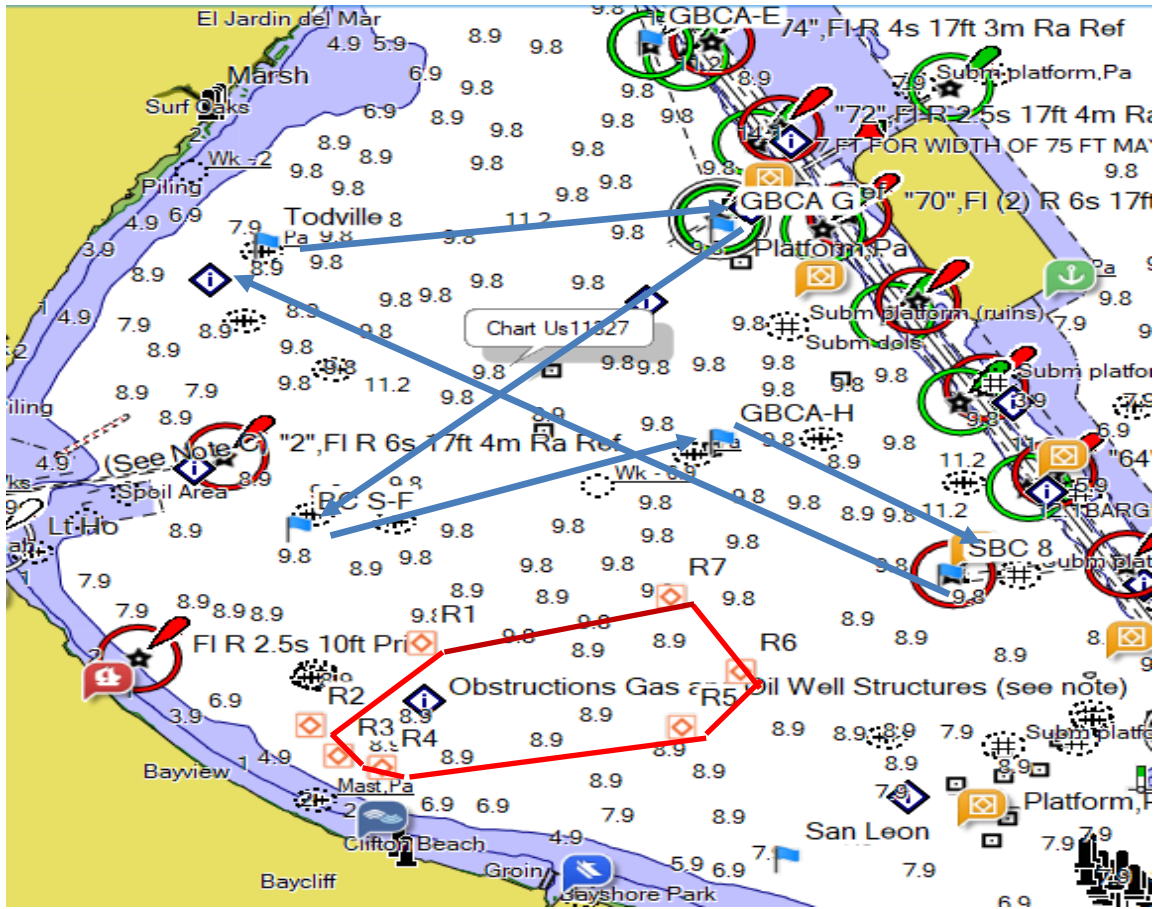
ATTACHMENT A – COURSE 2



COURSE 2

		Aprox Dist	Aprox Heading	Leave To
SF	GBCH-E	3.6	31	Stbd
GBCH-E	SBC8	3.8	155	Stbd
SBC8	Todville	4.2	300	Stbd
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	231	
Dist		16.9		

