

# WITH THE SUPPORT OF OUR GENEROUS RACE SPONSORS

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## LYC Bay Cup II

August 3, 2013

Presented by: Lakewood Yacht Club

Organizing Authority: Bay Access

## Sailing Instructions

### 1. RULES

- 1.1 The Race will be governed by the rules as defined by the Racing Rules of Sailing ("RRS") for 2013 - 2016.
- 1.2 The Penalty for violating RRS 31 by touching an anchored Committee Boat shall be to retire, and no exoneration is available. This modifies RRS 44.1 and 64.1(a).
- 1.3 The penalty for violating a rule of Part 2 with the result that another boat touches an anchored Race Committee Boat, shall be for the offending boat to retire.
- 1.4 For purposes of Sailing Instructions 1.2 and 1.3, touching a float and its line trailing from an anchored Race Committee Boat will not be treated as touching an anchored Race Committee Boat, but will be treated as touching a mark in violation of RRS 31 and penalties and exoneration will be controlled by RRS 44.1 and 64.1.

### 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board, located in the vicinity of the west end of the pool at Lakewood Yacht Club.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any written change to the Sailing Instructions will be posted before 0900 hours on the day it will take effect, except that any change to the race schedule will be posted by 2100 hours on the day before it will take effect.
- 3.2 Oral changes to the Sailing Instructions may be given on the water by hail on the appropriate VHF channel in accordance with RRS 90.2(c).

### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the yardarm at Lakewood Yacht Club.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes".

### 5. RACE SCHEDULE

The warning signal for the first start will be no earlier than 1300 hours.

### 6. CLASSES

Class assignments and class flags will be identified and designated in Appendix B.

### 7. CLASS RULES FOR CRUISING FLEETS

- 7.1 Boats in the Classic Canvas Class may use sails of woven polyester such as Dacron only.
- 7.2 Two headsails may 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.
- 7.3 A whisker pole may be used to wing out a headsail, the luff of which must be attached to a headstay. A whisker pole or spinnaker pole may not be used to wing out an asymmetrical spinnaker.
- 7.4 Boats in the Poleless Cruising Spinnaker Class may use only asymmetrical spinnakers, or symmetrical spinnakers flown like an asymmetrical spinnaker by means of a tacking device such as an ATN Tacker. No more than one spinnaker may be flown at a time and no more than two spinnakers may be carried on board. The Tack Point of Spinnaker (TPS) must be attached at the centerline of the boat at the stem or on a fixed bowsprit. TPS shall not exceed 125% of "J". Maximum Spinnaker Girth shall be no greater than 183% of "J" and Maximum Spinnaker Luff shall be no greater than 102% of "I". The spinnaker may be used with or without a pennant, adjustable tack line, snuffer, or furler. No other spinnakers are allowed.

### 8. RACING AREA

- 8.1 The race area will be in Galveston and Trinity Bay.
- 8.2 The starting area for courses 1 through 4 will be in Trinity Bay, east of Markers "3" and "4" of the South Boater's Cut. The start for courses 5 and 6 will be in Galveston Bay, South of the Clear Creek Channel, within half a nautical mile of Marker "1" of this channel. The approximate locations of the starting lines for different courses are described in Appendix A.

## 9. RADIO COMMUNICATION

The Race Committee will monitor VHF Channel 72 and will use this channel to communicate with racers regarding the starting location and the starting sequence. Boats not having a VHF radio or one not operational, shall not use this as grounds for redress.

## 10. CHECK IN

- 10.1 Before the first Warning Signal of the race, a boat shall check in with the Race Committee on the water by sailing past the stern of the anchored Race Committee Boat on starboard tack and hailing the boat's name or sail number, until acknowledged by the Race Committee.
- 10.2 Failure to check in is not subject to protest by another boat.
- 10.3 In the event the Race Committee protests a boat for failure to check in, a scoring penalty of the loss of one finishing position may be assessed by the protest committee.

## 11. THE COURSES

- 11.1 Course descriptions are set out in Appendix A.
- 11.2 The "Approximate Start Areas" set out in Appendix A are shown for convenience only and are not intended to set out a specific location for the starting line or to set out specific bearings from the starting line to the first mark.
- 11.3 No later than the Warning Signal for each class, the Race Committee will display, through the use of numeral pennants, the course to be sailed for that class.

