

# **Not The Doubled-Handed Regatta 2025**

## **Sapphire Bay Yacht Club**

## **Lake Ray Hubbard, Texas**

# **Sailing Instructions**

## **1 Rules**

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* for 2025-2028 (RRS).

## **2 Changes To 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 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by announcement from Race Committee over VHF radio channel 71. Acknowledgements from competitors will be logged by on-water Race Committee. Failure to hear change announcements will not be grounds for redress.

## **3 Communication**

- 3.1 The official online notice board is located on the SBYC website.
- 3.2 All boats shall carry a VHF radio capable of communicating on channels 16 and 71.
- 3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 71.
- 3.4 While racing, except in an emergency, a boat shall not receive voice or data communication that is not available to all boats.

## **4 Code of Conduct**

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.

## **5 Signals Made Ashore**

- 5.1 Signals and notices made ashore, if any, will be displayed on a notice board located in Sapphire Bay Marina Easy Days Pavilion.

## **6 Schedule**

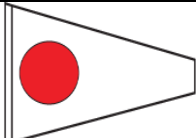
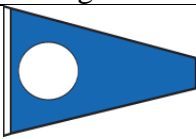
- 6.1 Dates of racing:  
April 26, 2025
- 6.2 Number of races:  
Up to three races for Fleets A, B, C, and D.

### 6.3 Scheduled times:

- Skipper's meeting: 9:00 in the Easy Days Pavilion
- First warning signal at 9:55 am for a 10:00 am start.
- Plan to be back to SBM by 1:00 for Blessing of the Fleet event.

## 7 Class Flags

### 7.1 The fleets and class flags:

Start Number	Fleets	Warning (Class) Flag
1	A and B	 #1 flag
2	C and D	 #2 flag

## 8 Racing Area

8.1 The racing area is the north end of Lake Ray Hubbard, south of the I-30 causeway.

## 9 Courses

9.1 Courses will predominantly use SBYC fixed marks as defined in Appendix A.

- a) Courses for the A and B fleets will predominantly be Windward/Leeward.
- b) Courses for C and D fleets will be chosen to accommodate main/jib boats, to include reaching legs when feasible. Dead downwind legs will be avoided.

9.2 No later than the warning signal, the race committee signal vessel will display the course definition as described in Appendix B.

9.3 Standard courses are described in Appendix B.

## 10 Marks

10.1 SBYC fixed marks are described in Appendix A.

10.2 If fixed marks are not used, the Race Committee will display Flag L (Come Within Hail) and announce use of temporary marks. Race Committee will supply scorer with locations and distances of temporary marks.

## 11 Obstructions

11.1 No defined obstructions

## 12 The Start

12.1 Races will be started using RRS 26 for Fleets A, B, C, and D.

- 12.2 The starting line will be between a staff displaying an orange flag on the committee boat (anchored) at the starboard end of the line and the port end Starting Mark, or between the permanent Starting Mark and a temporary mark. (see Appendix 1: Courses) When using two marks for the starting line, the committee boat shall be on station at the starboard end of the starting line, at anchor or underway.
- 12.3 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.
- 12.5 A boat that does not start within 5 minutes after her starting signal may be scored DNS. This modifies RRS A5.3.

## **13 Change of Course After Start**

- 13.1 Courses will be shortened if necessary per RRS 32.2. Courses will usually be shortened by removing laps and finishing at the announced finish line.
- 13.2 Courses will not be altered except to remove laps. This changes RRS 33.

## **14 The Finish**

- 14.1 The finish line will be between:
  - a) A staff displaying a blue flag on the Race Committee boat at the starboard end and the Starting Mark (or other mark of the course) at the port end.
  - b) The Starting Mark or other mark of the course and a temporary mark. The Signal Boat shall be on the starboard end at anchor or underway taking finishes.
- 14.2 When two marks are used as the starting line, two marks shall be used as the finish line.

