



Lakewood Yacht Club
2322 Lakewood Yacht Club Drive, Seabrook, Texas 77586
(281) 474-2511 www.lakewoodyachtclub.com
Organizing Authority: Bay Access Sailing Foundation®
2024 Shoe Regatta
SAILING INSTRUCTIONS (SIs)

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 Racing Rules will be changed as follows:

1.2.1 The penalty for a boat that touches or causes another boat to touch the hull of an anchored race committee boat shall be to retire from that race. This penalty shall carry over in the event of a restart or resail. This changes RRS 36.

1.2.2 Other Racing Rules may be changed by specific numbered SIs or in the Notice of Race (NOR).

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the SIs 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 2000 on the day before it will take effect.

2.2 Changes to a SI may be made on the water by the display of the L Flag on the Signal Boat and hail on the appropriate VHF channel. The Race Committee may request acknowledgement on the appropriate VHF channel or by instructing competitors to sail past the Signal Boat on starboard tack and acknowledge the change.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located at on or near the main clubhouse glass foyer entry door facing south located near the pool at Lakewood Yacht Club. As a courtesy only, notices may also be posted online on the Regatta Network page, but failure to post a notice online will not be grounds for redress.

3.2 On the water, the race committee intends to monitor and communicate with competitors via VHF radio. Line A expects to communicate on channel 69 and Line B expects to communicate on channel 72.

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 at no cost to all boats. In particular, but without limitation, this instruction prohibits customized weather forecasts or reports provided to a specific boat.

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 at the yardarm at Lakewood Yacht Club south of the main clubhouse, east of the swimming pool. Signal flags may be flown either alone or beneath one or more Line Flags, designated by the A Flag for Line A and the B Flag for Line B. If no Line Flag is displayed the signal applies to all lines.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This Changes RRS Race Signals.

6 SCHEDULE OF RACES

6.1 Dates of racing: May 18 and 19, for all lines.

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

6.3 The scheduled time for the warning signal for the first race on each line will be 1000.

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

6.5 Flag A displayed from the signal boat, with no sound, while boats are finishing means "No more racing today."

7 CLASS FLAGS

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

8 RACING AREA

8.1 The general racing area will be Galveston Bay between Clear Creek Channel Markers #1&2, the Houston Ship Channel, Red Bluff and Eagle Point in San Leon.

8.2 There will be two race committee lines located as follows:

8.2.1 LINE A: The racing area will be north and east of the Clear Creek Channel. Note: The Distance Courses may extend south and east of the Clear Creek Channel Marker #2.

8.2.2 LINE B: The racing area will be south and east of the Clear Creek Channel.

9 COURSES

9.1 The diagrams below in SI 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. For Distance Courses, the first mark, if used, may be within the circle designated on Attachment 2.

9.2 No later than the warning signal for each class, the race committee signal vessel will display the course and the approximate compass bearing of the first leg.

10 MARKS

10.1 For all lines, the starting and finishing marks will be the race committee signal vessel and orange or red buoys. SI 12.2 describes the starting lines and SI 14.1 the finishing lines.

10.2 LINE A Windward/Leeward courses:

Marks 1, 2P and 2S are **yellow** tetrahedrons. Mark 1A will be an orange or red buoy. 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 be made by moving the same yellow tetrahedrons. See Attachment 2, Line A W/L course.

10.3 LINE A Distance courses

Mark 1, if used, will be Mark 1 of the Line A Windward / Leeward courses, to windward of the starting line. The remaining marks will be fixed marks as described below:

Mark	Description	approx Latitude	approx Longitude
E	Morgan's Pt Approach Outer Range Front Light	29*35.782'N	94*56.936'W
F	Morgan's Pt Approach Outer Range Rear Light	29*34.672'N	94*56.517'W
H	Gathering Platform	29*33.264'N	94*56.543'W
SBC 5	South Boater's Cut Channel Marker 5	29*32.404'N	94*54.653'W

10.3 LINE B Windward/Leeward courses

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

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 be made by moving the same orange tetrahedrons.

