



2014 GBCA Performance Cup Regatta

Galveston Bay

September 27th & 28th, 2014

Galveston Bay Cruising Association

1500 Marina Bay Dr. Suite 1592 Building #113B, Clear Lake Shores, TX 77565

Sailing Instructions

1. Rules

The regatta will be governed by the *rules* as defined in the current 2013-2016 *Racing Rules of Sailing*, The Notice of Race, and these Sailing Instructions.

2. Notices to Competitors

Notices to competitors will be posted on the door of the GBCA office and at:

https://www.regattanetwork.com/clubmgmt/applet_club_events.php?CLUB_ID=162 .

3. Changes to Sailing Instructions

Any change to the sailing instructions, schedule of races or notice of race will be posted before 0800 on the day it will take effect.

4. Race Schedule

4.1 The Competitors meeting will be 1900 hours Friday September 26, 2014.

The warning gun for the first race will be no earlier than 1100 hours both days.

Subsequent races for each class will follow as soon as possible after the end of the previous race with the intent to run as many races as possible.

4.2 The class starting order for the *first* race and the class flags are shown in Appendix A.

5. Racing Area

The racing area will be between Seabrook Channel Marker No. 2 and the Houston Ship Channel, and between San Leon and The Bayport Ship Channel. Boats shall not enter the Houston Ship Channel or Bayport Ship Channel while *racing*. The Houston Ship Channel and The Bayport Ship Channel are designated as obstructions.

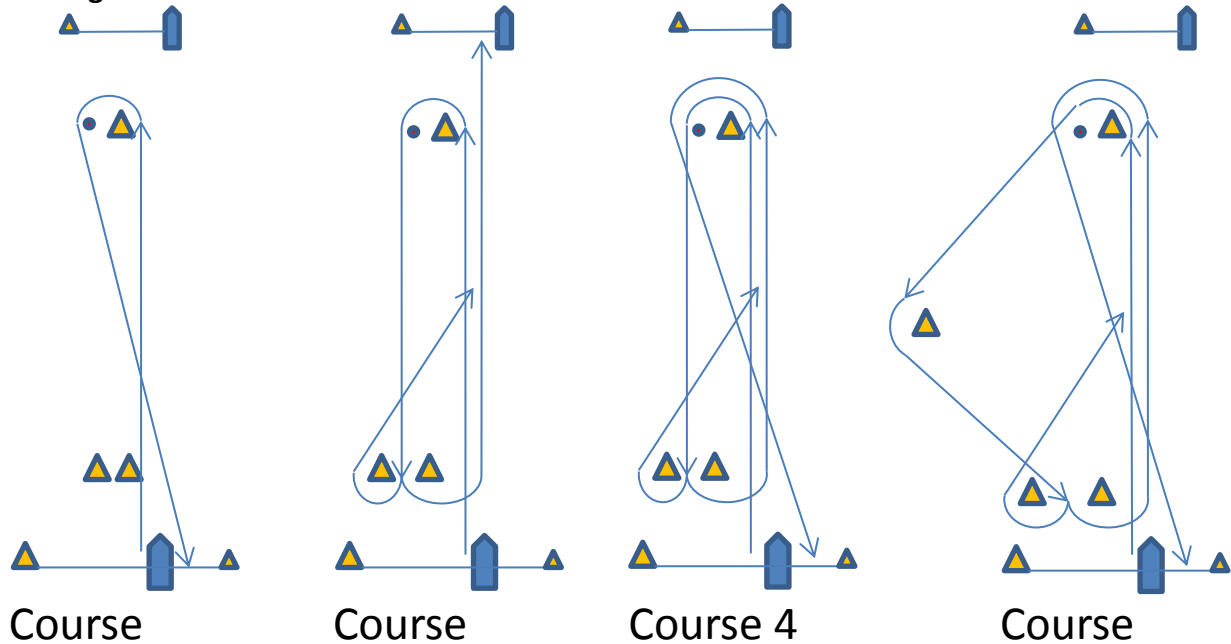
6. Courses and Marks

6.1 Windward/Leeward Courses

Marks will be orange and yellow tetrahedrons. The original course turning marks will be yellow. Change of course marks will alternate between orange and yellow. Starting and finishing marks may be orange, offset marks may be orange or red.

6.1a The number of legs (2-5) to be sailed will be signaled by a numeral pennant correlating with the course diagrams below. The approximate heading and distance to the windward mark may be displayed on a white board on the committee boat.

Course Diagrams



- 6.1b The leeward gate will be set approximately 0.1 nm on the course side of the starting line. The windward finish will be set approximately 0.1nm beyond the windward mark. Leeward gate maybe left to either side after passing between the gate.
- 6.1c Windward turning marks and any offset mark shall be left to port.
- 6.1d For the first leg of all courses and the last leg of a leeward finish, the leeward gate is not considered to be a mark of the course. For the last leg of a windward finish, the windward mark is not considered to be a mark of the course.
- 6.3 **Fixed Mark Courses**
Fixed mark courses will be signaled by numerical pennants (11-13), correlating with the course diagrams and mark rounding directions in Appendix B. Fixed mark courses will use marks “E”, “H” and/or “M54”. Approximate coordinates and description of the marks are:

| Mark | Approximate Coordinate | Description |
|-----------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Start/Finish | N 29° 32.567' W 094° 59.545' | RC Signal boat “Tramp” and nearby Yellow Tetrahedrons |
| E | N 29° 35.787' W 094° 56.935' | 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. |
| H | N 29° 33.255' W 094° 56.542' | A platform located in Galveston bay, approximately 1.3 nm WSW of the Houston Ship Channel marker #65. |
| M54 | N 29° 30.814' W 094° 54.963' | Galveston Shellfish Harvesting Boundary Marker |
| Todville Rd beach Tet | N 29° 34.500' W 094° 59.300' | A dropped anchored 8' Tetrahedron |
| San Leon beach Tet | N 29° 31.570' W 094° 57.400' | A dropped anchored 8' Tetrahedron |

- 6.4 If there is time for additional distance races, the new starting hour for the next pursuit start sequence will be announced by VHF radio channel 71.

7. Check In

Before the warning signal of the first race, each boat shall sail past the stern of the Race Committee boat on starboard tack and hail the boat's name or sail number until acknowledged by the Race Committee.

8. The Start

- 8.1 The starting line will be between the staff displaying an orange flag on the Race Committee boat on the starboard end and the course side edge of the port end starting mark. The Race Committee may trail a float and line astern of the Race Committee boat which shall be considered as part of the committee boat.
- 8.2 Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made.
- 8.3 Any class subjected to a General Recall may be restarted after the last scheduled start for that race. This modifies RRS 29.2.

9. Change of the Next Leg of the Course

If the Race Committee displays the "C" code flag with one or more class flags, the course change applies only to those classes. If the "C" code flag is flown alone, all classes will sail the changed course. This modifies RRS 33.

10. Shorten Course

If the Race Committee displays the "S" code flag with one or more class flags, the shortened course applies only to those classes. If the "S" code flag is flown alone, all classes will sail the shortened course. This modifies RRS 32.

11. The Finish

- 11.1 The finish line will be:
- 11.1a for a leeward finish, between the staff displaying a blue flag on the Race Committee signal boat on the starboard end and the course side edge of the port end finish mark; side opposite from the starting line.
- 11.1b for a windward finish, between the staff displaying an orange flag on the Race Committee mark set boat on the starboard end and the course side edge of the nearby port end mark, set 0.1 nm beyond the windward mark of that class's course.

12. Time Limit

- 12.1 The time limit for Windward/Leeward courses, shall be ninety minutes or thirty minutes after the first boat properly sails the course and finishes, whichever is longer. Distance courses will not have time limits.
- 12.2 Boats exceeding the time limit will be scored Did Not Finish. This modifies RRS 35.