## 12. MARKS

Fixed marks will be those designated in the course descriptions in Appendix A. Inflatable marks will be orange tetrahedrons or orange balls.

## 13. THE START

- 13.1 The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end and a ball or tetrahedron on the port end.
- 13.2 Boats whose warning signal has not been made shall stay clear of the starting area.
- 13.3 A boat shall not start more than 15 minutes after her starting signal. Boats starting late shall keep clear of boats whose warning signal has been made.
- 13.4 The race will start in accordance with RRS 26.

Warning.....Class flag up.....Sound.....5 min. before start

Preparatory.....Prep flag up.....Sound.....4 min. before start

One Minute.....Prep flag down.....Long Sound.....1 min. before start

Start.....Class flag down.....Sound

## 14. INTERFERENCE WITH COMMERCIAL TRAFFIC AND CROSSING OF THE HOUSTON SHIP CHANNEL

- 14.1 Boats shall not interfere with commercial vessels operating in the Houston Ship Channel (HSC). Boats doing so will be subject to protest and disqualification.
- 14.2 The HSC ranks as an obstruction. It may be crossed only in non-racing mode.
- 14.3 A "Safety Leg" for the purpose of crossing the HSC will be set. The fourth leg of courses # 1, # 2, # 3 and # 4 will end at a gate ("East Gate") between an orange ball and a staff displaying a blue flag on a nearby Race Committee Boat, which shall be left to port. The Race Committee will record the time as each boat crosses this line. All boats are encouraged to use the engine during the channel crossing and to stay within the South Boaters Cut on the way to Galveston Bay. **Boats with outboard engines shall carry their engines on the transom, while crossing the HSC.** As boats exit the HSC, **engines shall be turned off.** The race shall be resumed by crossing another gate between Marker "5" of the South Boaters Cut and a staff displaying an orange flag on a nearby Race Committee Boat, which shall be left to port. The Race Committee Boat on station will again record each boat's time in order to calculate the final elapsed and corrected times, which will not include the time spent to complete the "Safety Leg".
- 14.4 **The time window to complete the "Safety Leg" shall be thirty minutes.**
- 14.5 A boat which exceeds this time limit will be subject to protest by the Race Committee and to disqualification from the race.

## 15. SHORTENING COURSE

In the event the Race Committee decides to shorten the course, it will display the class flag(s) for the class or classes, whose course is being shortened along with the "S" flag as required by RRS 32.2.

## 16. CHANGING COURSE

In the event the Race committee decides to change the course for some, but not all classes, the Race Committee will display the class flag(s) for classes, whose course is being changed along with the "C" flag.

## 17. RETIRING

A boat that retires from the race shall notify the Race Committee as soon as possible by one or more of the following means: a) by radio using VHF Channel 72; b) by calling the LYC Office (281) 474-2511; c) by sailing past the Race Committee boat and announcing withdrawal and receiving acknowledgment.

## 18. THE FINISH

Except in the event of a shortened course pursuant to RRS 32, the Finishing Line for all courses will be between an orange ball, and a staff displaying a blue flag on a race Committee Boat, which shall be left to port.

## 19. TIME LIMITS

- 19.1 The time limit for the first boat to finish courses #1 through #4 will be 300 minutes (five hours) after the start of her class. The finishing window will be an additional 30 minutes. Boats that have not finished within 330 minutes after the start of their class will be scored DNF (“DID NOT FINISH”).
- 19.2 The time limit for the first boat to finish course #5 or #6 will be 240 minutes (four hours) after the start of her class. The finishing window will be an additional 20 minutes.