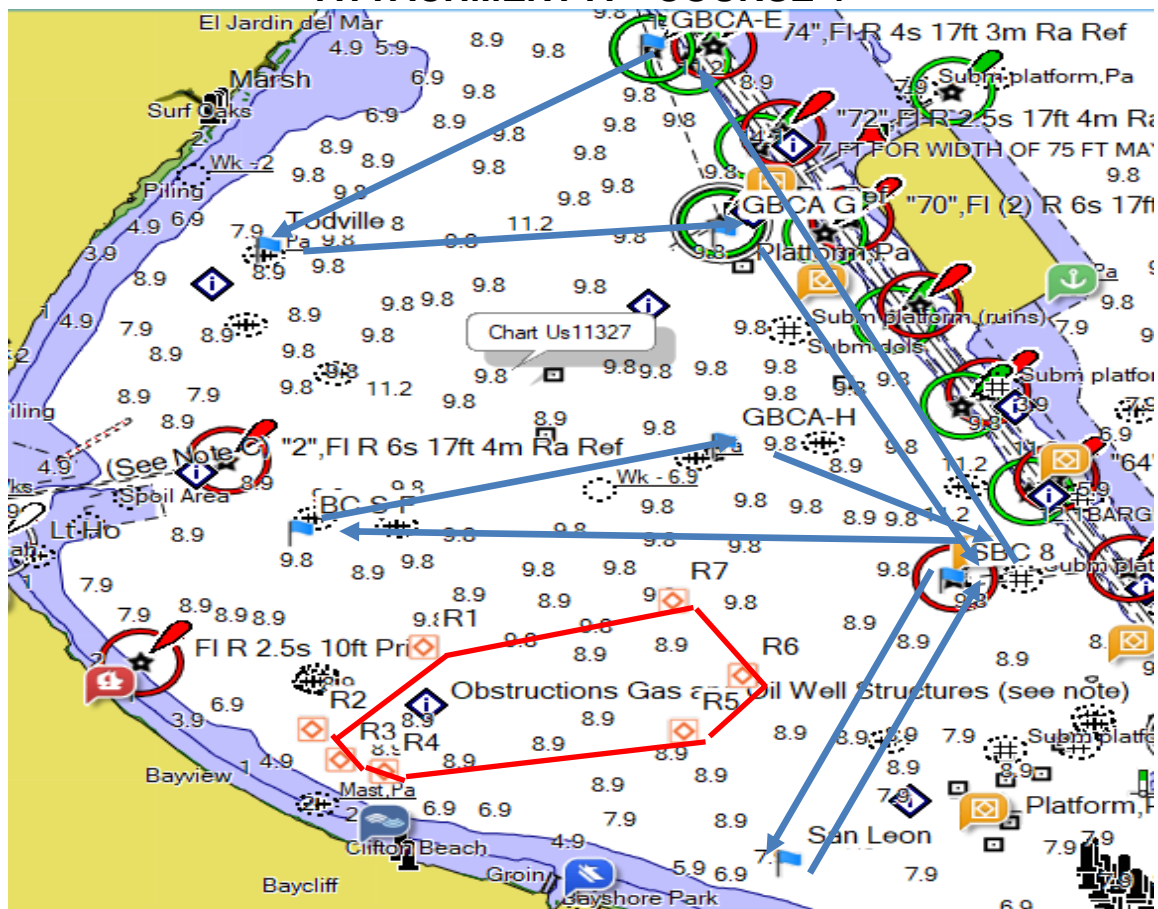
ATTACHMENT A – COURSE 3



COURSE 3

		Aprox Dist.	Aprox Heading	Leave To
SF	GBCA-H	2.3	76	Stbd
GBCA-H	SBC8	1.5	124	Stbd
SBC8	Todville	4.2	300	Stbd
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	231	
Dist.		13.3		

