

2025 BAY CUP III REGATTA

Lakewood Yacht Club

Organizing Authority: Bay Access Sailing Foundation

Sailing Instructions (SI)

Published November 5, 2025, 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*, and one design fleet class rules.
- 1.2. Appendix T is applicable.
- 1.3. In addition to rules changes in the Notice of Race:
 - 1.3.1. If the race committee posts a list of boats scored SCP, 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 61.2(b).
 - 1.3.2. Additional Rules for Classic Canvas Classes
 - 1.3.2.1. Boats in the Classic Canvas Class may only use sails made of woven polyester such as Dacron.
 - 1.3.2.2. 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.
 - 1.3.2.3. 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 THE 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 the display of the L Flag on the Signal Boat and hail on the appropriate VHF channel in accordance with RRS 90.2(c). Each competitor shall sail past the Signal Boat on starboard tack and acknowledge the change or acknowledge the change via the appropriate VHF channel and receive confirmation from the Race Committee of such acknowledgement.

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.

6. SCHEDULE OF RACES

- 6.1. Date of racing: November 8, 2025.
- 6.2. Number of races: One or two distance races will be held. Multiple W/L races are planned to be held, with one race making a regatta.
- 6.3. The scheduled time of the warning signal for the first race is 1030.
- 6.4. No warning signal will be made after 1330 for distance courses and 1600 for W/L courses.

7. CLASS FLAGS

- 7.1. The class flags are:

Class	Flag
PHRF Non-Spin	Green
Cruising Classic Canvas Spin	Pink
Multihull	Yellow
J/105	J/105
ORC TOT - Spinnaker	Purple

8. RACING AREA

- 8.1. Attachment A shows the location of the Racing Area and, for information only, the approximate oyster reef location off San Leon.

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

8.3. Boats shall not interfere at any time with commercial vessels. [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 for the distance races, 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. The diagram in SI Attachment B shows the courses for the W/L races.

9.3. 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 distance courses will be fixed and dropped marks on Galveston Bay in the following approximate positions:

Mark	Approximate Coordinates	Description
SF (Start/Finish)	N 29° 32.7' W 094° 59.1'	RC Signal boat and a nearby orange mark (buoy or tetrahedron) NOTE: For Courses 5 and 6, an orange mark nearby is the turning mark "SF" except when starting or finishing.
GBCA-E	N 29° 35.8' W 094° 56.9'	The Low Range Marker (Upper Range "A") in Galveston Bay. The mark is an orange and white structure near Houston Ship Channel Marker #73, 0.23 nm NNW of the old low range.
GBCA-G	N 29° 34.6' W 094° 56.5'	Morgan's Point Approach Outer Range Rear Light
GBCA-H	N 29° 33.3' W 094° 56.5'	A platform located in Galveston Bay, approximately 1.3 nm WSW of Houston Ship Channel marker #65.
South Boaters Cut (SBC) 8	N 29° 32.4' W 094° 55.1'	A channel marker in Galveston Bay, near the Houston Ship Channel marker 61
Todville Rd beach Tet	N 29° 34.5' W 094° 59.3'	An anchored 8' Orange Tetrahedron
San Leon beach Tet	N 29° 30.6' W 094° 56.1'	An anchored 8' Orange Tetrahedron

10.2. Marks for the W/L course are as follows: Marks 1, 2S, 2P are yellow tetrahedrons, offset mark 1a will be floating shape. Change mark will be an orange tetrahedron. At a gate, if only one mark is present, round it leaving it to port.

10.3. The starting and finishing marks will be the race committee signal vessel (including its trailing float and line) and a floating shape.

11. OBSTRUCTIONS

11.1. The western boundary line of the Houston Ship Channel, the southern boundary line of the Bayport Ship Channel and the San Leon Oyster Reef area shall be considered Obstructions.

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

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 61.4(b)(1).

12.5. A boat that does not start within 10 minutes after her starting signal may be scored Did Not Start (DNS). This changes RRS A5.

13. CHANGE OF NEXT LEG OF THE COURSE

13.1. For the distance races, there will be no course changes after the start.

13.2. For the W/L races, to change the next leg of the course, the race committee will lay a new mark 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.