## 20. PROTESTS AND REQUESTS FOR REDRESS

- 20.1 The protest and redress procedures for this regatta will comply with the basic elements of new RRS Appendix T, including Section B (Post-Race Penalties).
- 20.2 A boat intending to protest another boat or to request redress shall notify the Race Committee via VHF Channel 72 at the first reasonable opportunity after finishing and, when applicable identify the Protestee.
- 20.3 A boat, which takes a One-Turn or Two-Turns Penalty shall report doing so to the Race Committee as soon as possible after finishing. She shall report location and time of the incident and other boats involved.
- 20.4 Protest forms are available in the LYC Clubhouse Office. Protests shall be delivered there as soon as possible and within the protest time limit.
- 20.5 Protestors and Protestees are requested to promptly go to the LYC Clubhouse Office and either wait for resolution or leave a reliable contact number.
- 20.6 The protest time limit will be sixty (60) minutes after the Race Committee Signal Boat returns to the Lakewood Inner Harbor or 1930 hours, whichever is earlier.
- 20.7 Notices of scheduled hearing times and locations will be posted within thirty (30) minutes of the expiration of the protest time limit.
- 20.8 Notice of a protest by the Race Committee will be posted on the official notice board.
- 20.9 Section C of US Sailing Prescription Appendix T shall apply to protest hearings. This section describes expedited procedures for protests. Hearings may commence as soon as all parties are present.
- 20.10 The Protest Committee shall assign a penalty other than disqualification if it determines that a breach of a rule by a boat in a cruising class was not the result of a conscious disregard for the rules, and the breach did not prejudice another boat. The Protest Committee shall craft an appropriate penalty or may decide that no penalty is necessary.

## **21.SCORING**

All classes will be scored using Time on Distance (TOD) scoring.

## **22.PRIZES**

- 22.1 Trophies will be awarded to the first two boats in classes or divisions of four or five boats, to the first three boats in classes or divisions of six to eight boats and to the first four boats in classes with more than eight boats.
- 22.2 Bay Cup Series awards will be given to the top finishers in each class, who will have competed in both, 2013 Bay Cup I and 2013 Bay Cup II (same boat, same class).
- 22.3 Prizes will be awarded during the post-race party Saturday evening.

## **23.INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$ 300,000 per event.

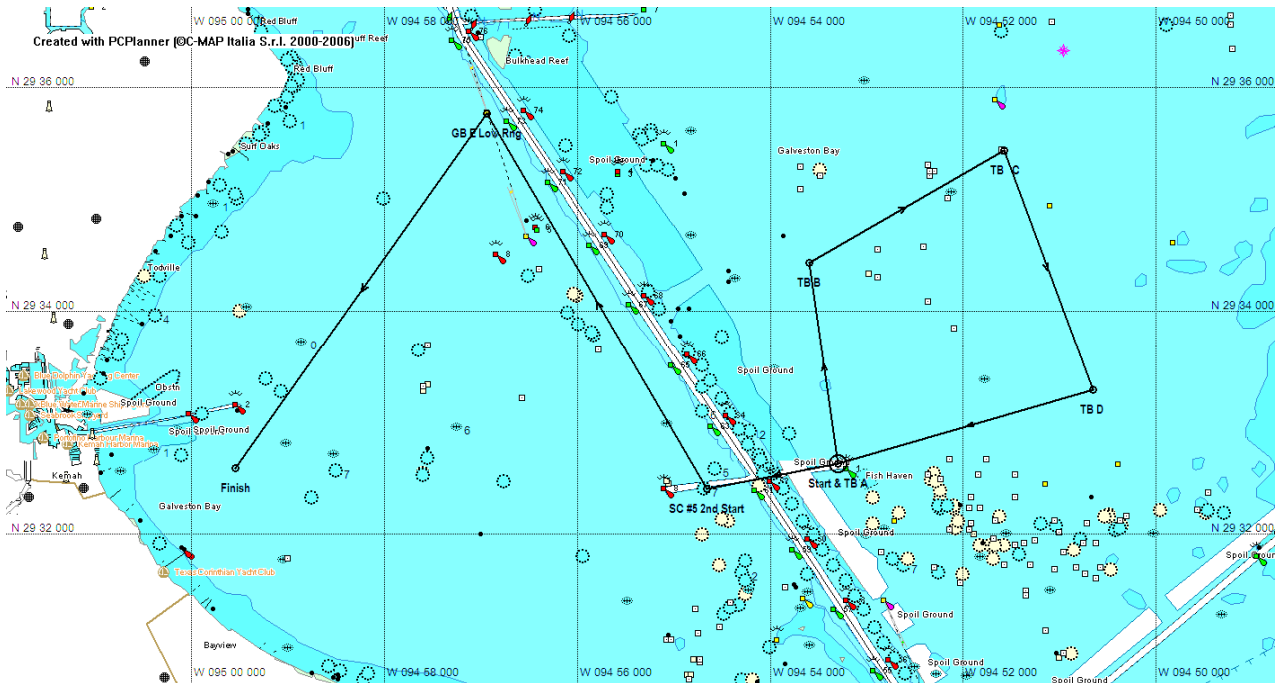
## **24.DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk – see RRS 4, Decision to Race. The organizing authority will not accept liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.