11 OBSTRUCTIONS

11.1 The following areas are designated as *obstructions*:

11.1.1 The Houston Ship Channel (HSC); boats shall not enter the HSC.

11.1.2 For the Distance Courses only, the San Leon Oyster Mitigation Reef encompassed within the following approximate points:

- 29°32.310'N, 94°56.817'W
- 29°31.845'N, 94°56.305'W
- 29°31.387'N, 94°56.738'W
- 29°31.128'N, 94°57.767'W
- 29°31.172'N, 94°58.885'W
- 29°31.463'N, 94°59.115'W
- 29°32.027'N, 94°58.372'W

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 [DP] 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 will 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).

12.7 [NP] 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 lay a new mark (or move the mark, 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.

14 THE FINISH

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

15 PENALTY SYSTEM

15.1 The Scoring Penalty, RRS 44.3, applies.

16 TIME LIMITS AND TARGET TIMES

16.1 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>Finishing Window</i>	
<i>A</i>	<i>2 hr</i>	<i>45 min</i>	<i>45-60min</i>	<i>30 min</i>	
<i>B (W/L)</i>	<i>2 hr</i>	<i>45 min</i>	<i>40-50min</i>	<i>30 min</i>	
<i>B (Distance)</i>	<i>4 hr</i>	<i>1 hr</i>	<i>2.5 hr</i>	<i>60 min</i>	

16.2 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. This changes RRS 62.1(a).

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

two 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 Boats wishing to protest shall inform the Race Committee after finishing and before the next race of the day or, if the protest arises from the last race of the day, before leaving the racing area. To inform the Race Committee of its intent to protest the boat must hail the Race Committee on the designated channel, identify the boat to be protested, and receive acknowledgment.

17.2 For each class, the Protest Time Limit shall be 60 minutes after the Signal boat for that class re-enters the Inner Harbor, or the time at which that signal boat not intending to re-enter the harbor informs the Club receptionist that it has moored. The time will be posted on the official notice board.

17.3 Hearing request 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 receptionist (near main club entrance) within the Protest Time Limit.

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, located in the Chart Room, beginning at the time posted.

17.5 Appendix V2 shall apply.

17.6 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.

18 SCORING

18.1 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.

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

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

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

$TCF = A \text{ factor} / (B \text{ factor} + PHRF)$. The A factor will be selected so that the TCF for the median boat will have a TCF of approximately 1.000; and the B factor will be selected before the race based upon anticipated conditions.

18.4 Boats in the ORC classes will be scored using the Triple-number Windward / Leeward Time-on-Time option.

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 is a need to change this decision on wind range, this also is intended to be announced on the VHF before the first boat finishes that race. 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.

19 SAFETY REGULATIONS

19.1 Check-In: Before the Warning Signal for the first race of each day, 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. At each boat's check-in, every person on board shall be visible on deck wearing or holding a personal flotation device (PFD).

19.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. If a boat retires but is unable to receive acknowledgment of its retirement from the Race Committee, the boat shall contact the LYC office at 281-474-2511 at the first reasonable opportunity.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 [DP] Substitution or addition of competitors is not allowed without prior written approval of the Principal Race Officer of the appropriate Line. Competitors added after the skippers' meeting may not be awarded shoes or equivalent if the boat is awarded first place.

21 DIVING EQUIPMENT AND PLASTIC POOLS

21.1 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.

22 COMMUNICATIONS ON THE WATER

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

VHF Channel 69 on LINE A
VHF Channel 72 on LINE B

23 RISK STATEMENT

23.1

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.