13. Safety

- 13.1 A boat that retires from a race prior to finishing shall notify the Race Committee as soon as practicable on VHF channel 71. If radio communication is unavailable, call the Race Committee phone number: 713.823.1577 and leave a message.
- 13.2 Attention is called to RRS 4: Decision to Race, "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone."

14. Protests

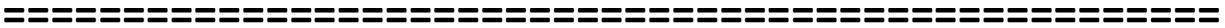
The protest and redress procedures for this regatta will utilize basic elements of the new RRS Appendix T, a US Sailing Prescription. Protests shall be communicated to the Race Committee by VHF channel 71 before leaving the race area and must be filed in writing prior to 1800 hours on the day of protest. This modifies RRS 61.

15. Scoring

The Low Point system, RRS Appendix A will apply. One race constitutes a series. There will be no throw-outs. This modifies RRS A2

17. Communication

- 17.1 Radio communication will be conducted on VHF channel 71.
- 17.2 The Race Committee will attempt to monitor and may make courtesy announcements on VHF channel 71. The failure of the Race Committee to make announcements or the manner in which announcements are made will not be grounds for redress. This modifies RRS 62.1(a).
- 17.3 In addition to signaling Individual Recalls in accordance with RRS 29.1, as a courtesy, the Race Committee will attempt to broadcast the names or sail numbers of boats that have started early. Failure to make such a broadcast, failure of a boat to receive that broadcast, a boat’s order in that broadcast, or the promptness of that broadcast will not be grounds for redress. This modifies RRS 62.1(a).
- 17.4 If a weather-related postponement is required it will be announced at 1000 on VHF Channel 71.

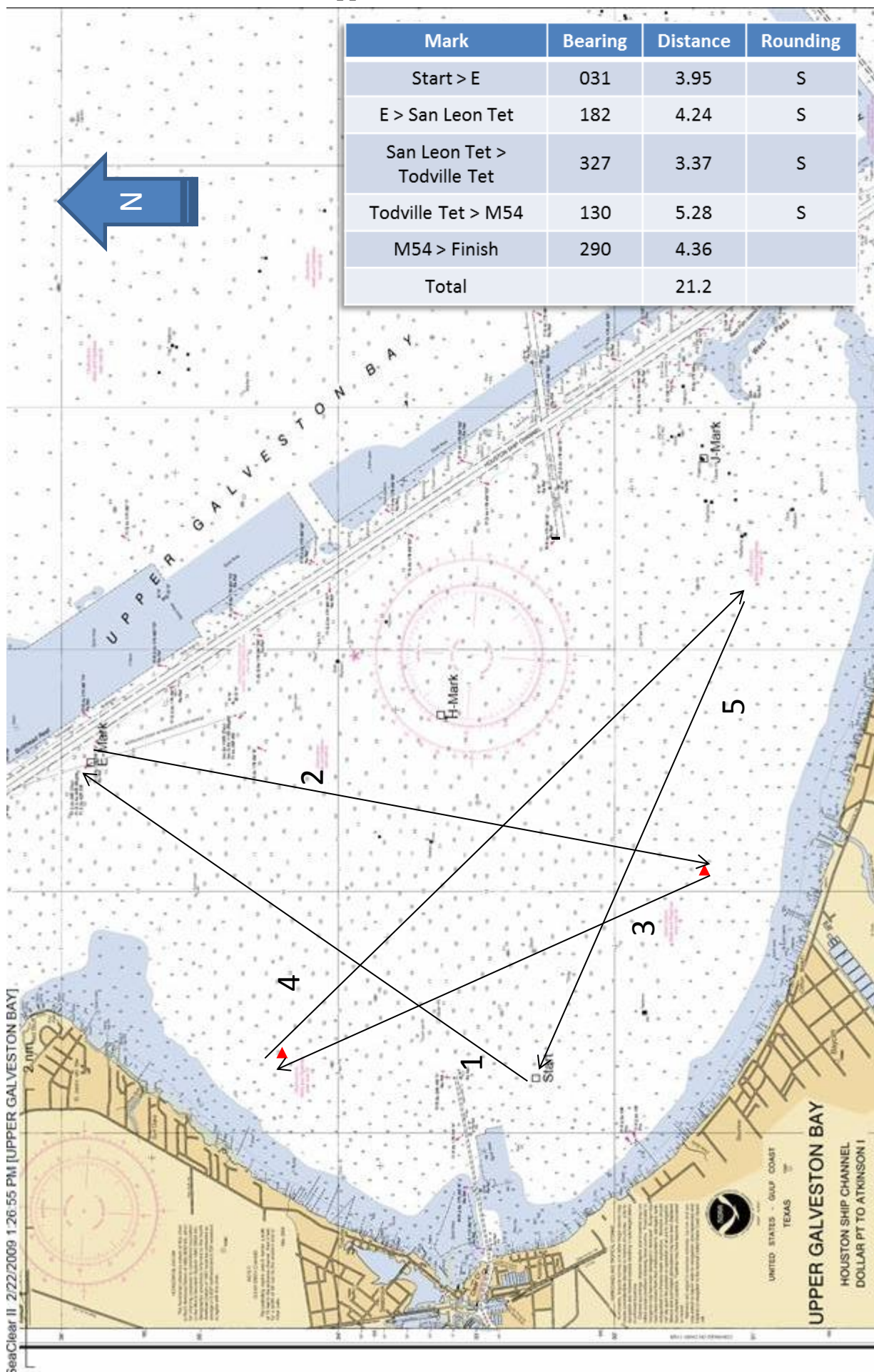


Appendix A

**2014 Performance Cup Regatta
Starting Order / Class Flags**

| Fleet | Flag |
|-------------|--------------------------|
| J109 | J109 (blue on white) |
| J105 | J105 (blue on yellow) |
| PHRF - Spin | Purple |
| J22 | Pink |

Appendix B - Course 10



SeaClear II 2/22/2009 1:26:55 PM [UPPER GALVESTON BAY]