# Appendix A Lakewood Yacht Club 2013 Bay Cup II

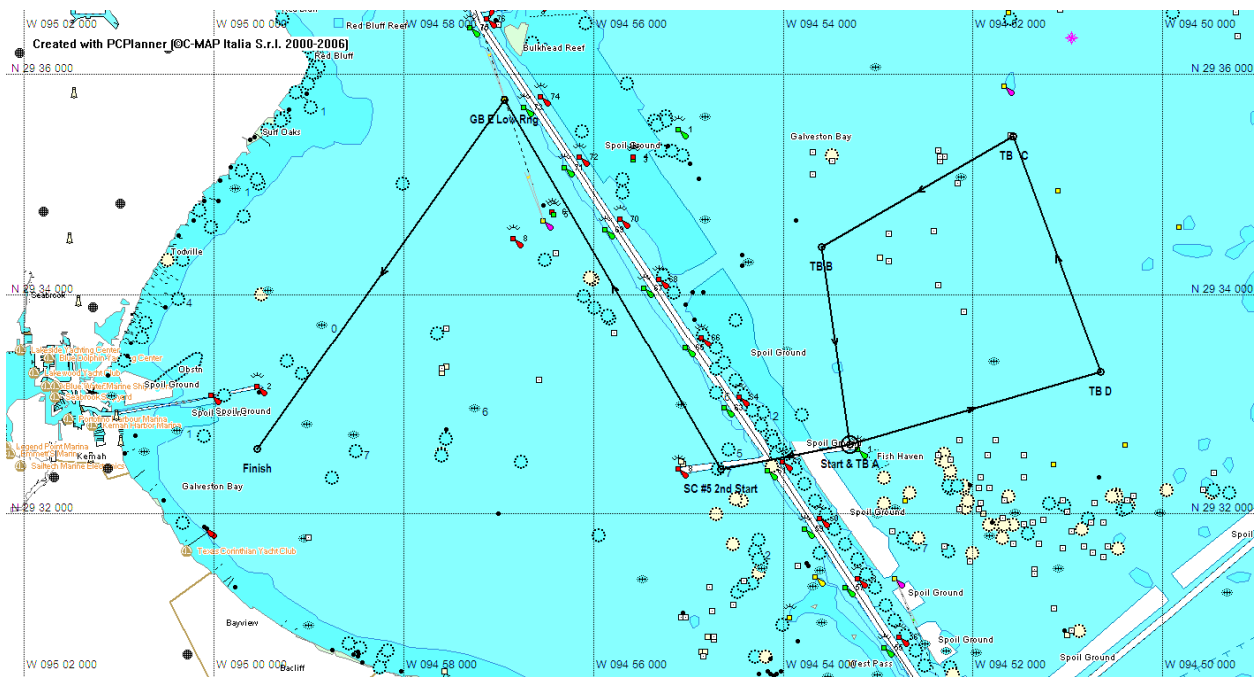
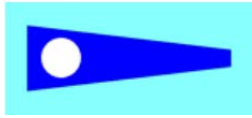
## Bay Cup II 2013 Course #1



Name	Description	Lat	Lon	BRG	Dst	Dst tot
Start & TB A	Btwn Orn Mark & Boat	29°32.640 N	094°53.300 W		(Nm)	(Nm)
TB B	Orn Tet to Starboard	29°34.440 N	094°53.600 W	352°	1.82	1.82
TB C	Yellow Rig to Stbd	29°35.446 N	094°51.579 W	60°	2.03	3.84
TB D	Orn Tet to Starboard	29°33.300 N	094°50.650 W	159°	2.29	6.14
TB A	Btwn Orn Ball & Boat	29°32.640 N	094°53.300 W	254°	2.4	8.53
SC #5 2nd Start	Btwn SC #5 & Boat	29°32.410 N	094°54.655 W	259°	1.2	9.74
GB E Low Rng	GB E to Port	29°35.780 N	094°56.940 W	329°	3.91	13.65
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	216°	3.91	17.56