24 INSURANCE

24.1

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

Attachment 1

Line A

Class Flag

PHRF Non-Spin Distance

Green

Cruising Classic Canvas Spin Distance

Pink

J/105

J/105

ORC

Purple

Line B

Class Flag

J/22

J/22

RS21

RS21

Sonar

Yellow

Attachment 2 – Course Descriptions

Line A W/L courses



Course 2: Start-1-1a-Finish



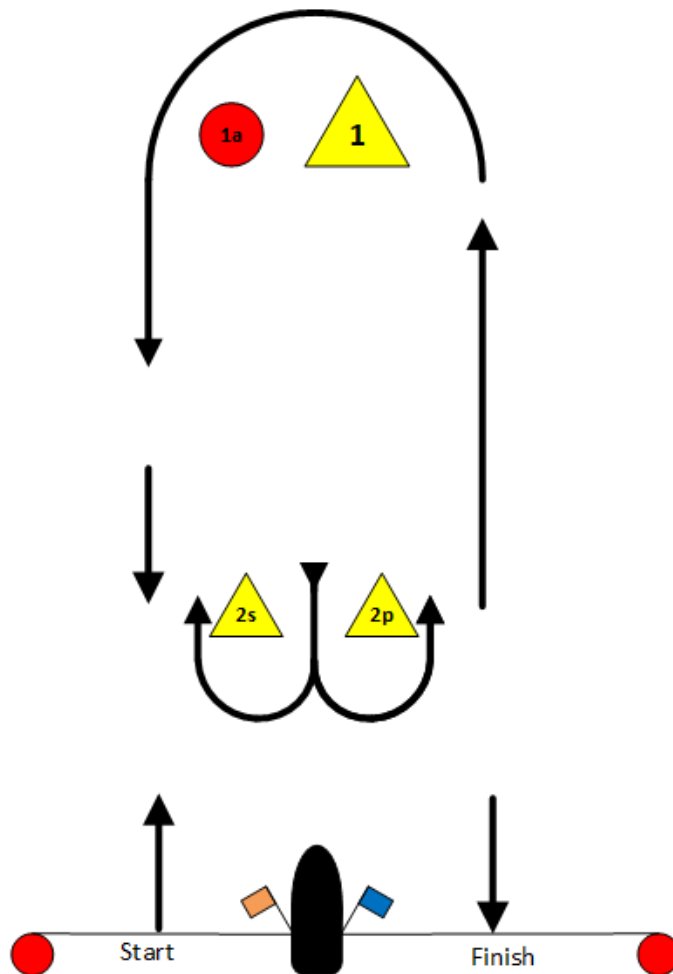
Course 4: Start-1-1a-2p(s)-1-1a-Finish



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

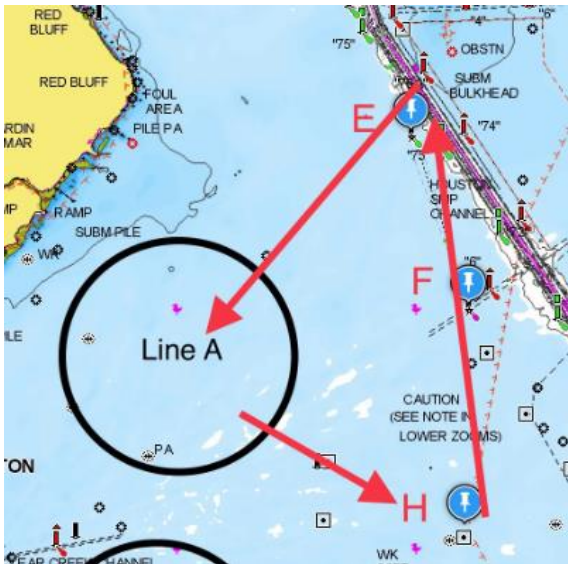


Change mark Color



Line A Distance Course 1

Name	approx bearing	approx distance	round to
Start			
H	SE	≥ 2.0 nm	port
E	352*	2.5 nm	port
Finish	SW	≥ 2.0 nm	



Line A Distance Course 2

Name	approx bearing	approx distance	round to
Start			
E	NE	≥ 2.0 nm	starboard
H	172*	2.5 nm	starboard
Finish	NW	≥ 1.8 nm	



Line A Distance Course 3

Name	approx bearing	approx. distance	round to
Start			
H	SE	≥ 2.0 nm	port
E	352*	2.5 nm	starboard
F	162*	1.2 nm	starboard
Finish	W	≥ 2.0 nm	



Line A Distance Course 4

Name	approx bearing	approx distance	round to
Start			
SBC 5	SE	≥ 4.0 nm	port
E	329*	3.9 nm	port
Finish	SW	≥ 1.5 nm	



Line A Distance Course 6

Name	approx bearing	approx distance	round to
Start			
Mark 1	Windward	≥ 1.0 nm	port
F	E	≥ 1.5 nm	starboard
SBC 5	144*	2.8 nm	starboard
Finish	NW	≥ 4.0 nm	



Line B: Small Boat One Design Course



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