UNITED STATES - GULF COAST
 TEXAS
UPPER GALVESTON BAY
 HOUSTON SHIP CHANNEL
 DOLLAR PT TO ATKINSON I

Appendix B - Course 10

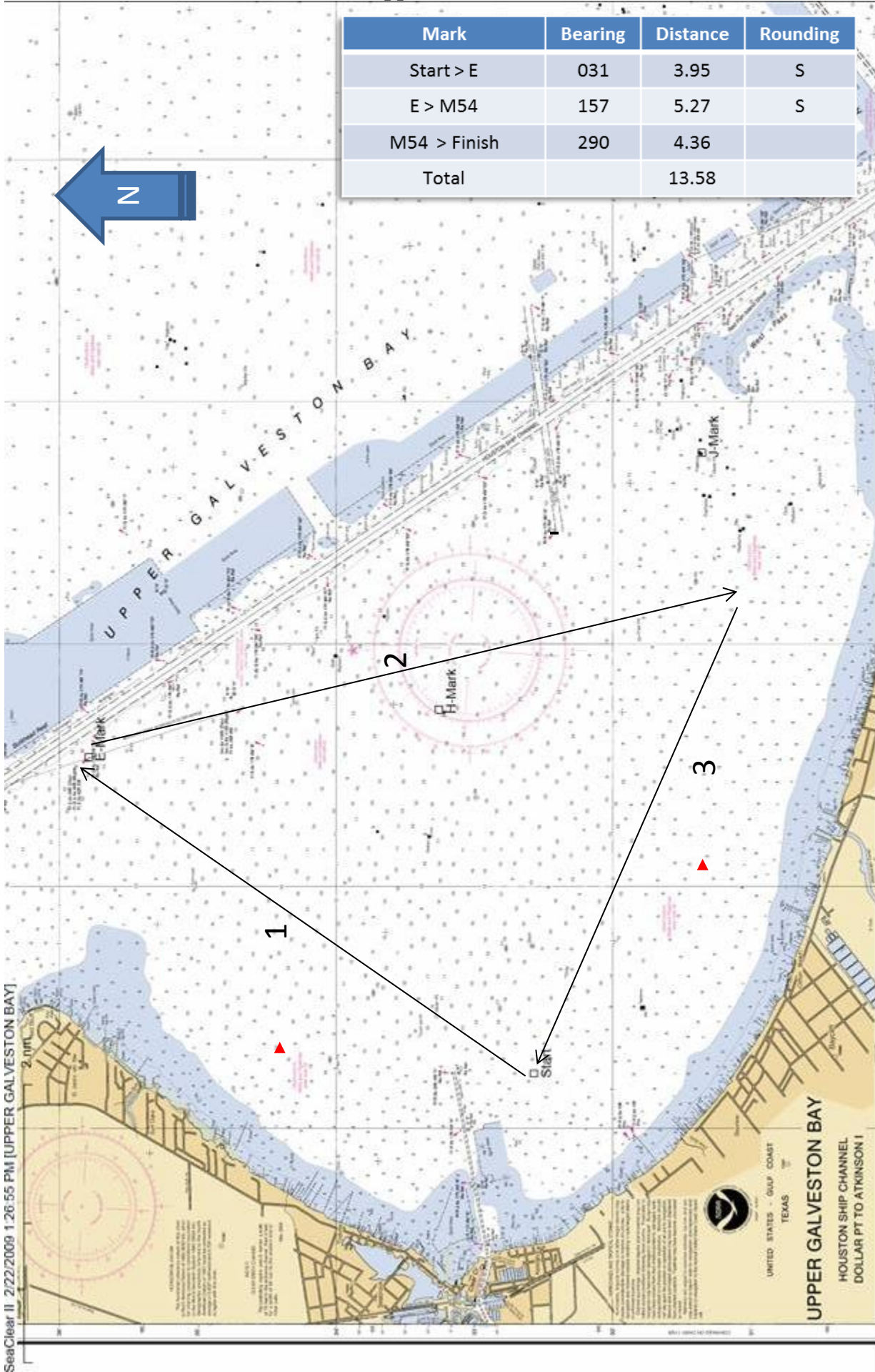
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|------|----------|------|----------|------|----------|------|----------|------|----------|------|----------|
| 285 | 11:00:00 | 240 | 11:15:54 | 194 | 11:32:09 | 149 | 11:48:03 | 104 | 12:03:57 | 59 | 12:19:51 |
| 284 | 11:00:21 | 238 | 11:16:36 | 193 | 11:32:30 | 148 | 11:48:24 | 103 | 12:04:18 | 58 | 12:20:12 |
| 283 | 11:00:42 | 237 | 11:16:58 | 192 | 11:32:52 | 147 | 11:48:46 | 102 | 12:04:40 | 57 | 12:20:34 |
| 282 | 11:01:04 | 236 | 11:17:19 | 191 | 11:33:13 | 146 | 11:49:07 | 101 | 12:05:01 | 56 | 12:20:55 |
| 281 | 11:01:25 | 235 | 11:17:40 | 190 | 11:33:34 | 145 | 11:49:28 | 100 | 12:05:22 | 55 | 12:21:16 |
| 280 | 11:01:46 | 234 | 11:18:01 | 189 | 11:33:55 | 144 | 11:49:49 | 99 | 12:05:43 | 54 | 12:21:37 |
| 279 | 11:02:07 | 233 | 11:18:22 | 188 | 11:34:16 | 143 | 11:50:10 | 98 | 12:06:04 | 53 | 12:21:58 |
| 278 | 11:02:28 | 232 | 11:18:44 | 187 | 11:34:38 | 142 | 11:50:32 | 97 | 12:06:26 | 52 | 12:22:20 |
| 277 | 11:02:50 | 231 | 11:19:05 | 186 | 11:34:59 | 141 | 11:50:53 | 96 | 12:06:47 | 51 | 12:22:41 |
| 276 | 11:03:11 | 230 | 11:19:26 | 185 | 11:35:20 | 140 | 11:51:14 | 95 | 12:07:08 | 50 | 12:23:02 |
| 275 | 11:03:32 | 229 | 11:19:47 | 184 | 11:35:41 | 139 | 11:51:35 | 94 | 12:07:29 | 49 | 12:23:23 |
| 274 | 11:03:53 | 228 | 11:20:08 | 183 | 11:36:02 | 138 | 11:51:56 | 93 | 12:07:50 | 48 | 12:23:44 |
| 273 | 11:04:14 | 227 | 11:20:30 | 182 | 11:36:24 | 137 | 11:52:18 | 92 | 12:08:12 | 47 | 12:24:06 |
| 272 | 11:04:36 | 226 | 11:20:51 | 181 | 11:36:45 | 136 | 11:52:39 | 91 | 12:08:33 | 46 | 12:24:27 |
| 271 | 11:04:57 | 225 | 11:21:12 | 180 | 11:37:06 | 135 | 11:53:00 | 90 | 12:08:54 | 45 | 12:24:48 |
| 270 | 11:05:18 | 224 | 11:21:33 | 179 | 11:37:27 | 134 | 11:53:21 | 89 | 12:09:15 | 44 | 12:25:09 |
| 269 | 11:05:39 | 223 | 11:21:54 | 178 | 11:37:48 | 133 | 11:53:42 | 88 | 12:09:36 | 43 | 12:25:30 |
| 268 | 11:06:00 | 222 | 11:22:16 | 177 | 11:38:10 | 132 | 11:54:04 | 87 | 12:09:58 | 42 | 12:25:52 |
| 267 | 11:06:22 | 221 | 11:22:37 | 176 | 11:38:31 | 131 | 11:54:25 | 86 | 12:10:19 | 41 | 12:26:13 |
| 266 | 11:06:43 | 220 | 11:22:58 | 175 | 11:38:52 | 130 | 11:54:46 | 85 | 12:10:40 | 40 | 12:26:34 |
| 265 | 11:07:04 | 219 | 11:23:19 | 174 | 11:39:13 | 129 | 11:55:07 | 84 | 12:11:01 | 39 | 12:26:55 |
| 264 | 11:07:25 | 218 | 11:23:40 | 173 | 11:39:34 | 128 | 11:55:28 | 83 | 12:11:22 | 38 | 12:27:16 |
| 263 | 11:07:46 | 217 | 11:24:02 | 172 | 11:39:56 | 127 | 11:55:50 | 82 | 12:11:44 | 37 | 12:27:38 |
| 262 | 11:08:08 | 216 | 11:24:23 | 171 | 11:40:17 | 126 | 11:56:11 | 81 | 12:12:05 | 36 | 12:27:59 |
| 261 | 11:08:29 | 215 | 11:24:44 | 170 | 11:40:38 | 125 | 11:56:32 | 80 | 12:12:26 | 35 | 12:28:20 |
| 260 | 11:08:50 | 214 | 11:25:05 | 169 | 11:40:59 | 124 | 11:56:53 | 79 | 12:12:47 | 34 | 12:28:41 |
| 259 | 11:09:11 | 213 | 11:25:26 | 168 | 11:41:20 | 123 | 11:57:14 | 78 | 12:13:08 | 33 | 12:29:02 |
| 258 | 11:09:32 | 212 | 11:25:48 | 167 | 11:41:42 | 122 | 11:57:36 | 77 | 12:13:30 | 32 | 12:29:24 |
| 257 | 11:09:54 | 211 | 11:26:09 | 166 | 11:42:03 | 121 | 11:57:57 | 76 | 12:13:51 | 31 | 12:29:45 |
| 256 | 11:10:15 | 210 | 11:26:30 | 165 | 11:42:24 | 120 | 11:58:18 | 75 | 12:14:12 | 30 | 12:30:06 |
| 255 | 11:10:36 | 209 | 11:26:51 | 164 | 11:42:45 | 119 | 11:58:39 | 74 | 12:14:33 | 29 | 12:30:27 |
| 254 | 11:10:57 | 208 | 11:27:12 | 163 | 11:43:06 | 118 | 11:59:00 | 73 | 12:14:54 | 28 | 12:30:48 |
| 253 | 11:11:18 | 207 | 11:27:34 | 162 | 11:43:28 | 117 | 11:59:22 | 72 | 12:15:16 | 27 | 12:31:10 |
| 252 | 11:11:40 | 206 | 11:27:55 | 161 | 11:43:49 | 116 | 11:59:43 | 71 | 12:15:37 | 26 | 12:31:31 |
| 251 | 11:12:01 | 205 | 11:28:16 | 160 | 11:44:10 | 115 | 12:00:04 | 70 | 12:15:58 | 25 | 12:31:52 |
| 250 | 11:12:22 | 204 | 11:28:37 | 159 | 11:44:31 | 114 | 12:00:25 | 69 | 12:16:19 | 24 | 12:32:13 |
| 249 | 11:12:43 | 203 | 11:28:58 | 158 | 11:44:52 | 113 | 12:00:46 | 68 | 12:16:40 | 23 | 12:32:34 |
| 248 | 11:13:04 | 202 | 11:29:20 | 157 | 11:45:14 | 112 | 12:01:08 | 67 | 12:17:02 | 22 | 12:32:56 |
| 247 | 11:13:26 | 201 | 11:29:41 | 156 | 11:45:35 | 111 | 12:01:29 | 66 | 12:17:23 | 21 | 12:33:17 |
| 246 | 11:13:47 | 200 | 11:30:02 | 155 | 11:45:56 | 110 | 12:01:50 | 65 | 12:17:44 | 20 | 12:33:38 |
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| 244 | 11:14:29 | 198 | 11:30:44 | 153 | 11:46:38 | 108 | 12:02:32 | 63 | 12:18:26 | 18 | 12:34:20 |
| 243 | 11:14:50 | 197 | 11:31:06 | 152 | 11:47:00 | 107 | 12:02:54 | 62 | 12:18:48 | 17 | 12:34:42 |
| 242 | 11:15:12 | 196 | 11:31:27 | 151 | 11:47:21 | 106 | 12:03:15 | 61 | 12:19:09 | 16 | 12:35:03 |
| 241 | 11:15:33 | 195 | 11:31:48 | 150 | 11:47:42 | 105 | 12:03:36 | 60 | 12:19:30 | 15 | 12:35:24 |