# Appendix A Lakewood Yacht Club 2013 Bay Cup II

## Bay Cup II 2013 Course #2

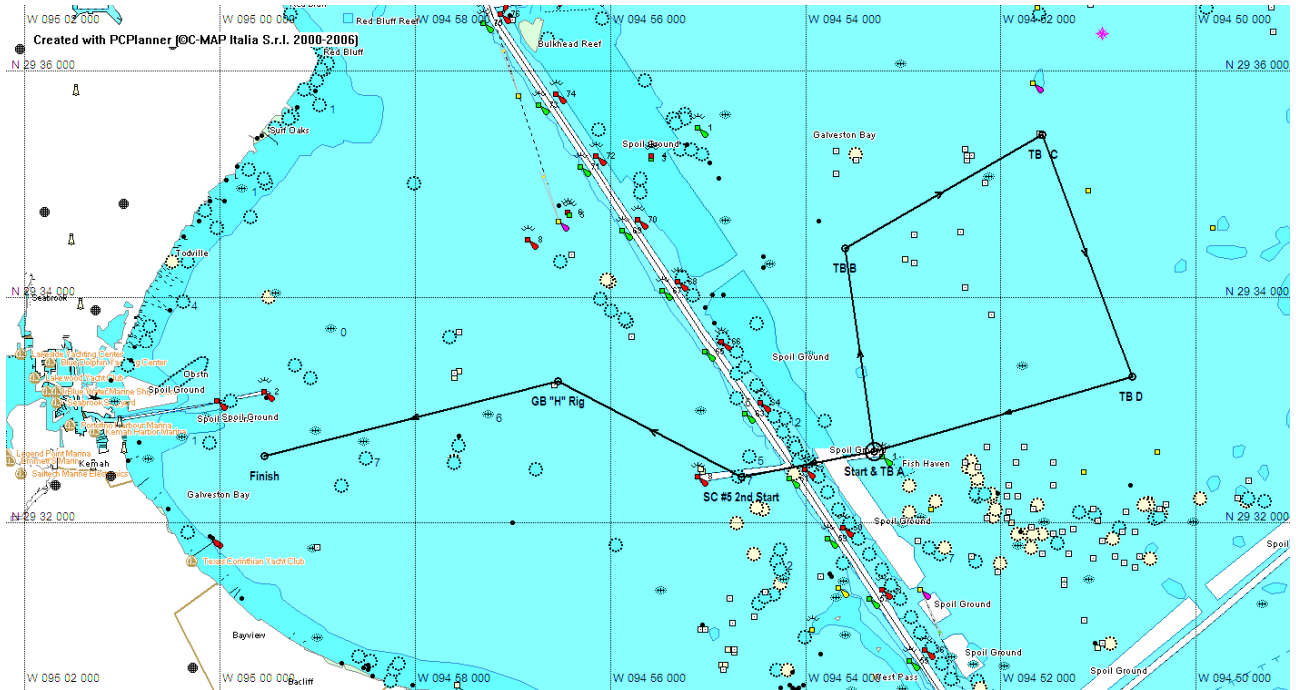
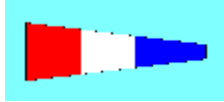


Name	Description	Lat	Lon	BRG	Dst	Dst tot
Start & TB A	Btwn Orn Mark & Boat	29°32.640 N	094°53.300 W		(Nm)	(Nm)
TB D	Orn Tet to Port	29°33.300 N	094°50.650 W	74°	2.4	2.4
TB C	Yellow Rig to Port	29°35.446 N	094°51.579 W	339°	2.29	4.69
TB B	Orn Tet to Port	29°34.440 N	094°53.600 W	240°	2.03	6.72
TB A	Btwn Orn Ball & Boat	29°32.640 N	094°53.300 W	172°	1.82	8.53
SC #5 2nd Start	Btwn SC #5 & Boat	29°32.410 N	094°54.655 W	259°	1.2	9.74
GB E Low Rng	GB E to Port	29°35.780 N	094°56.940 W	329°	3.91	13.65
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	216°	3.91	17.56