## **15 Time Limits and Target Times**

- 15.1 If no boat has finished within 2 hours of the start, the race will be abandoned.
- 15.2 Any boat that does not finish within 2.5 hours of the start will be scored DNF.
- 15.3 A Finishing Window of 15 minutes after the first boat to finish will be in effect. Boats failing to finish within the Finishing Window shall be scored DNF. This changes RRS A4 and A5.

## **16 Hearing Requests**

- 16.1 The protest time limit is 60 minutes after the Signal Boat returns to the dock.
- 16.2 Hearing request forms are available from the Race Committee immediately after the race, on the Regatta Network documents page for the event, on the SBYC website, and from US Sailing.
- 16.3 Hearing request forms shall be filed with the SBYC Vice Commodore by email at [vicecommodore@sbyc-tx.org](mailto:vicecommodore@sbyc-tx.org) or Race Committee PRO in person after the race.
- 16.4 Competitors involved in a protest hearing will be notified in person if possible or by email.

## **17 Safety Regulations**

A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity.

## 18 Risk Statement

- 18.1 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.**
- 18.2 To the fullest extent permitted by law, participants waive any rights they may have to sue the race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) involved with the event with respect to personal injury or property damage suffered by the participant or their crew as a result of participation in this event and release the race organizers from any liability for such injury or damage.

# Appendix A – Marks

## 1 SBYC Fixed Marks (including RCYC fixed marks)

- 1.1 SBYC fixed marks are white plastic cylinders, floating one to three feet high. They are labeled with the published mark names, readable from close distances. Some marks are in better condition than others. In general, the marks are hard to see from a distance. Local knowledge or a GPS will be necessary to help in finding and rounding the correct marks.



### 1.2 Mark naming convention:

Traditionally, marks are named after the magnetic bearing from the S mark, dropping the least significant digit. For example, the mark at 150 degrees becomes Mark 15. The mark bearing 90 degrees is Mark 9.

If there are two or more marks in the same direction, a suffix is added. For example, the first mark from S in the 180 degree direction is named Mark 18-1. Historically, the suffix also indicated the distance in nautical miles, but that may change.

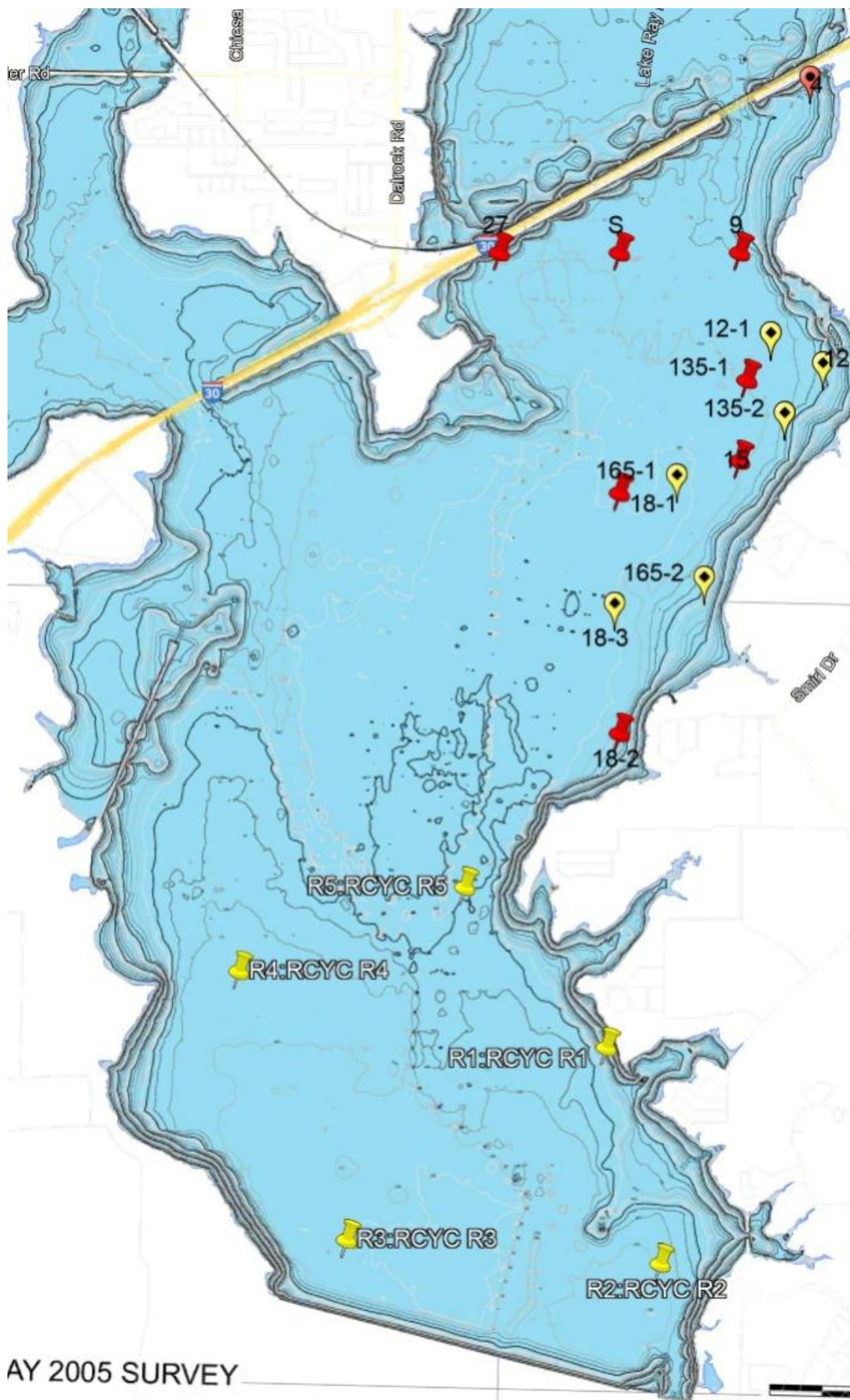
The two-digit naming convention breaks down when the bearing is not a multiple of 10. Marks 135 and 165 require three digit names, since they bear 135 and 165 degrees, respectively.

