



**2023 GBCA Charge! Cup  
September 30, 2023**

**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.
- 1.3 These Sailing Instructions are to accompany the Notice of Race dated August 23, 2023. In the event of a discrepancy between these SIs and the NOR, these SIs shall prevail.

**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 contacting the specific class(s) affected by VHF notifying of the change.

**3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 3.1 Notices to competitors will be posted on the Regatta Network event Notice Board;  
[http://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=26976](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=26976)
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.
- 3.3 The following communications *may* be made by the race committee on VHF.
  - Race Course to be sailed
  - First mark bearing and distance
  - General Race Committee intentions

- 3.4 **Boats are encouraged to monitor VHF radio channel 13, “Bridge to Bridge”, while in proximity to the Bayport channel to remain aware of potential commercial traffic.**
- 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.
- 3.6 The use 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 via the Regatta Network event Notice Board;  
[http://www.regattanetwork.com/clubmgmt/applet\\_notice\\_board.php?regatta\\_id=26976](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=26976)
- 5.2 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**

<b>Date</b>	<b>Time</b>	<b>Event</b>
Friday, September 29	19:00	Competitors briefing, GBCA Clubhouse.
Saturday, September 30	11:00	First Warning signal
Saturday, September 30	Est 19:00	Immediately following racing, social and awards at the 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/PHRF Spin	Purple
SCHRS (Spin)	Red
SCHRS (Non-Spin)/ Cruising Club Non-Spin	Pink

## **8 RACING AREA**

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

## **9 COURSES**

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

## **10 MARKS**

10.1 The following Marks are Orange Tetrahedrons.

- Start/Finish- .25 SSE of CL Marker #1 – (Est) 29° 32.800'N 94° 59.288'W
- "CC Tet" - 29° 33.585'N 94° 59.611'W

10.2 The following fixed marks may be used:

- GBCA "J" - 29° 31.333'N 94° 55.495'W
- South Boat Cut - #8 - 29° 32.417'N 94° 55.080'W
- GBCA "H" - 29° 33.255'N 94° 56.542'W
- GBCA "E" - 29° 35.787'N 94° 56.935'W
- GBCA "F" - 29° 34.671'N 94° 56.518'W
- Bayport #5 - 29° 36.803'N 94° 57.828'W

10.3 In the event a Mark is missing, a boat shall round the respective GPS coordinates.

## **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).

- 11.2 Any commercial traffic encountered while rounding the Bayport Channel mark shall be treated as an obstruction. At no time does a vessel racing have right of way over commercial traffic. Any disruption of commercial traffic will be subject to disqualification without a hearing and Board review of participation in future GBCA events. This changes RRS 60.1 & 60.2.**

## **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 THE FINISH**

- 13.1 The finishing line is between a staff displaying an orange flag on the RC signal vessel at the port end and the course side of a nearby finishing mark.
- 13.2 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.

## **14 TIME LIMIT**

- 14.1 Boats failing to Finish by 18:00 shall be scored TLE (Time Limit Expired) without a hearing. This changes RRS 35, A4 and A5.

## **14 PENALTY SYSTEM**

- 14.1 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.

14.2 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.

## 15 HEARING REQUESTS

15.1 The protest time limit is one hour after the Race Committee crosses under the Kemah/Seabrook bridge. This time will be placed on the official notice board.

15.2 Any boats planning on filing a hearing request shall notify the Race Committee via VHF radio prior to leaving the finish area.

15.3 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).

15.4 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=26976](http://www.regattanetwork.com/clubmgmt/applet_notice_board.php?regatta_id=26976)

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

15.6 Breaches of Sailing Instructions 3.3, 6.2, 16.3, 18, 19, and 20 will not be grounds for a protest or request for redress by a boat. This changes RRS 60.1(a)

15.7 RRS 62.2(a) and 66.2(a) do not apply.

15.8 The US Sailing prescription to RRS 63.2 does not apply.

## 16 SCORING

16.1 One race is required to be completed to constitute a regatta.

16.2 A boat's regatta score is the total of her race scores without exclusion. This changes RRS A2.1.

16.3 ORC boats will be scored Time on Time using the appropriate Triple Number data per each boat's certificate. The appropriate Triple Number (All-purpose, Windward/Leeward, Predom. Upwind, Predom. Downwind) will be determined at the Race Committee's discretion by observance of the prevailing conditions over the course of the race and shall not be grounds for redress. This changes Rule 62.1.

16.4 PHRF and Cruising Club Handicap classes will be scored using Time on Time with the following conversion formula:  $TCF=650/(550+x)$ , where x equals PHRF or Cruising Club Handicap.