Appendix B - Course 11

| Mark | Bearing | Distance | Rounding |
|--------------|---------|----------|----------|
| Start > E | 031 | 3.95 | S |
| E > M54 | 157 | 5.27 | S |
| M54 > Finish | 290 | 4.36 | |
| Total | | 13.58 | |



SeaClear II 2/22/2009 1:26:55 PM [UPPER GALVESTON BAY]



UPPER GALVESTON BAY
 HOUSTON SHIP CHANNEL
 DOLLAR PT TO ATKINSON I
 UNITED STATES - GULF COAST
 TEXAS

Appendix B - Course 11

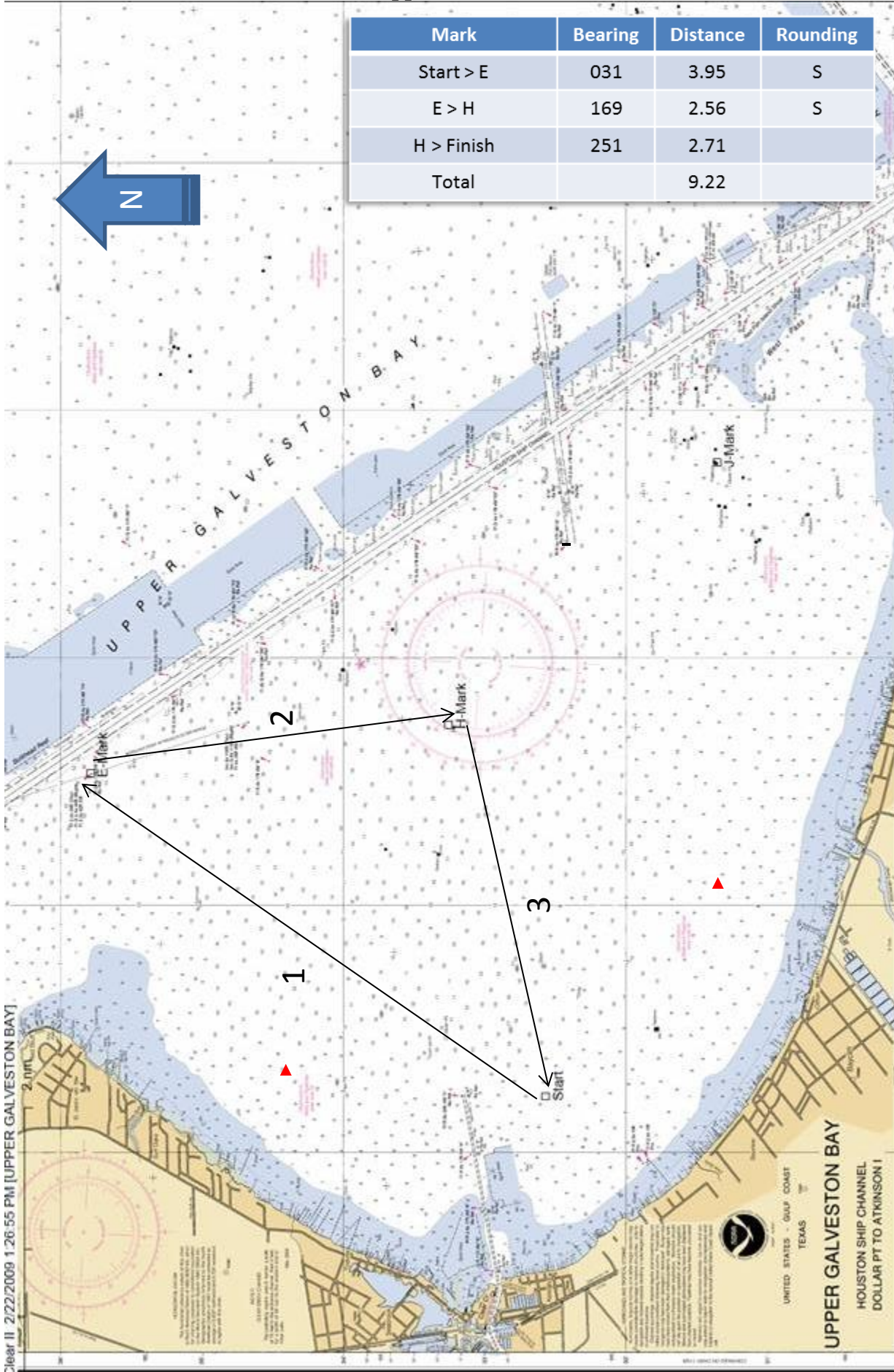
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|------|----------|------|----------|------|----------|------|----------|------|----------|------|----------|
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| 284 | 11:00:14 | 238 | 11:10:38 | 193 | 11:20:49 | 148 | 11:31:00 | 103 | 11:41:12 | 58 | 11:51:23 |
| 283 | 11:00:27 | 237 | 11:10:52 | 192 | 11:21:03 | 147 | 11:31:14 | 102 | 11:41:25 | 57 | 11:51:36 |
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| 278 | 11:01:35 | 232 | 11:12:00 | 187 | 11:22:11 | 142 | 11:32:22 | 97 | 11:42:33 | 52 | 11:52:44 |
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| 276 | 11:02:02 | 230 | 11:12:27 | 185 | 11:22:38 | 140 | 11:32:49 | 95 | 11:43:00 | 50 | 11:53:11 |
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| 274 | 11:02:29 | 228 | 11:12:54 | 183 | 11:23:05 | 138 | 11:33:16 | 93 | 11:43:27 | 48 | 11:53:38 |
| 273 | 11:02:43 | 227 | 11:13:08 | 182 | 11:23:19 | 137 | 11:33:30 | 92 | 11:43:41 | 47 | 11:53:52 |
| 272 | 11:02:57 | 226 | 11:13:21 | 181 | 11:23:32 | 136 | 11:33:43 | 91 | 11:43:55 | 46 | 11:54:06 |
| 271 | 11:03:10 | 225 | 11:13:35 | 180 | 11:23:46 | 135 | 11:33:57 | 90 | 11:44:08 | 45 | 11:54:19 |
| 270 | 11:03:24 | 224 | 11:13:48 | 179 | 11:23:59 | 134 | 11:34:11 | 89 | 11:44:22 | 44 | 11:54:33 |
| 269 | 11:03:37 | 223 | 11:14:02 | 178 | 11:24:13 | 133 | 11:34:24 | 88 | 11:44:35 | 43 | 11:54:46 |
| 268 | 11:03:51 | 222 | 11:14:16 | 177 | 11:24:27 | 132 | 11:34:38 | 87 | 11:44:49 | 42 | 11:55:00 |
| 267 | 11:04:04 | 221 | 11:14:29 | 176 | 11:24:40 | 131 | 11:34:51 | 86 | 11:45:02 | 41 | 11:55:14 |
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| 263 | 11:04:59 | 217 | 11:15:23 | 172 | 11:25:35 | 127 | 11:35:46 | 82 | 11:45:57 | 37 | 11:56:08 |
| 262 | 11:05:12 | 216 | 11:15:37 | 171 | 11:25:48 | 126 | 11:35:59 | 81 | 11:46:10 | 36 | 11:56:21 |
| 261 | 11:05:26 | 215 | 11:15:51 | 170 | 11:26:02 | 125 | 11:36:13 | 80 | 11:46:24 | 35 | 11:56:35 |
| 260 | 11:05:39 | 214 | 11:16:04 | 169 | 11:26:15 | 124 | 11:36:26 | 79 | 11:46:37 | 34 | 11:56:49 |
| 259 | 11:05:53 | 213 | 11:16:18 | 168 | 11:26:29 | 123 | 11:36:40 | 78 | 11:46:51 | 33 | 11:57:02 |
| 258 | 11:06:07 | 212 | 11:16:31 | 167 | 11:26:42 | 122 | 11:36:54 | 77 | 11:47:05 | 32 | 11:57:16 |
| 257 | 11:06:20 | 211 | 11:16:45 | 166 | 11:26:56 | 121 | 11:37:07 | 76 | 11:47:18 | 31 | 11:57:29 |
| 256 | 11:06:34 | 210 | 11:16:58 | 165 | 11:27:10 | 120 | 11:37:21 | 75 | 11:47:32 | 30 | 11:57:43 |
| 255 | 11:06:47 | 209 | 11:17:12 | 164 | 11:27:23 | 119 | 11:37:34 | 74 | 11:47:45 | 29 | 11:57:56 |
| 254 | 11:07:01 | 208 | 11:17:26 | 163 | 11:27:37 | 118 | 11:37:48 | 73 | 11:47:59 | 28 | 11:58:10 |
| 253 | 11:07:15 | 207 | 11:17:39 | 162 | 11:27:50 | 117 | 11:38:01 | 72 | 11:48:13 | 27 | 11:58:24 |
| 252 | 11:07:28 | 206 | 11:17:53 | 161 | 11:28:04 | 116 | 11:38:15 | 71 | 11:48:26 | 26 | 11:58:37 |
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| 249 | 11:08:09 | 203 | 11:18:34 | 158 | 11:28:45 | 113 | 11:38:56 | 68 | 11:49:07 | 23 | 11:59:18 |
| 248 | 11:08:22 | 202 | 11:18:47 | 157 | 11:28:58 | 112 | 11:39:09 | 67 | 11:49:20 | 22 | 11:59:32 |
| 247 | 11:08:36 | 201 | 11:19:01 | 156 | 11:29:12 | 111 | 11:39:23 | 66 | 11:49:34 | 21 | 11:59:45 |
| 246 | 11:08:50 | 200 | 11:19:14 | 155 | 11:29:25 | 110 | 11:39:36 | 65 | 11:49:48 | 20 | 11:59:59 |
| 245 | 11:09:03 | 199 | 11:19:28 | 154 | 11:29:39 | 109 | 11:39:50 | 64 | 11:50:01 | 19 | 12:00:12 |
| 244 | 11:09:17 | 198 | 11:19:41 | 153 | 11:29:53 | 108 | 11:40:04 | 63 | 11:50:15 | 18 | 12:00:26 |
| 243 | 11:09:30 | 197 | 11:19:55 | 152 | 11:30:06 | 107 | 11:40:17 | 62 | 11:50:28 | 17 | 12:00:39 |
| 242 | 11:09:44 | 196 | 11:20:09 | 151 | 11:30:20 | 106 | 11:40:31 | 61 | 11:50:42 | 16 | 12:00:53 |
| 241 | 11:09:58 | 195 | 11:20:22 | 150 | 11:30:33 | 105 | 11:40:44 | 60 | 11:50:55 | 15 | 12:01:07 |

Appendix A - Course 12

| Mark | Bearing | Distance | Rounding |
|------------|---------|----------|----------|
| Start > E | 031 | 3.95 | S |
| E > H | 169 | 2.56 | S |
| H > Finish | 251 | 2.71 | |
| Total | | 9.22 | |



SeaClear II 2/22/2009 1:26:55 PM [UPPER GALVESTON BAY]