Bring your binoculars to read the course board.

### 1.3 Map legend:

Red pins are fixed marks with SBYC buoys. The Orange teardrop (Mark 4) is an existing red ball near The Harbor docks. Yellow teardrops are “virtual” marks with predefined locations which can be used during regattas with temporary marks. Yellow pins are Rush Creek Yacht Club marks.





2 SBYC Fixed Mark Locations

See SBYC website for GPS mark location files.

From		To	
Mark	Description	Latitude	Longitude
S	Start(0)	32N 52.688	96W 30.018
4	The Harbor(A)	32N 53.377	96W 29.05
9	Chandlers-N(B)	32N 52.688	96W 29.423
12-1	Chandlers-S 0.75m(C)	32N 52.313	96W 29.245
12-2	Chandlers-S 1.0m(D)	32N 52.188	96W 28.988
135-1	Wing 0.75m(E)	32N 52.158	96W 29.387
135-2	Heath Inlet	32N 51.981	96W 29.177
15	Mainia Bay(G)	32N 51.823	96W 29.423
165-2	Heath Inlet 1.44m(H)	32N 51.298	96W 29.575
165-1	Heath Inlet 1.0m(I)	32N 51.723	96W 29.71
18-1	South 1.0m(K)	32N 51.689	96W 30.018
18-3	South 1.5m(L)	32N 51.189	96W 30.018
18-2	South 2.0m(M)	32N 50.689	96W 30.018
27	Sapphire Bay(N)	32N 52.688	96W 30.618
R1	RCYC Club	32N 49.383	96W 30.083
R2	RCYC Heath	32N 48.483	96W 29.817
R3	RCYC Summivale	32N 48.583	96W 31.367
R4	RCYC Power Plant	32N 48.7	96W 31.9
R5	RCYC Terry Point	32N 50.05	96W 30.783

Distances are in nautical miles

Note: Mark A is a red, round buoy off of The Harbor docs. Coordinates for Mark A are approximate.