## **17 SAFETY REGULATIONS**

- 17.1 Prior to the first warning signal, 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.
- 17.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity by VHF or cell phone.
- 17.3 Contacts for Race Committee: Chris May 713-591-8115

## **18 OFFICIAL VESSELS**

- 18.1 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.

## **19 TRASH DISPOSAL**

- 19.1 Trash shall be properly disposed of when a vessel returns to shore.

## **20 PRIZES**

- 20.1 Prizes will be given for 1<sup>st</sup> through 3<sup>rd</sup> places in each class based on number of entries as follows:
- 3 entries – 1<sup>st</sup> Place
  - 4 entries – 1<sup>st</sup>, 2<sup>nd</sup> Place
  - 6+ entries – 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Place, etc.
- 20.2 The winner of the largest class, PHRF Spinnaker, shall be awarded the Bill Scott Memorial Charge! Cup perpetual trophy.

## **21 RISK STATEMENT**

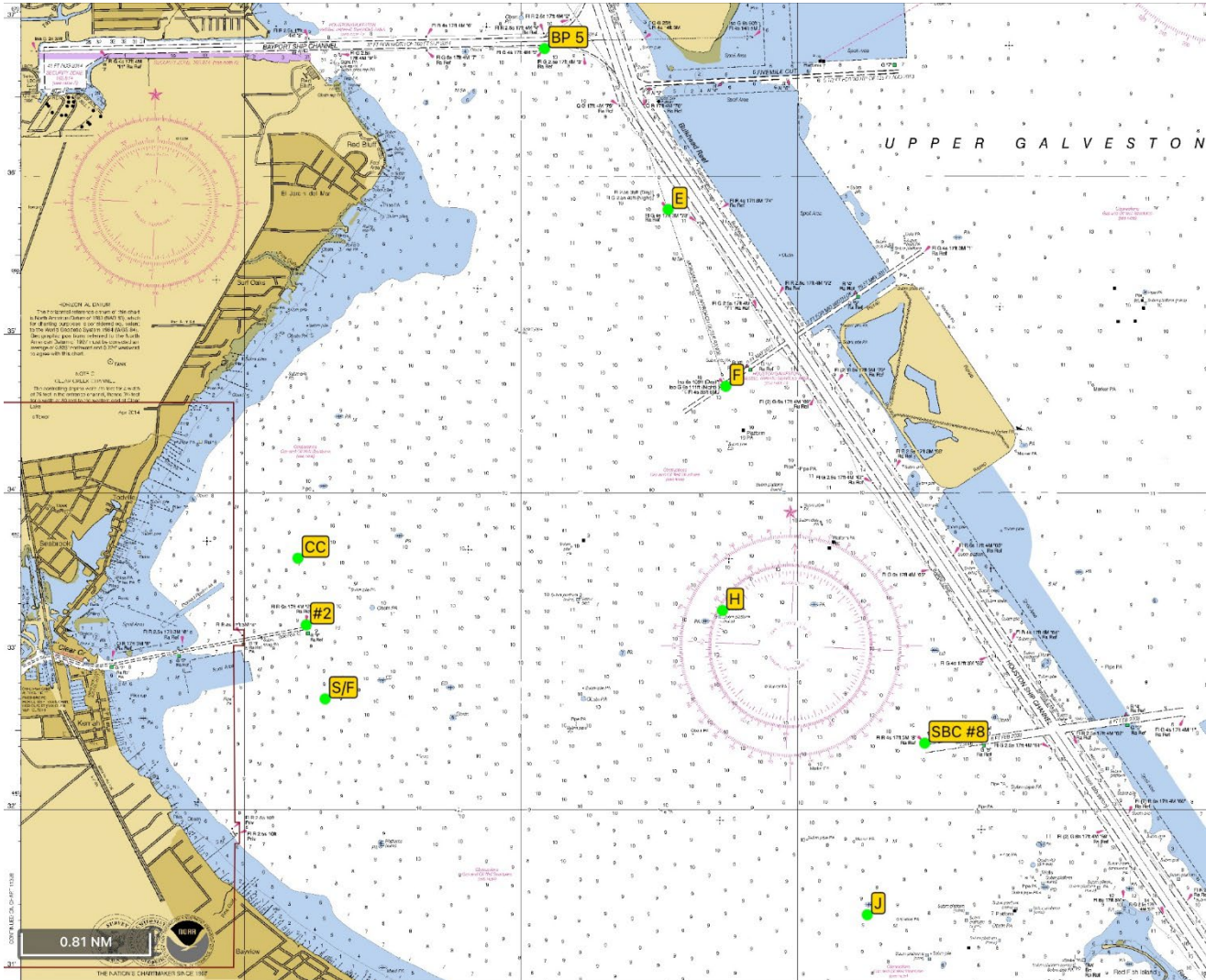
- 21.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds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