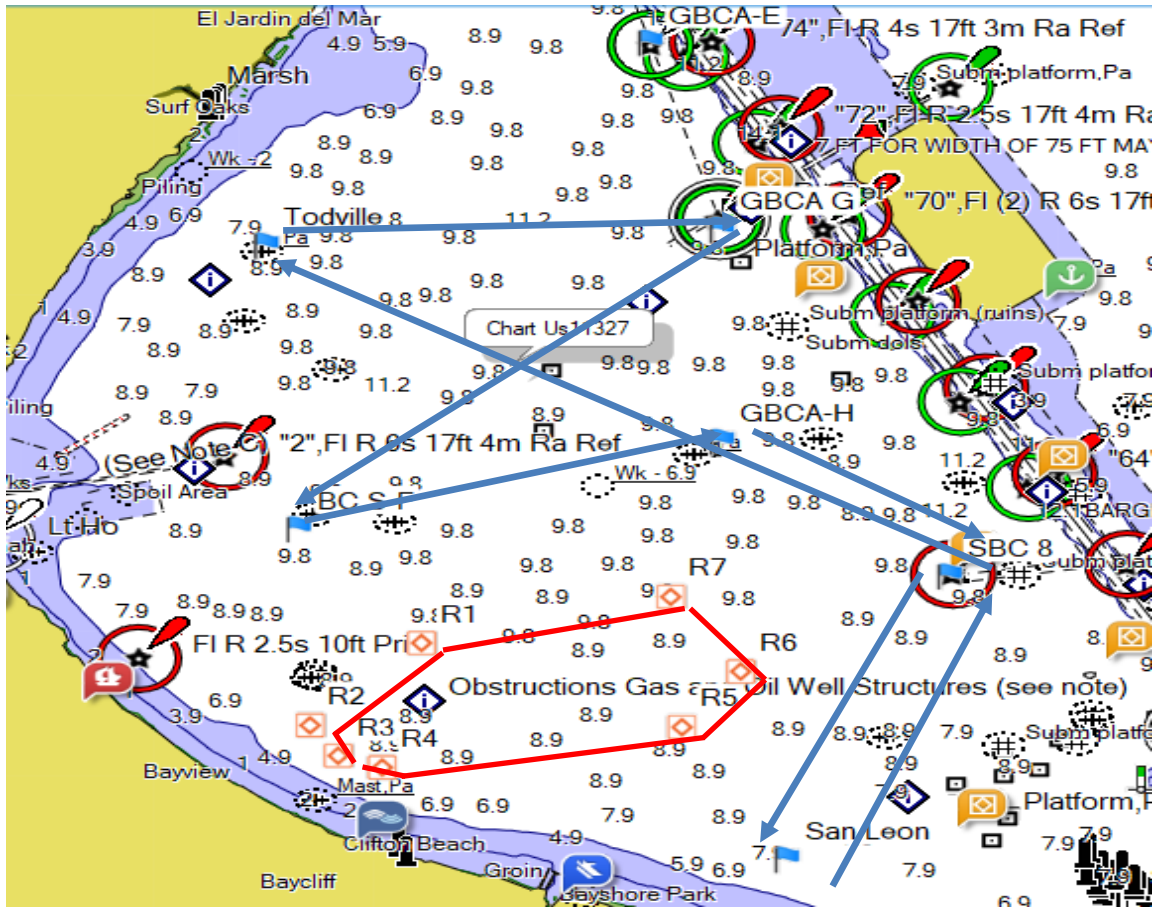
ATTACHMENT A – COURSE 4



COURSE 4

		Aprox Dist	Aprox Heading	Leave To
SF	GBCA-H	2.3	76	Stbd
GBCA-H	SBC8	1.5	125	Stbd
SBC8	San Leon	2	206	Port
San Leon	SBC8	2	26	Port
SBC8	GBCA-E	3.7	335	Port
GBCA-E	Todville	2.4	237	Port
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SBC8	2.5	151	Stbd
SBC8	SF	3.5	275	
Dist		22.3		