# Appendix B – Course Descriptions

## 1 Course Board

- 1.1 SBYC Race Committee will communicate course by a description posted on a whiteboard on the starboard side of the Signal Boat.
- 1.2 For Windward/Leeward courses, the course description will have three parts: Fleet(s), windward mark, and number of laps. The lap count will be of the form “W<n>”, where “W” is a separator and <n> is the number of laps.
- 1.3 For Triangle courses, the course description will have four parts: Fleet(s), windward mark, jibe mark, and number of laps. The lap count will be of the form “T<n>”, where “T” is a separator and <n> is the number of laps.
- 1.4 For all other courses (Olympic, point-to-point), marks will be listed in order of rounding, not including start and finish marks, without a number of laps.
- 1.5 Rounding marks will be left to port unless otherwise specified. Starboard roundings will be indicated with an asterisk (\*) after the mark name on course boards and written course listings.

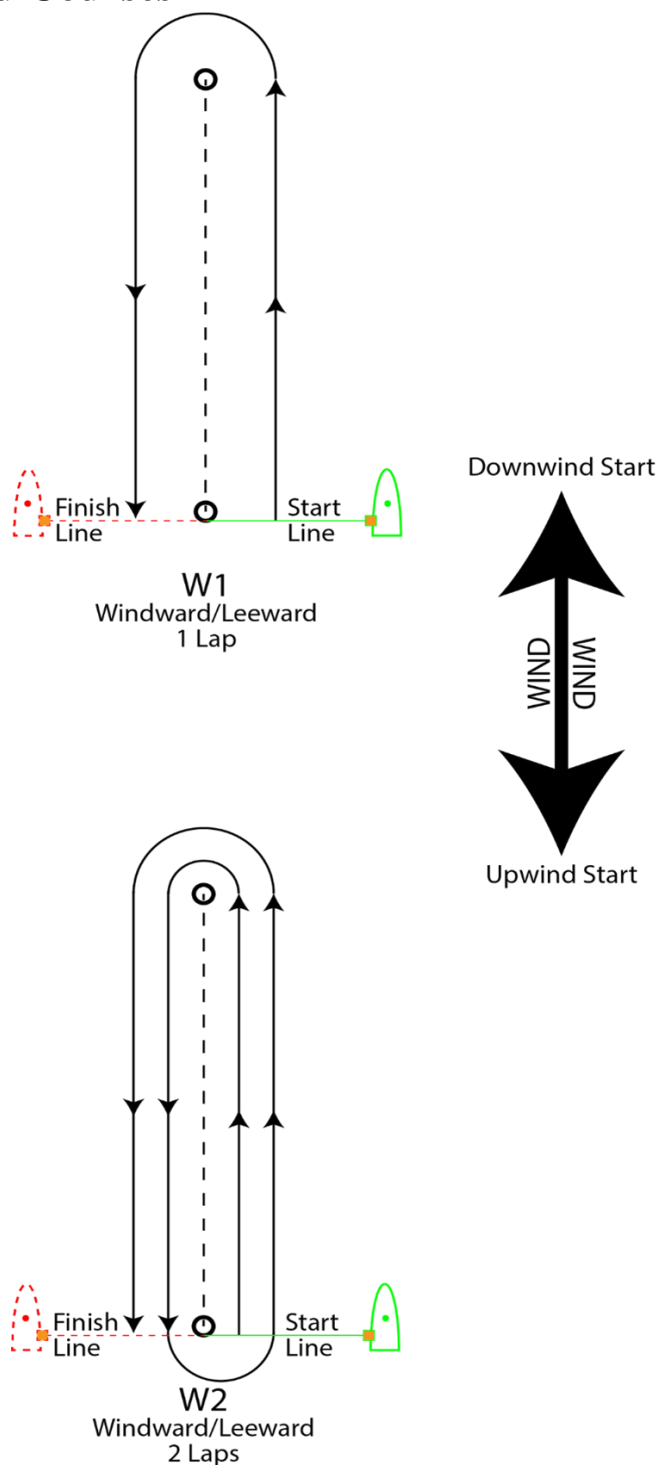
Examples:

