



Lakewood Yacht Club  
2322 Lakewood Yacht Club Drive, Seabrook, Texas 77586  
(281) 474-2511 [www.lakewoodyachtclub.com](http://www.lakewoodyachtclub.com)  
Organizing Authority: Bay Access Sailing Foundation®  
2025 Shoe Regatta  
May 17-18, 2025  
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** Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"

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

**1.3** Appendix V2, Post-Race Penalties, shall apply.

## **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** Oral changes to a sailing instruction 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** The official notice board is located online at [this link](#), under "Newsroom & Results" and "Notices." Unofficial notices may also be posted on the glass entryway to the Lakewood clubhouse foyer from the pool area.

**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 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.

**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 17 and 18.

**6.2** Number of races: As many races as practical will be run for each class.

**6.3** The scheduled time for the warning signal for the first race will be 1000.

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

## **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** 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** J/22 and J/24 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, W/L course.

**10.2** J/105 and ORC Windward/Leeward courses

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

Course changes for mark 1 made in accordance with RRS 33 will replace the green tetrahedron with a **white** tetrahedron. Course changes for the Marks 2P and 2S will be made by moving the same yellow tetrahedrons. See Attachment 2, **Special Note** to W/L course.

**10.3** Distance courses

Mark 1, if used, will be Mark 1 of the J/105 and ORC 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

**10.4** If a gate mark (2P or 2S) is missing, the remaining gate mark shall be rounded leaving the mark to port.

## **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 area.

## **12 THE START**

**12.1** Races will be started using RRS 26.

**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 61.1(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. To maintain course configuration during a race, the race committee may make minor adjustments of the course, up to 10 degrees and .10nm, without signalling a change, provided that no boat is sailing to the mark. Changes will be announced via VHF. This changes RRS 33.

## **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>Course</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>	<i>Target time</i>	<i>Finishing Window</i>	
<i>(W/L)</i>	<i>2 hr</i>	<i>45 min</i>	<i>45-60min</i>	<i>30 min</i>	
<i>(Distance)</i>	<i>4 hr</i>	<i>1 hr</i>	<i>2 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.

**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.

**16.4** Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

## **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 VHF channel, identify herself and 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 Harbor Room, beginning at the time posted.

**17.5** 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** 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. This changes RRS 61.1.

## **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. 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 RISK STATEMENT**

**22.1** 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.**

## **23 INSURANCE**

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

# THANK YOU



## 2025 LYC Race Sponsors

### Gold Sponsors

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### Silver Sponsors

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### Bronze Sponsors

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## Attachment 1

Fleet	Class Flag
Cruising Classic Canvas Spin Distance	Green
J/105	J/105
ORC	Purple
J/22	J/22
J/24	J/24

## Attachment 2 – Course Descriptions

### W/L courses

Special Note for J/105 and ORC Fleets: Original Mark is GREEN and Change Mark is WHITE



Course 2: Start-1-1a-Finish



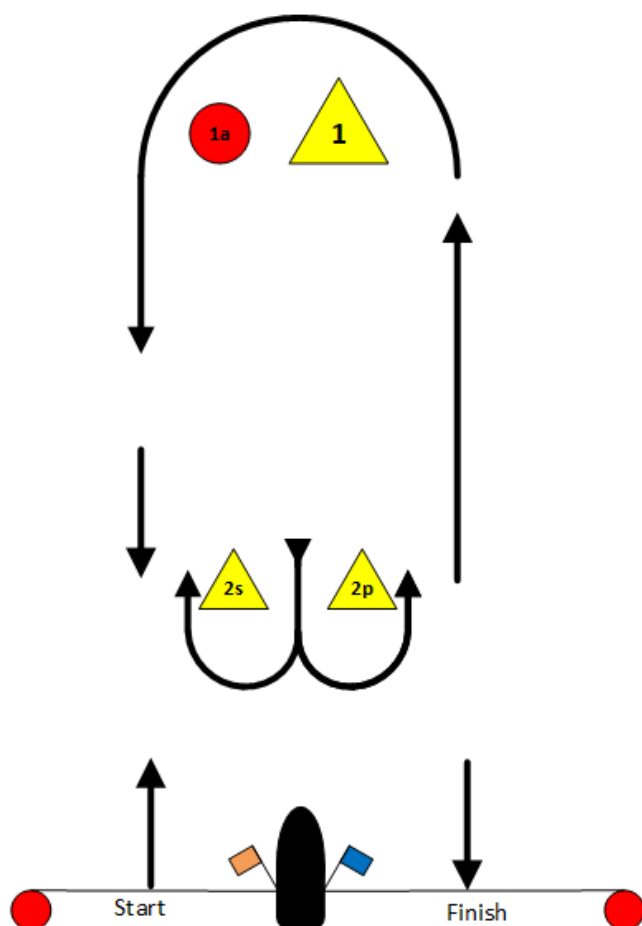
Course 4: Start-1-1a-2p(s)-1-1a-Finish



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

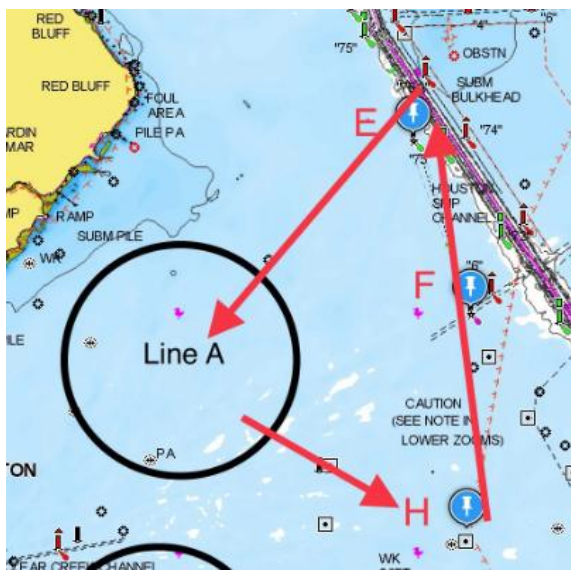


Change mark Color



## Distance Course 1

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



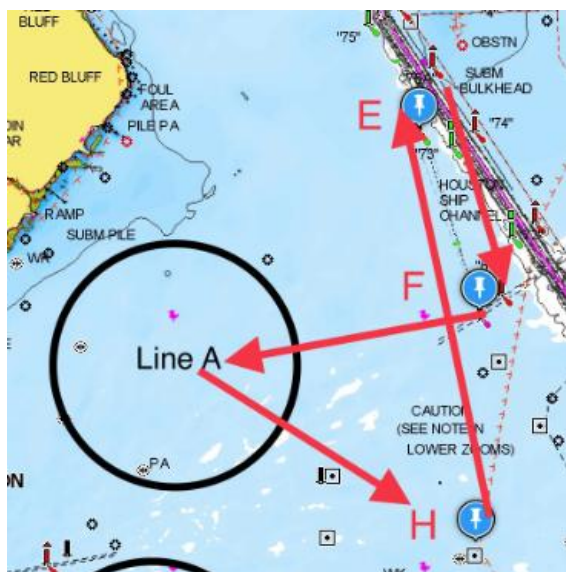
## Distance Course 2

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



### Distance Course 3

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



### Distance Course 4

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



## Distance Course 6

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