# Appendix A Lakewood Yacht Club 2013 Bay Cup II

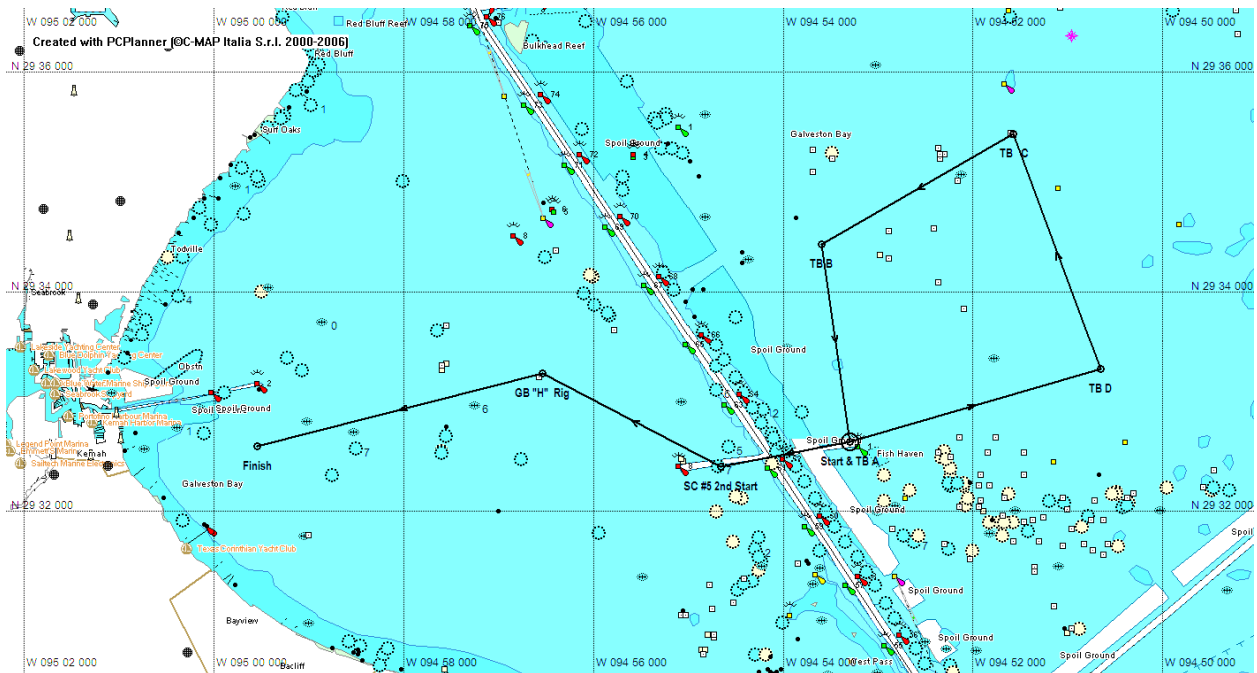
## Bay Cup II 2013 Course #3



Name	Description	Lat	Lon	BRG	Dst	Dst Tot
Start & TB A	Btwn Orn Mark & Boat	29°32.640 N	094°53.300 W		(Nm)	(Nm)
TB B	Orn Tet to Starboard	29°34.440 N	094°53.600 W	352°	1.82	1.82
TB C	Yellow Rig to Stbd	29°35.446 N	094°51.579 W	60°	2.03	3.84
TB D	Orn Tet to Starboard	29°33.300 N	094°50.650 W	159°	2.29	6.14
TB A	Btwn Orn Ball & Boat	29°32.640 N	094°53.300 W	254°	2.4	8.53
SC #5 2nd Start	Btwn SC #5 & Boat	29°32.410 N	094°54.655 W	259°	1.2	9.74
GB "H" Rig	GB "H" Rig to Port	29°33.260 N	094°56.540 W	297°	1.85	11.58
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	256°	2.7	14.28