13.3. The Race Committee may shorten the course or abandon a race in accordance with RRS 32.

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.

- 14.3. Flag “A” (ALPHA) displayed with no sound while boats are finishing means “no more racing today”.

15. PENALTY SYSTEM

- 15.1. Appendix T1(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 applies.

16. TIME LIMITS

- 16.1. For distance races, see NOR 1.4

- 16.2. For W/L races.

- 16.2.1 The Mark 1 Time Limit is 40 minutes, Race Time Limit (see RRS 35) is 120 minutes, and the Finishing Window is 30 minutes.

- 16.2.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

- 16.2.3 The Finishing Window is the time for boats to finish after the first boat sails the course. Boats failing to sail the course within the Finishing Window, will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A5.1, and A5.2.

- 16.2.4 Failure to meet the Target Times will not be grounds for redress. This changes RRS 61.

17. HEARING REQUESTS

- 17.1. A boat intending to protest another boat shall notify the race committee immediately after finishing and before leaving the racing area. 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. Failure to do so shall render any protest filed for that incident invalid. This adds to RRS 60.2(a)(1).

- 17.2. 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.

- 17.3. For each class, the protest time limit is 60 minutes after the Signal Boat has entered the LYC Harbor.

- 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, the location of which will be identified on the official notice board, beginning at the time posted.

- 17.5. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 60.2(d).

18. SCORING

- 18.1. See NOR 13.
- 18.2. One race is required to be completed to constitute a series for Bay Cup III 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 2025 Bay Cup I, Bay Cup II, Bay Cup III regattas.
- 18.4. All PHRF handicap classes, except multihulls, will be scored using Time on Time (TOT) scoring. Multihulls will be scored using Time on Distance (TOD).
- 18.5. Boats in the ORC class will be scored using the Triple Number All Purpose or Triple Number Windward/Leeward Time-on-Time method selected for the expected conditions and course. The RC intends to announce the selection by VHF before the start. If there is a significant change in conditions, the RC may change this selection at its sole discretion. Courtesy announcement of this change may be made by VHF before the first boat finishes. These actions by the RC will not be grounds for a request for redress. This changes RRS 61.4(b)(1).
- 18.6. To qualify for the Bay Cup series trophy, a boat must compete in the same class during the 2025 Bay Cup I, Bay Cup II and Bay Cup III regattas.

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 and number of persons on board, 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 making notifications until it receives acknowledgment from the race committee.

20. OFFICIAL VESSELS

- 20.1. Official vessels may be identified by displaying a blue race committee flag with a fouled anchor.