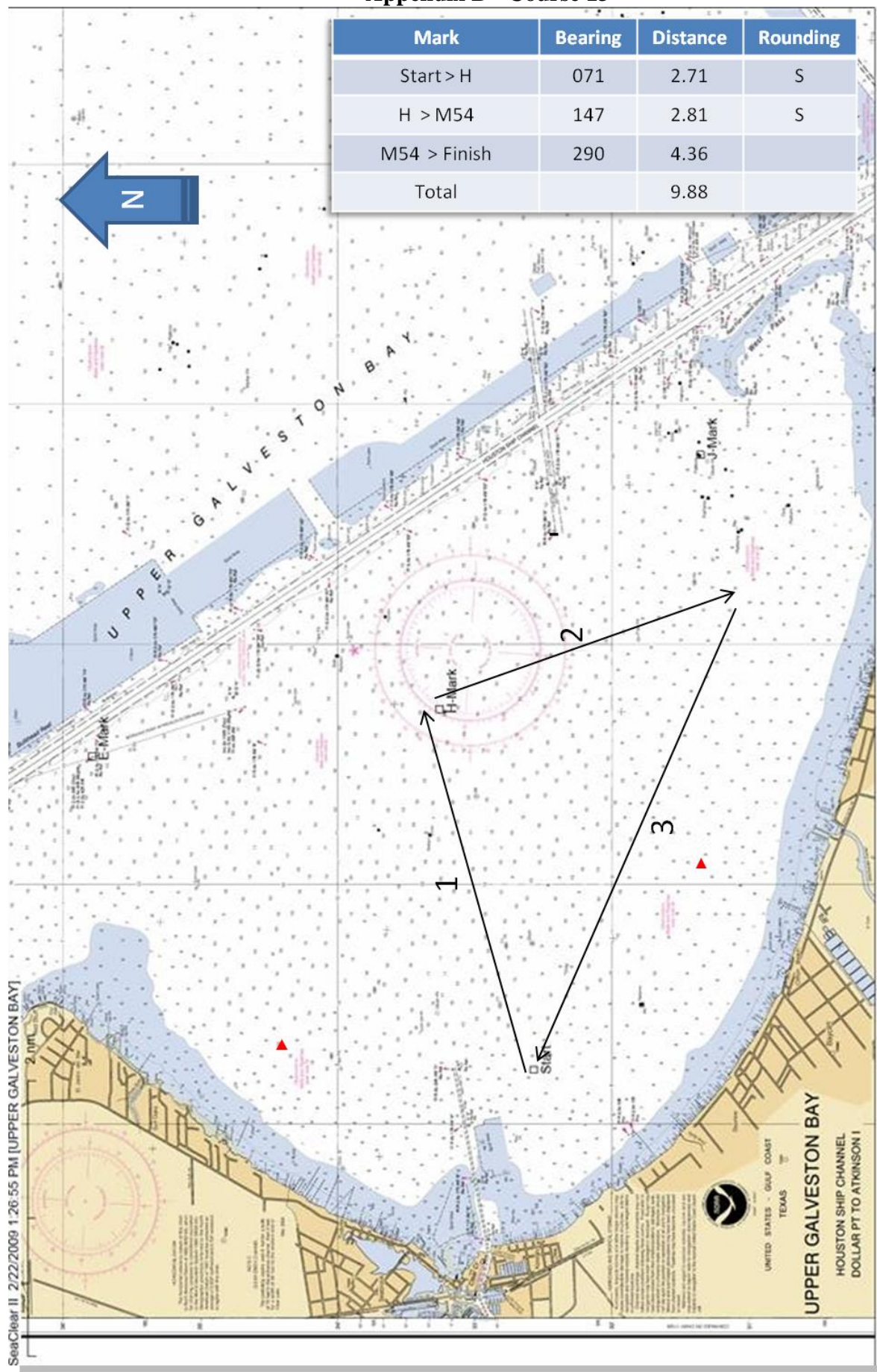


UPPER GALVESTON BAY
 HOUSTON SHIP CHANNEL
 DOLLAR PT TO ATKINSON I
 UNITED STATES - GULF COAST TEXAS

Appendix B - Course 12

| PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start |
|------|----------|------|----------|------|----------|------|----------|------|----------|------|----------|
| 285 | 11:00:00 | 240 | 11:06:55 | 194 | 11:13:59 | 149 | 11:20:54 | 104 | 11:27:49 | 59 | 11:34:44 |
| 284 | 11:00:09 | 238 | 11:07:13 | 193 | 11:14:08 | 148 | 11:21:03 | 103 | 11:27:58 | 58 | 11:34:53 |
| 283 | 11:00:18 | 237 | 11:07:23 | 192 | 11:14:17 | 147 | 11:21:12 | 102 | 11:28:07 | 57 | 11:35:02 |
| 282 | 11:00:28 | 236 | 11:07:32 | 191 | 11:14:27 | 146 | 11:21:22 | 101 | 11:28:16 | 56 | 11:35:11 |
| 281 | 11:00:37 | 235 | 11:07:41 | 190 | 11:14:36 | 145 | 11:21:31 | 100 | 11:28:26 | 55 | 11:35:21 |
| 280 | 11:00:46 | 234 | 11:07:50 | 189 | 11:14:45 | 144 | 11:21:40 | 99 | 11:28:35 | 54 | 11:35:30 |
| 279 | 11:00:55 | 233 | 11:07:59 | 188 | 11:14:54 | 143 | 11:21:49 | 98 | 11:28:44 | 53 | 11:35:39 |
| 278 | 11:01:05 | 232 | 11:08:09 | 187 | 11:15:04 | 142 | 11:21:58 | 97 | 11:28:53 | 52 | 11:35:48 |
| 277 | 11:01:14 | 231 | 11:08:18 | 186 | 11:15:13 | 141 | 11:22:08 | 96 | 11:29:03 | 51 | 11:35:57 |
| 276 | 11:01:23 | 230 | 11:08:27 | 185 | 11:15:22 | 140 | 11:22:17 | 95 | 11:29:12 | 50 | 11:36:07 |
| 275 | 11:01:32 | 229 | 11:08:36 | 184 | 11:15:31 | 139 | 11:22:26 | 94 | 11:29:21 | 49 | 11:36:16 |
| 274 | 11:01:41 | 228 | 11:08:46 | 183 | 11:15:40 | 138 | 11:22:35 | 93 | 11:29:30 | 48 | 11:36:25 |
| 273 | 11:01:51 | 227 | 11:08:55 | 182 | 11:15:50 | 137 | 11:22:45 | 92 | 11:29:39 | 47 | 11:36:34 |
| 272 | 11:02:00 | 226 | 11:09:04 | 181 | 11:15:59 | 136 | 11:22:54 | 91 | 11:29:49 | 46 | 11:36:44 |
| 271 | 11:02:09 | 225 | 11:09:13 | 180 | 11:16:08 | 135 | 11:23:03 | 90 | 11:29:58 | 45 | 11:36:53 |
| 270 | 11:02:18 | 224 | 11:09:22 | 179 | 11:16:17 | 134 | 11:23:12 | 89 | 11:30:07 | 44 | 11:37:02 |
| 269 | 11:02:28 | 223 | 11:09:32 | 178 | 11:16:27 | 133 | 11:23:21 | 88 | 11:30:16 | 43 | 11:37:11 |
| 268 | 11:02:37 | 222 | 11:09:41 | 177 | 11:16:36 | 132 | 11:23:31 | 87 | 11:30:26 | 42 | 11:37:20 |
| 267 | 11:02:46 | 221 | 11:09:50 | 176 | 11:16:45 | 131 | 11:23:40 | 86 | 11:30:35 | 41 | 11:37:30 |
| 266 | 11:02:55 | 220 | 11:09:59 | 175 | 11:16:54 | 130 | 11:23:49 | 85 | 11:30:44 | 40 | 11:37:39 |
| 265 | 11:03:04 | 219 | 11:10:09 | 174 | 11:17:03 | 129 | 11:23:58 | 84 | 11:30:53 | 39 | 11:37:48 |