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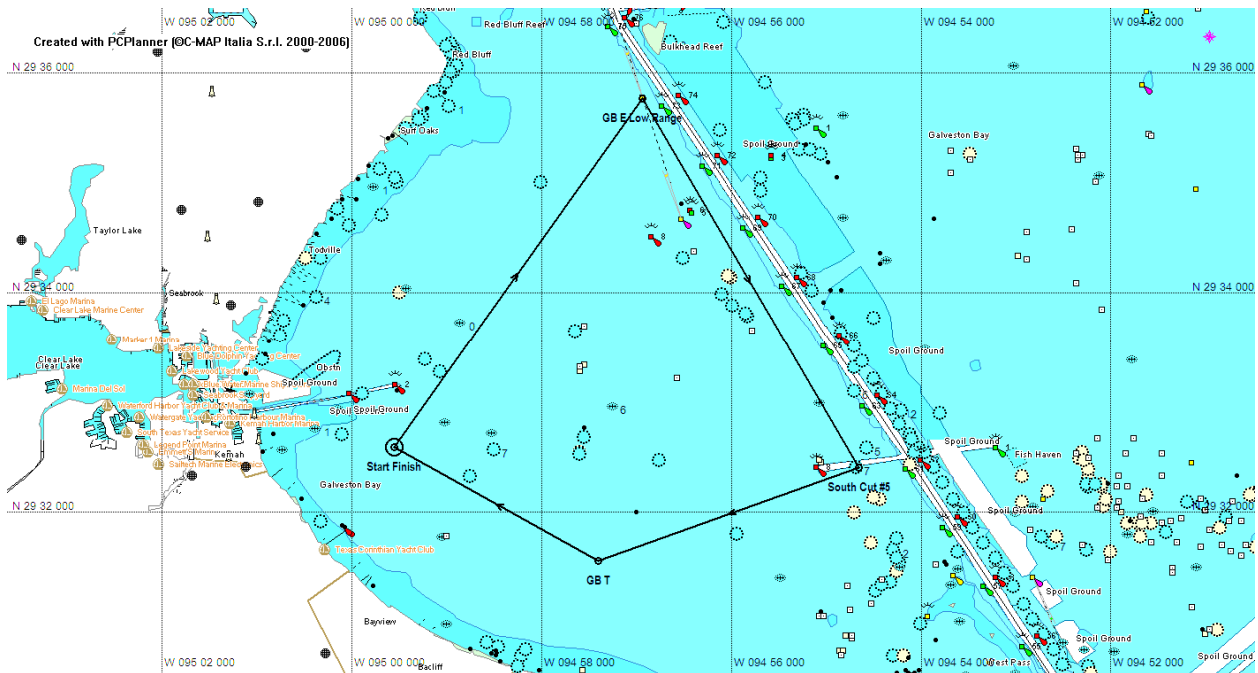
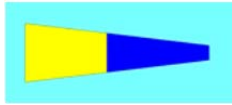
## Bay Cup II 2013 Course #4



Name	Description	Lat	Lon	BRG	Dst	Dst tot
Start & TB A	Btwn Orn Mark & Boat	29°32.640 N	094°53.300 W		(Nm)	(Nm)
TB D	Orn Tet to Port	29°33.300 N	094°50.650 W	74°	2.4	2.4
TB C	Yellow Rig to Port	29°35.446 N	094°51.579 W	339°	2.29	4.69
TB B	Orn Tet to Port	29°34.440 N	094°53.600 W	240°	2.03	6.72
TB A	Btwn Orn Ball & Boat	29°32.640 N	094°53.300 W	172°	1.82	8.53
SC #5 2nd Start	Btwn SC #5 & Boat	29°32.410 N	094°54.655 W	259°	1.2	9.74
GB "H" Rig	GB "H" Rig to Port	29°33.260 N	094°56.540 W	297°	1.85	11.58
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	256°	2.7	14.28