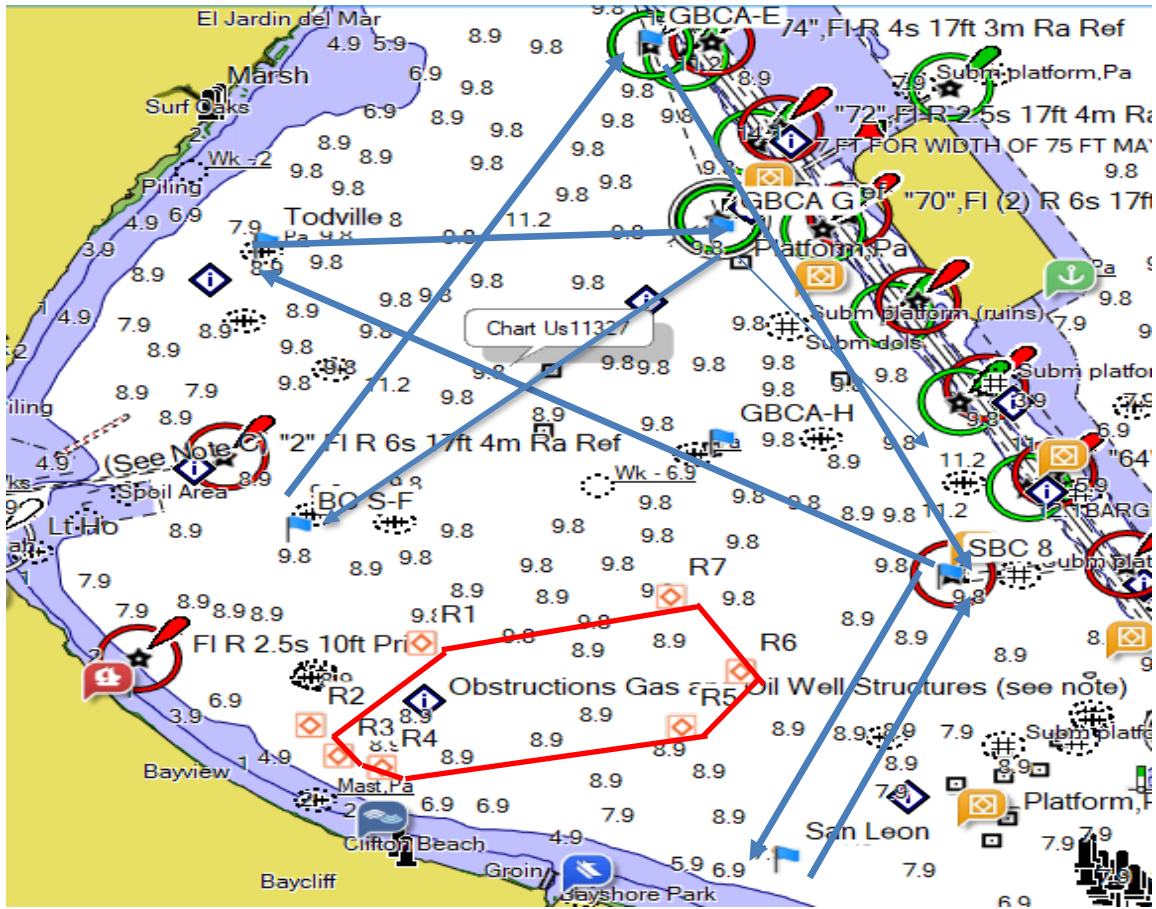
ATTACHMENT A – COURSE 5



COURSE 5

		Aprox Dist	Aprox Heading	Leave To
SF	GBCA-H	2.3	76	Stbd
GBCA-H	SBC8	1.5	124	Stbd
SBC8	San Leon	2	206	Port
San Leon	SBC8	2	26	Port
SBC8	Todville	4.2	300	Stbd
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	231	
Dist		17.3		