| 264 | 11:03:14 | 218 | 11:10:18 | 173 | 11:17:13 | 128 | 11:24:08 | 83 | 11:31:02 | 38 | 11:37:57 |
| 263 | 11:03:23 | 217 | 11:10:27 | 172 | 11:17:22 | 127 | 11:24:17 | 82 | 11:31:12 | 37 | 11:38:07 |
| 262 | 11:03:32 | 216 | 11:10:36 | 171 | 11:17:31 | 126 | 11:24:26 | 81 | 11:31:21 | 36 | 11:38:16 |
| 261 | 11:03:41 | 215 | 11:10:45 | 170 | 11:17:40 | 125 | 11:24:35 | 80 | 11:31:30 | 35 | 11:38:25 |
| 260 | 11:03:50 | 214 | 11:10:55 | 169 | 11:17:50 | 124 | 11:24:44 | 79 | 11:31:39 | 34 | 11:38:34 |
| 259 | 11:04:00 | 213 | 11:11:04 | 168 | 11:17:59 | 123 | 11:24:54 | 78 | 11:31:49 | 33 | 11:38:43 |
| 258 | 11:04:09 | 212 | 11:11:13 | 167 | 11:18:08 | 122 | 11:25:03 | 77 | 11:31:58 | 32 | 11:38:53 |
| 257 | 11:04:18 | 211 | 11:11:22 | 166 | 11:18:17 | 121 | 11:25:12 | 76 | 11:32:07 | 31 | 11:39:02 |
| 256 | 11:04:27 | 210 | 11:11:31 | 165 | 11:18:26 | 120 | 11:25:21 | 75 | 11:32:16 | 30 | 11:39:11 |
| 255 | 11:04:37 | 209 | 11:11:41 | 164 | 11:18:36 | 119 | 11:25:31 | 74 | 11:32:25 | 29 | 11:39:20 |
| 254 | 11:04:46 | 208 | 11:11:50 | 163 | 11:18:45 | 118 | 11:25:40 | 73 | 11:32:35 | 28 | 11:39:30 |
| 253 | 11:04:55 | 207 | 11:11:59 | 162 | 11:18:54 | 117 | 11:25:49 | 72 | 11:32:44 | 27 | 11:39:39 |
| 252 | 11:05:04 | 206 | 11:12:08 | 161 | 11:19:03 | 116 | 11:25:58 | 71 | 11:32:53 | 26 | 11:39:48 |
| 251 | 11:05:13 | 205 | 11:12:18 | 160 | 11:19:12 | 115 | 11:26:07 | 70 | 11:33:02 | 25 | 11:39:57 |
| 250 | 11:05:23 | 204 | 11:12:27 | 159 | 11:19:22 | 114 | 11:26:17 | 69 | 11:33:12 | 24 | 11:40:06 |
| 249 | 11:05:32 | 203 | 11:12:36 | 158 | 11:19:31 | 113 | 11:26:26 | 68 | 11:33:21 | 23 | 11:40:16 |
| 248 | 11:05:41 | 202 | 11:12:45 | 157 | 11:19:40 | 112 | 11:26:35 | 67 | 11:33:30 | 22 | 11:40:25 |
| 247 | 11:05:50 | 201 | 11:12:54 | 156 | 11:19:49 | 111 | 11:26:44 | 66 | 11:33:39 | 21 | 11:40:34 |
| 246 | 11:06:00 | 200 | 11:13:04 | 155 | 11:19:59 | 110 | 11:26:53 | 65 | 11:33:48 | 20 | 11:40:43 |
| 245 | 11:06:09 | 199 | 11:13:13 | 154 | 11:20:08 | 109 | 11:27:03 | 64 | 11:33:58 | 19 | 11:40:53 |
| 244 | 11:06:18 | 198 | 11:13:22 | 153 | 11:20:17 | 108 | 11:27:12 | 63 | 11:34:07 | 18 | 11:41:02 |
| 243 | 11:06:27 | 197 | 11:13:31 | 152 | 11:20:26 | 107 | 11:27:21 | 62 | 11:34:16 | 17 | 11:41:11 |
| 242 | 11:06:36 | 196 | 11:13:41 | 151 | 11:20:35 | 106 | 11:27:30 | 61 | 11:34:25 | 16 | 11:41:20 |
| 241 | 11:06:46 | 195 | 11:13:50 | 150 | 11:20:45 | 105 | 11:27:40 | 60 | 11:34:34 | 15 | 11:41:29 |