## **22 INSURANCE**

- 22.1 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**

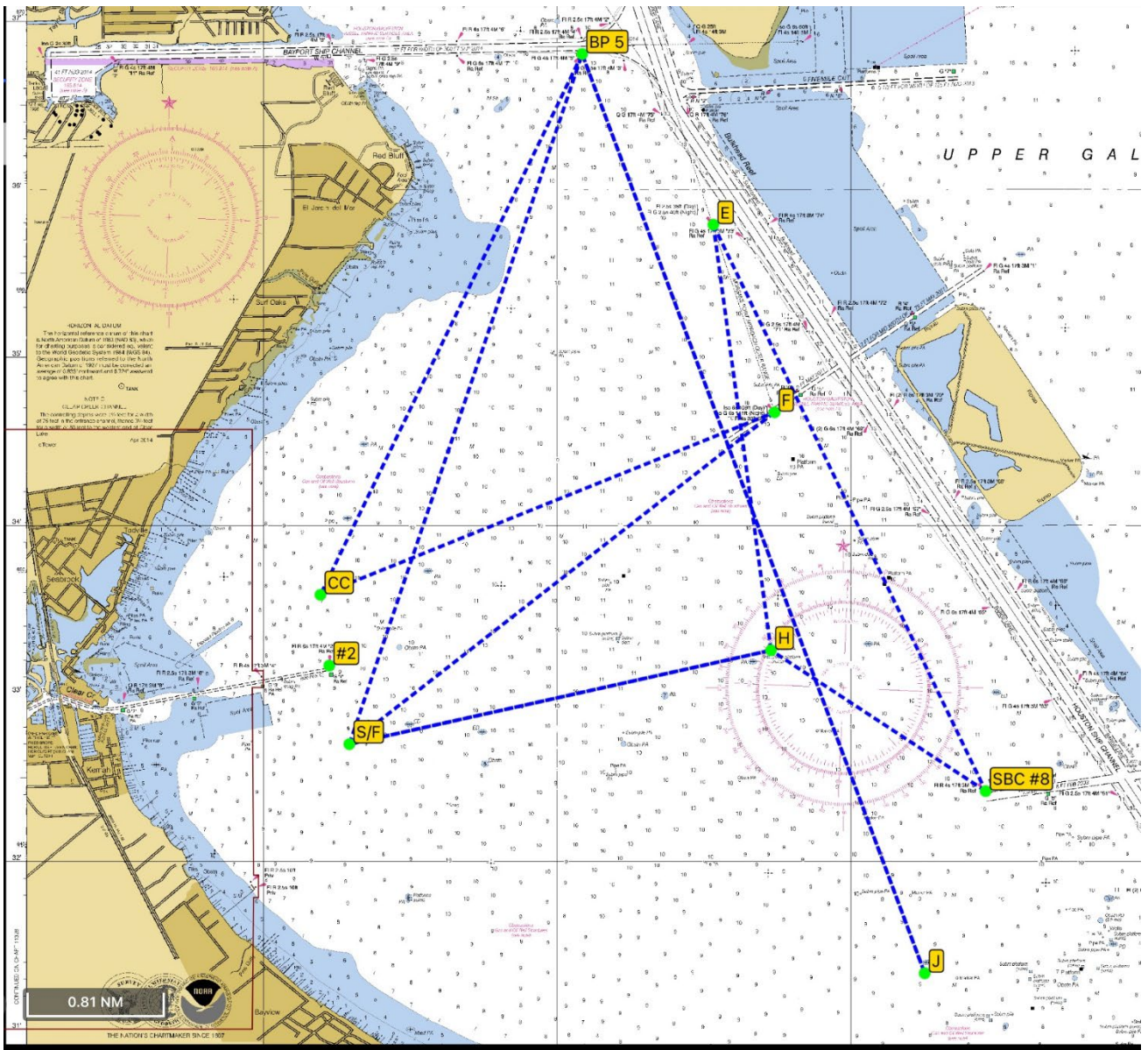
**Course 1**

<b><u>Mark</u></b>	<b><u>Est .Bearing</u></b>	<b><u>Distance (nm)</u></b>	<b><u>Leave Mark to:</u></b>
Start/Finish			
Bayport #5	019	4.33	Starboard
J Mark	160	5.83	Port
Bayport #5	340	5.83	Port
CC Tet	206	3.57	Port
F Mark	068	2.90	Starboard
Start/Finish	232	3.20	Port
H Mark	077	2.56	Port
E Mark	352	2.55	Starboard
SBC #8	154	3.74	Starboard
H Mark	303	1.52	Port
Finish	257	<u>2.56</u>	
	Total Dist.	38.6nm	