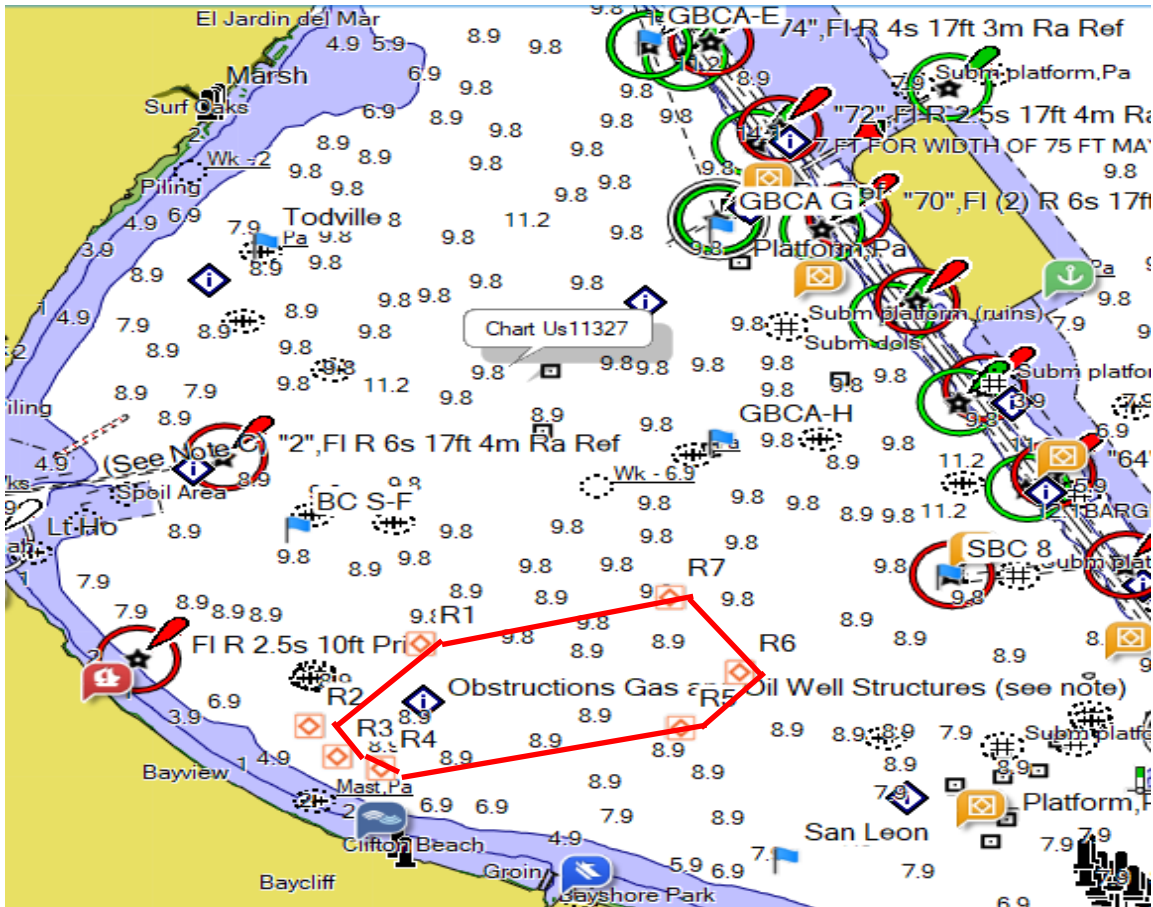
ATTACHMENT A – COURSE 6



COURSE 6

		Aprox Dist	Aprox Heading	Leave To
SF	GBCH-E	3.6	31	Stbd
GBCH-E	SBC8	3.8	155	Stbd
SBC8	San Leon	2	206	Port
San Leon	SBC8	2	26	Port
SBC8	Todville	4.2	300	Stbd
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	231	
Dist		20.9		

SAN LEON OYSTER REEF MITIGATION APPROXIMATE BOUNDARY COORDINATES



San Leon Oyster Reef Boundary Marks

- R1 N 29 31.978 W 94 58.346
- R2 N 29 31.455 W 94 59.031
- R3 N 29 31.262 W 94 58.858
- R4 N 29 31.187 W 94 58.507
- R5 N 29 31.443 W 94 56.745
- R6 N 29 31.797 W 94 56.384
- R7 N 29 32.271 W 94 56.814

**2023 Bay Cup I Regatta
Sailing Instructions
ATTACHMENT B
NOTICE TO MARINERS**

Eighth Coast Guard District
(Sector Houston-Galveston)
13411 Hillard St. Houston, TX 77034
(281) 464-4800

Subject: Notice to Mariners

Reference: **Houston Ship Channel (HSC) & Bayport Ship Channel (BSC) Expansion Channel Improvement**

Project (ECIP) Project 11: REDFISH TO BAYPORT HSC STA 78+844 TO HSC STA 16+000 & BAYPORT SHIP CHANNEL

Mariners:

Curtin Maritime request that a Notice to Mariners be posted regarding our dredging operations in the Houston Ship Channel from approximately channel marker G-75/R-76 to G-71/R-72.