Appendix B - Course 13



Appendix B - Course 13

| PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start | PHRF | Start |
|------|----------|------|----------|------|----------|------|----------|------|----------|------|----------|
| 285 | 11:00:00 | 240 | 11:07:25 | 194 | 11:14:59 | 149 | 11:22:24 | 104 | 11:29:48 | 59 | 11:37:13 |
| 284 | 11:00:10 | 238 | 11:07:44 | 193 | 11:15:09 | 148 | 11:22:34 | 103 | 11:29:58 | 58 | 11:37:23 |
| 283 | 11:00:20 | 237 | 11:07:54 | 192 | 11:15:19 | 147 | 11:22:43 | 102 | 11:30:08 | 57 | 11:37:33 |
| 282 | 11:00:30 | 236 | 11:08:04 | 191 | 11:15:29 | 146 | 11:22:53 | 101 | 11:30:18 | 56 | 11:37:43 |
| 281 | 11:00:40 | 235 | 11:08:14 | 190 | 11:15:39 | 145 | 11:23:03 | 100 | 11:30:28 | 55 | 11:37:52 |
| 280 | 11:00:49 | 234 | 11:08:24 | 189 | 11:15:48 | 144 | 11:23:13 | 99 | 11:30:38 | 54 | 11:38:02 |
| 279 | 11:00:59 | 233 | 11:08:34 | 188 | 11:15:58 | 143 | 11:23:23 | 98 | 11:30:48 | 53 | 11:38:12 |
| 278 | 11:01:09 | 232 | 11:08:44 | 187 | 11:16:08 | 142 | 11:23:33 | 97 | 11:30:57 | 52 | 11:38:22 |
| 277 | 11:01:19 | 231 | 11:08:54 | 186 | 11:16:18 | 141 | 11:23:43 | 96 | 11:31:07 | 51 | 11:38:32 |
| 276 | 11:01:29 | 230 | 11:09:03 | 185 | 11:16:28 | 140 | 11:23:53 | 95 | 11:31:17 | 50 | 11:38:42 |
| 275 | 11:01:39 | 229 | 11:09:13 | 184 | 11:16:38 | 139 | 11:24:02 | 94 | 11:31:27 | 49 | 11:38:52 |
| 274 | 11:01:49 | 228 | 11:09:23 | 183 | 11:16:48 | 138 | 11:24:12 | 93 | 11:31:37 | 48 | 11:39:02 |
| 273 | 11:01:59 | 227 | 11:09:33 | 182 | 11:16:58 | 137 | 11:24:22 | 92 | 11:31:47 | 47 | 11:39:11 |
| 272 | 11:02:08 | 226 | 11:09:43 | 181 | 11:17:08 | 136 | 11:24:32 | 91 | 11:31:57 | 46 | 11:39:21 |
| 271 | 11:02:18 | 225 | 11:09:53 | 180 | 11:17:17 | 135 | 11:24:42 | 90 | 11:32:07 | 45 | 11:39:31 |
| 270 | 11:02:28 | 224 | 11:10:03 | 179 | 11:17:27 | 134 | 11:24:52 | 89 | 11:32:16 | 44 | 11:39:41 |
| 269 | 11:02:38 | 223 | 11:10:13 | 178 | 11:17:37 | 133 | 11:25:02 | 88 | 11:32:26 | 43 | 11:39:51 |
| 268 | 11:02:48 | 222 | 11:10:22 | 177 | 11:17:47 | 132 | 11:25:12 | 87 | 11:32:36 | 42 | 11:40:01 |
| 267 | 11:02:58 | 221 | 11:10:32 | 176 | 11:17:57 | 131 | 11:25:22 | 86 | 11:32:46 | 41 | 11:40:11 |
| 266 | 11:03:08 | 220 | 11:10:42 | 175 | 11:18:07 | 130 | 11:25:31 | 85 | 11:32:56 | 40 | 11:40:21 |
| 265 | 11:03:18 | 219 | 11:10:52 | 174 | 11:18:17 | 129 | 11:25:41 | 84 | 11:33:06 | 39 | 11:40:30 |
| 264 | 11:03:27 | 218 | 11:11:02 | 173 | 11:18:27 | 128 | 11:25:51 | 83 | 11:33:16 | 38 | 11:40:40 |
| 263 | 11:03:37 | 217 | 11:11:12 | 172 | 11:18:36 | 127 | 11:26:01 | 82 | 11:33:26 | 37 | 11:40:50 |
| 262 | 11:03:47 | 216 | 11:11:22 | 171 | 11:18:46 | 126 | 11:26:11 | 81 | 11:33:36 | 36 | 11:41:00 |
| 261 | 11:03:57 | 215 | 11:11:32 | 170 | 11:18:56 | 125 | 11:26:21 | 80 | 11:33:45 | 35 | 11:41:10 |
| 260 | 11:04:07 | 214 | 11:11:41 | 169 | 11:19:06 | 124 | 11:26:31 | 79 | 11:33:55 | 34 | 11:41:20 |
| 259 | 11:04:17 | 213 | 11:11:51 | 168 | 11:19:16 | 123 | 11:26:41 | 78 | 11:34:05 | 33 | 11:41:30 |
| 258 | 11:04:27 | 212 | 11:12:01 | 167 | 11:19:26 | 122 | 11:26:50 | 77 | 11:34:15 | 32 | 11:41:40 |
| 257 | 11:04:37 | 211 | 11:12:11 | 166 | 11:19:36 | 121 | 11:27:00 | 76 | 11:34:25 | 31 | 11:41:50 |
| 256 | 11:04:47 | 210 | 11:12:21 | 165 | 11:19:46 | 120 | 11:27:10 | 75 | 11:34:35 | 30 | 11:41:59 |
| 255 | 11:04:56 | 209 | 11:12:31 | 164 | 11:19:55 | 119 | 11:27:20 | 74 | 11:34:45 | 29 | 11:42:09 |
| 254 | 11:05:06 | 208 | 11:12:41 | 163 | 11:20:05 | 118 | 11:27:30 | 73 | 11:34:55 | 28 | 11:42:19 |
| 253 | 11:05:16 | 207 | 11:12:51 | 162 | 11:20:15 | 117 | 11:27:40 | 72 | 11:35:04 | 27 | 11:42:29 |
| 252 | 11:05:26 | 206 | 11:13:01 | 161 | 11:20:25 | 116 | 11:27:50 | 71 | 11:35:14 | 26 | 11:42:39 |
| 251 | 11:05:36 | 205 | 11:13:10 | 160 | 11:20:35 | 115 | 11:28:00 | 70 | 11:35:24 | 25 | 11:42:49 |
| 250 | 11:05:46 | 204 | 11:13:20 | 159 | 11:20:45 | 114 | 11:28:09 | 69 | 11:35:34 | 24 | 11:42:59 |
| 249 | 11:05:56 | 203 | 11:13:30 | 158 | 11:20:55 | 113 | 11:28:19 | 68 | 11:35:44 | 23 | 11:43:09 |
| 248 | 11:06:06 | 202 | 11:13:40 | 157 | 11:21:05 | 112 | 11:28:29 | 67 | 11:35:54 | 22 | 11:43:18 |
| 247 | 11:06:15 | 201 | 11:13:50 | 156 | 11:21:15 | 111 | 11:28:39 | 66 | 11:36:04 | 21 | 11:43:28 |
| 246 | 11:06:25 | 200 | 11:14:00 | 155 | 11:21:24 | 110 | 11:28:49 | 65 | 11:36:14 | 20 | 11:43:38 |
| 245 | 11:06:35 | 199 | 11:14:10 | 154 | 11:21:34 | 109 | 11:28:59 | 64 | 11:36:23 | 19 | 11:43:48 |
| 244 | 11:06:45 | 198 | 11:14:20 | 153 | 11:21:44 | 108 | 11:29:09 | 63 | 11:36:33 | 18 | 11:43:58 |
| 243 | 11:06:55 | 197 | 11:14:29 | 152 | 11:21:54 | 107 | 11:29:19 | 62 | 11:36:43 | 17 | 11:44:08 |
| 242 | 11:07:05 | 196 | 11:14:39 | 151 | 11:22:04 | 106 | 11:29:29 | 61 | 11:36:53 | 16 | 11:44:18 |
| 241 | 11:07:15 | 195 | 11:14:49 | 150 | 11:22:14 | 105 | 11:29:38 | 60 | 11:37:03 | 15 | 11:44:28 |