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



# Course 1

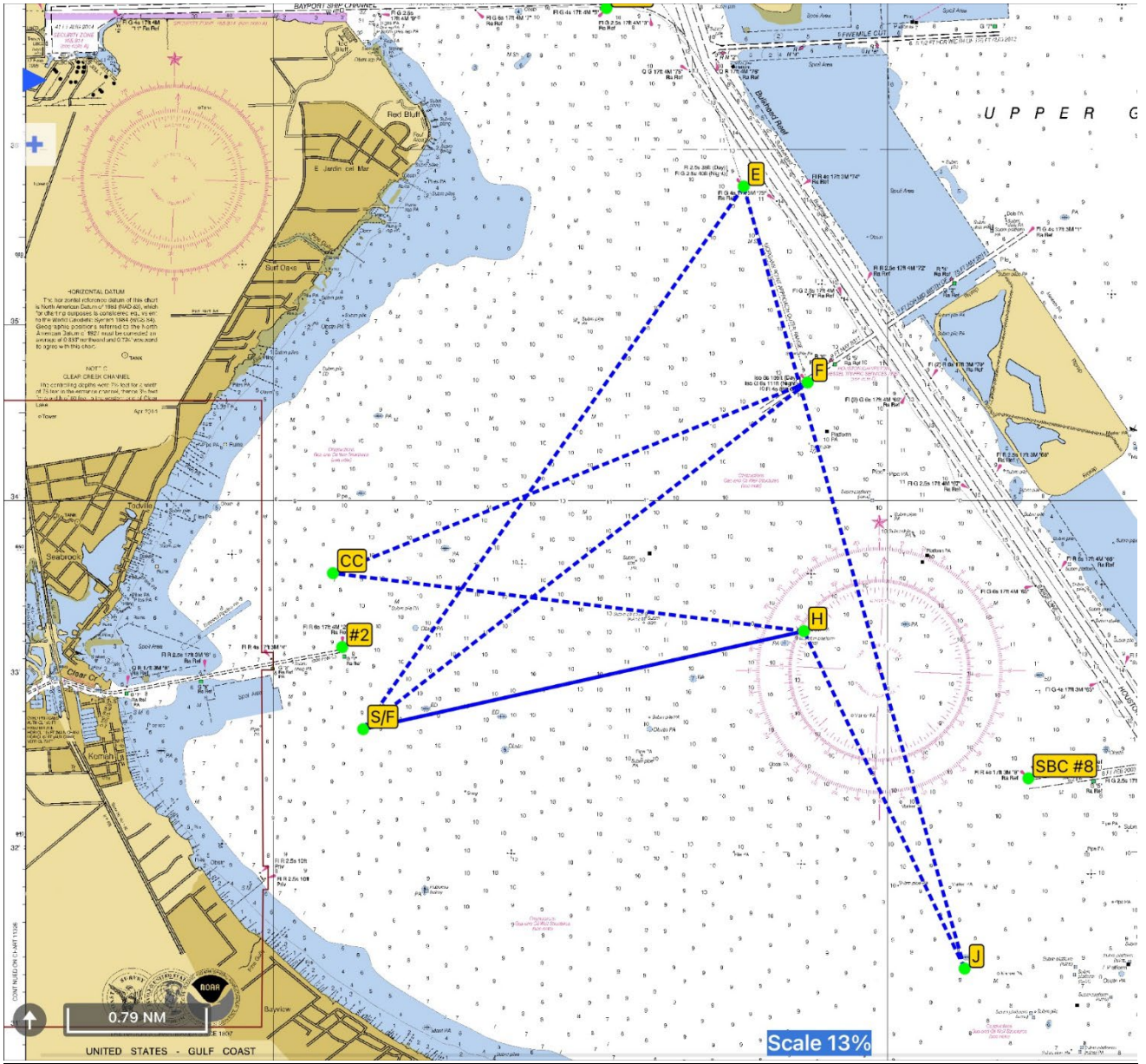


## Course 2

<b>Mark</b>	<b>Est. Bearing</b>	<b>Distance</b>	<b>Leave Mark to:</b>
Start/Finish			
E Mark	035	3.77	Starboard
J Mark	164	4.63	Port
H Mark	335	2.13	Port
CC Tet	277	2.69	Port
F Mark	068	2.90	Starboard
Start/Finish	232	3.2	Port
H Mark	077	2.56	Port
Finish	257	<u>2.56</u>	
	Total Dist.	24.4nm	