Please be advised that Curtin Maritime (CMC) will be conducting dredging activities commencing on or about December 15, 2022 and conclude on or about May 3rd, 2023. Sediment will be dredged within the main ship channel and existing barge lane and will be loaded into scows. The mechanical clamshell dredge, DB Avalon, will be utilizing spuds without any anchors and does not have any associated dredge pipeline.

From approximately Dec 15, 2022 to Feb 21, 2023, scows will be pushed directly from the DB Avalon to the San

Leon oyster mitigation site located at 29d 31.602000' N, 094d 57.52920' W. From approximately Feb 21, 2023 to Apr 16, 2023 the scows will be pushed from the DB Avalon in the HSC utilizing the barge lane, where possible, to the vicinity of light 45. The tug will take the scow within 300ft outside of the western toe of the main ship channel and swap the loaded scow to shallower draft tugs. The shallower draft tugs will pass a light scow to the larger tug to take back to the DB Avalon and the loaded scow will be transported to the Dollar Reef oyster mitigation site located at 29d 26.899043' N, 094d 53.128969' W.

The mitigation sites at San Leon & Dollar Reef will be visually marked with PVC poles indicating that an oyster pad is under construction with tugs and split-hulled dump scows placing material into the sites periodically. Each pad is staked at 200ft intervals along the perimeter and each stake will be marked with hi-vis paint and reflective tape. It should be noted that the oyster pads may contain areas of shallower than normal draft restrictions while material is being placed prior to being leveled, and all boaters should avoid the mitigation sites until construction is completed.

Bed levelling operations at the oyster pad sites will commence on Feb 2, 2023 and should commence on or about April 30, 2023. The bed levelling will be conducted using an oyster boat dredge and well as a barge mounted Aframe drag bar pushed by a tugboat.

From approximately Feb 15, 2023 to May 31, 2023, a placement barge, DB Ironbound, will be located at the San Leon oyster mitigation site placing material. Then the placement barge will relocate to Dollar Reef oyster mitigation site on approximately May 31, 2023 and conclude operations on or about July 12, 2023. Our fleet for this operation will consist of:

Equipment	Name	LxWxDraft
Dredge	DB Avalon	250'x77'x9'
Placement Barge	DB Ironbound	144'x54'x6'
Split Hull Scow	Arrow Point	174'x48'x10'
Split Hull Scow	Long Point	174'x48'x10'
Split Hull Scow	Telsiai	200'x44'x10'
Split Hull Scow	Thomas Desmond	250'x52'x10'

Scow Tending Tug	Elizabeth C	90'x28'x12'
Scow Tending Tug	Alice C	120'x31'x15'
Scow Tending Tug	Karen C	126'x34'x16'
Scow Tending Tug	Taurus	69'x24'x9'
Scow Tending Tug	Baby T	26'x14'x5'
Scow Tending Tug	Squaw	54'x21'x7'
Scow Tending Tug	Lily C	66'x28'x7'
Scow Tending Tug	Columbia	55'x22'x7'
Drag Boat	Mr. Jurisich	84'x25'4'
Drag Boat	Tony Miller	26'x14'x5'

CMC will be operating 24 hours per day / 7 days per week (Monday through Sunday). Mariners are urged to transit at their slowest safest speed to minimize wake between lights 43/44 and 47/48 while a scow swap is occurring. While approaching the DB Avalon, mariners are urged to proceed with caution after passing arrangements have been made.

All manned equipment will monitor VHF-FM Channels 13, 11 and 05A. The dredge DB Avalon can be reached by phone at (562) 600-9854. Our Project Manager, Mr. Mike Patria can be reached at (630) 418-1190.

Regards,

Mike Patria, Project Manager

mpatria@curtinmaritime.com