J/105

| | Skipper | Club | Sail# | Boat Name | Fleet / Division | Make/Model | Rating | Date Entered |
|----|------------------|-------------|--------------|------------------|-------------------------|-------------------|---------------|---------------------|
| 1. | J B Bednar | LYC/GBCA | 296 | Stinger | J/105 / | J-Boats / J/105 | 87 | 09/01/2014 |
| 2. | Mark Young | LYC | 185 | Killer Rabbit | J/105 / | J Boats / J/105 | 87 | 09/12/2014 |
| 3. | John Bell | CCYC | 430 | Kinderspel2 | J/105 / | J / J/105 | 87 | 09/22/2014 |
| 4. | Uzi Ozeri | LYC | 378 | Infinity | J/105 / | j105 / sloop | 87 | 09/22/2014 |
| 5. | barnett john | LYC | 624 | vici | J/105 / | J-boats / 105 | 87 | 09/24/2014 |
| 6. | Bill Lakenmacher | LYC | 649 | Radiance | J/105 / | J/Boat / J/105 | 87 | 09/26/2014 |

J/109

| | Skipper | Club | Sail# | Boat Name | Fleet / Division | Make/Model | Rating | Date Entered |
|----|-------------------|-------------|--------------|------------------|-------------------------|-------------------|---------------|---------------------|
| 1. | Andy Wescoat | GBCA | 45 | Harm's Way | J/109 / | JBoats / J109 | 69 | 09/01/2014 |
| 2. | David Christensen | GBCA / LYC | 238 | Airborne | J/109 / | J Boats / J/109 | 69 | 09/01/2014 |
| 3. | Albrecht Goethe | LYC | 181 | Hamburg | J/109 / | J-Boats / J/109 | 69 | 09/10/2014 |

J/22

| | Skipper | Club | Sail# | Boat Name | Fleet / Division | Make/Model | Rating | Date Entered |
|----|----------------|-------------|--------------|------------------|-------------------------|-------------------|---------------|---------------------|
| 1. | Mitch Clarke | LYC | 673 | Knot Bad | J/22 / | J Boat / J/22 | 174 | 09/20/2014 |
| 2. | Dov Kivlovitz | none | 951 | | J/22 / | J Boats / J/22 | 174 | 09/21/2014 |
| 3. | Anne Lee | HYC | 732 | Helms a Lee | J/22 / | J-Boats / J/22 | 174 | 09/22/2014 |

PHRF-Spin

| | Skipper | Club | Sail# | Boat Name | Fleet / Division | Make/Model | Rating | Date Entered |
|----|------------------|-------------|--------------|------------------|-------------------------|-------------------------------------------|---------------|---------------------|
| 1. | Greg A Casamayor | GBCA | 46864 | Joyride | PHRF-Spin / | Beneteau / First 42S7 | 69 | 09/16/2014 |
| 2. | Warren Miller | HYC | 43708 | | PHRF-Spin / | C&C / 34r | 87 | 09/18/2014 |
| 3. | Pedro Gianotti | GBCA | 5101 | Pingo | PHRF-Spin / | Billoch / Billoch 26 | 90 | 09/14/2014 |
| 4. | Brian Tulloch | HYC | US 51 | Water Nymph 3 | PHRF-Spin / | Melges / M-24 | 96 | 09/21/2014 |
| 5. | George Cushing | GBCA | 77 | None | PHRF-Spin / | J Boats / J 92 | 108 | 09/19/2014 |
| 6. | Chris Haas | gbca | 53 | SolAire | PHRF-Spin / | Ericson / 39 | 123 | 09/14/2014 |
| 7. | paul tullos | gbca | us7150 | terrorist | PHRF-Spin / | sparcraft / 1973 custom ior one tonner | 123 | 09/15/2014 |
| 8. | Gary Trinklein | GBCA | 28 | Toccata | PHRF-Spin / | J Boats / J/27 | 126 | 09/15/2014 |