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

# Course 2

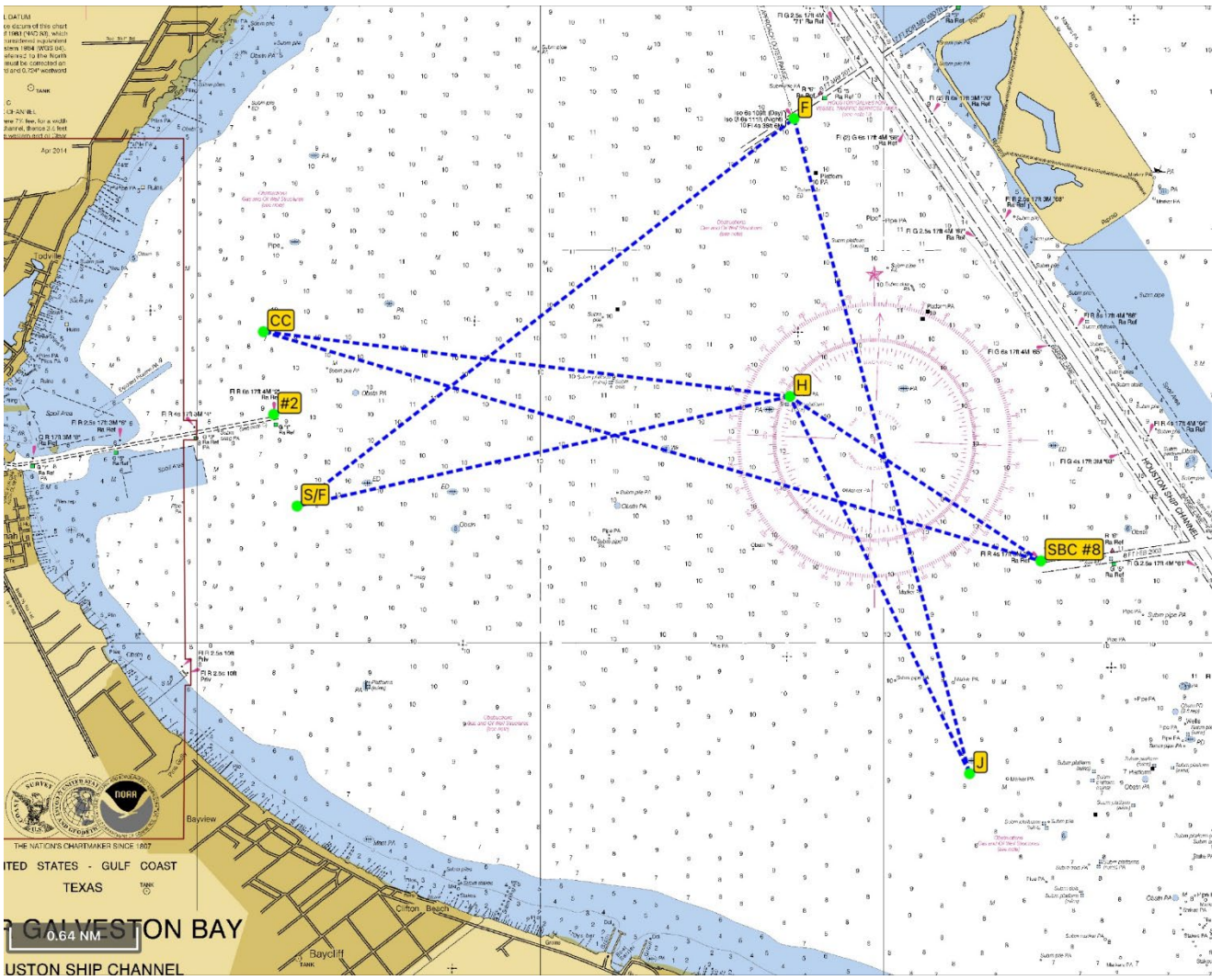


### Course 3

<b>Mark</b>	<b>Est. Bearing</b>	<b>Distance</b>	<b>Leave Mark to:</b>
Start/Finish			
F Mark	052	3.20	Starboard
J Mark	165	3.45	Port
H Mark	335	2.13	Port
CC Tet	277	2.69	Port
SBC #8	106	4.11	Starboard
H Mark	303	1.52	Port
Finish	257	<u>2.56</u>	
	Total Dist.	19.67nm	

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

# Course 3



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