# Appendix A Lakewood Yacht Club 2013 Bay Cup II

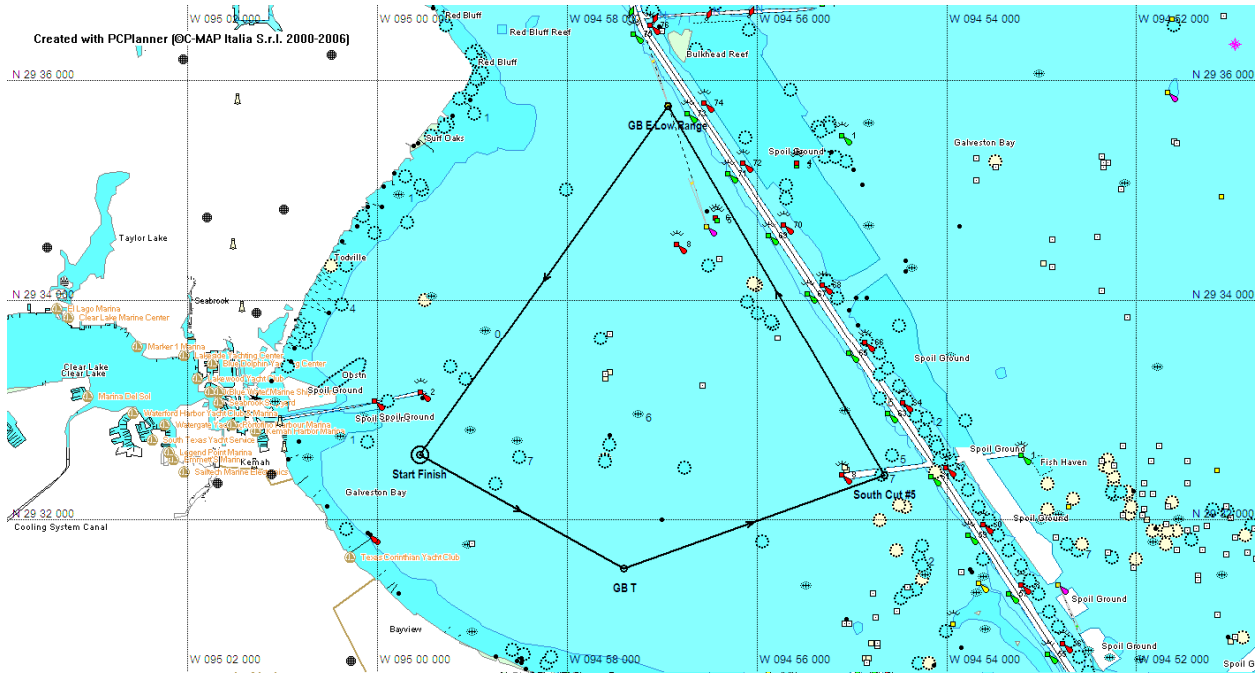
## Bay Cup II 2013 Course #5



Name	Description	Lat	Lon	BRG	Dst	Dst tot
Start	Btwn Orn Mark & Boat	29°32.600 N	094°59.550 W		(Nm)	(Nm)
GB E Low Range	GB E Low Rng to Stbd	29°35.780 N	094°56.940 W	36°	3.91	3.91
South Cut #5	South Cut #5 to Stbd	29°32.410 N	094°54.655 W	149°	3.91	7.82
GB T	Orn Tet to Stbd	29°31.570 N	094°57.400 W	251°	2.53	10.35
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	299°	2.14	12.49

# Appendix A Lakewood Yacht Club 2013 Bay Cup II

## Bay Cup II 2013 Course #6



Name	Description	Lat	Lon	BRG	Dst	Dst tot
Start	Btwn Orn Mark & Boat	29°32.600 N	094°59.550 W		(Nm)	(Nm)
GB T	Orn Tet to Port	29°31.570 N	094°57.400 W	119°	2.14	2.14
South Cut #5	South Cut #5 to Port	29°32.410 N	094°54.655 W	71°	2.53	4.67
GB E Low Range	GB E Low Rng to Port	29°35.780 N	094°56.940 W	329°	3.91	8.58
Finish	Btwn Orn Ball & Boat	29°32.600 N	094°59.550 W	216°	3.91	12.49

**Appendix B  
Lakewood Yacht Club  
2013 Bay Cup II**

<b><i>Class and Starting Sequence</i></b>	<b><i>Flag</i></b>
<b>CRUISING NON-SPIN CLASSIC CANVAS A CRUISING NON-SPIN CLASSIC CANVAS B</b>	<b>Yellow</b>
<b>CRUISING POLELESS SPINNAKER PHRF NON-SPIN</b>	<b>Brown</b>
<b>PHRF SPIN A PHRF SPIN B</b>	<b>Pink</b>