21. PRIZES

21.1. Prizes will be given as follows:

21.1.1. See NOR 19.

21.1.2. Prizes will be awarded during the post-race party on Saturday evening.

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.**

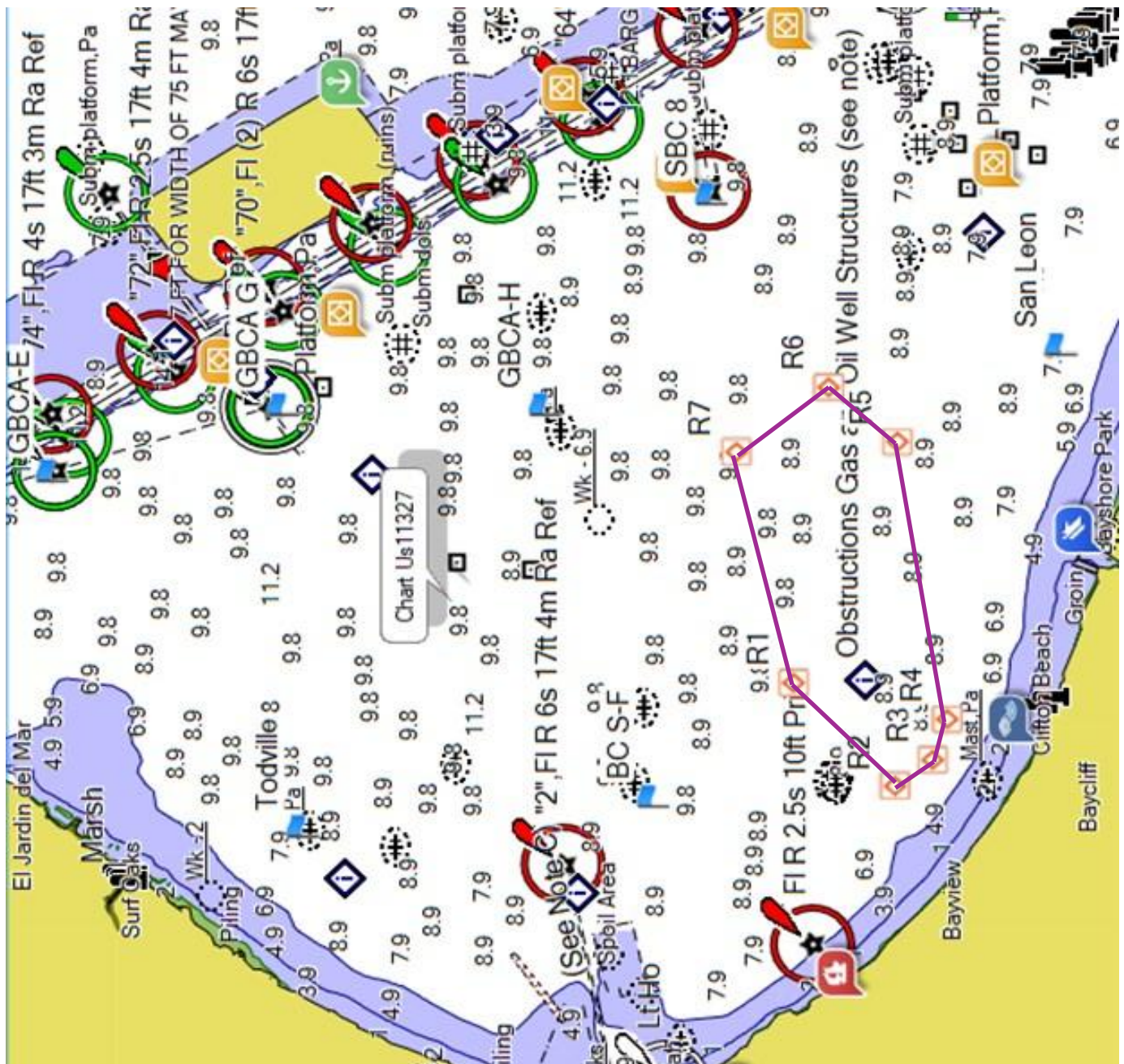
23. INSURANCE

23.1. See NOR 20.

2025 Bay Cup II Regatta
Sailing Instructions

ATTACHMENT A: COURSES

Race Area



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	3.8	335	Port
GBCA-E	Todville	2.4	238	Port
Todville	GBCA-G	2.4	87	Stbd
GBCA-G	SF	2.9	229	
Distance		19.3		

COURSE 2

		Aprox Dist	Aprox Heading	Leave To
SF	GBCH-E	3.6	31	Stbd
GBCA-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	
Distance		16.9		

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	
Distance		13.3		

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	GBCH-E	3.8	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	
Distance		22.4		

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	
Distance		17.3		

COURSE 6

		Aprox Dist	Aprox Heading	Leave To
SF	GBCH-E	3.6	31	Stbd
GBCA-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	
Distance		20.9		

COURSE 7

		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	3.8	335	Port
GBCH-E	SBC8	3.8	155	Port
SBC8	GBCH-E	3.8	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	
Distance		30		

COURSE 8

		Aprox Dist	Aprox Heading	Leave To
SF	GBCH-E	3.6	31	Stbd
GBCA-E	SBC8	3.8	155	Port
SBC8	GBCA-E	3.8	335	Port
GBCA-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	
Distance		28.5		

Approximate 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

2025 Bay Cup III Regatta
Sailing Instructions

ATTACHMENT B: 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