Fleets(s)	Windward Mark	Number of Laps	Notes
AB	18-1	W1	Fleets A and B: round mark 18-1 to port finish at the starting mark for one lap.
AB	15	W2	Fleets A and B: round mark 15 to port round mark S to port round mark 15 to port finish at the starting mark for two laps.
CD	18-1 135	T1	Fleets C and D: round mark 18-1 to port round mark 135 to port finish at the starting mark for one lap of a triangle.
CD	15 135	T2	Fleets C and D: round mark 15 to port round mark 135 to port round mark S to port round mark 15 to port round mark 135 to port finish at the starting mark for two laps of a triangle.
ABCD	9* 15* 18-2* 18-1 27*		All fleets, point to point course: all marks left to starboard except for 18-1

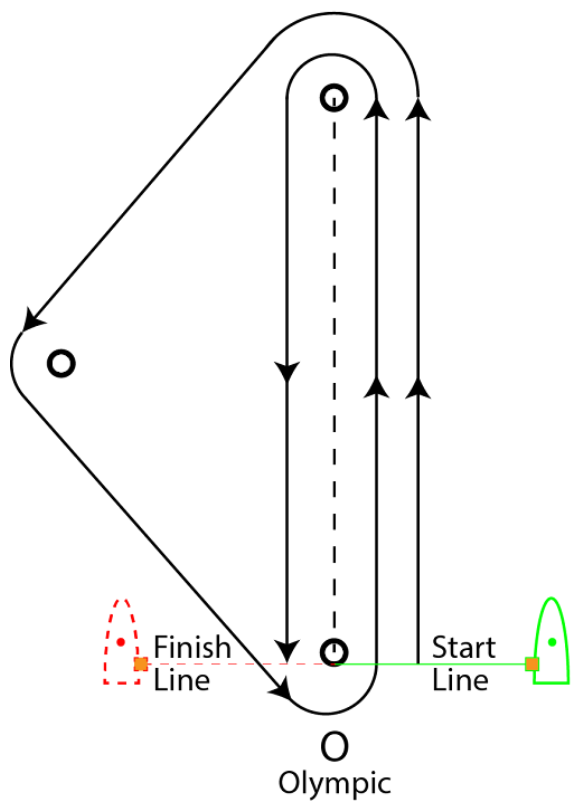
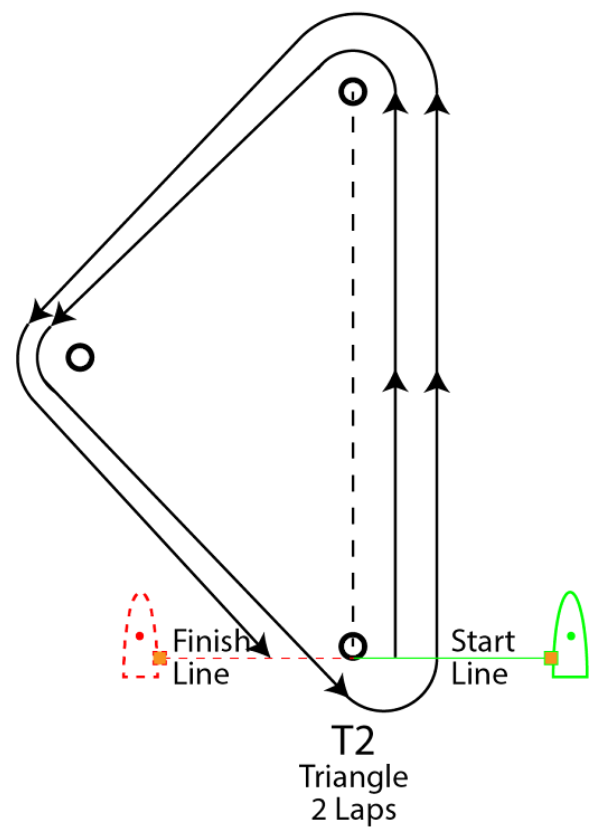
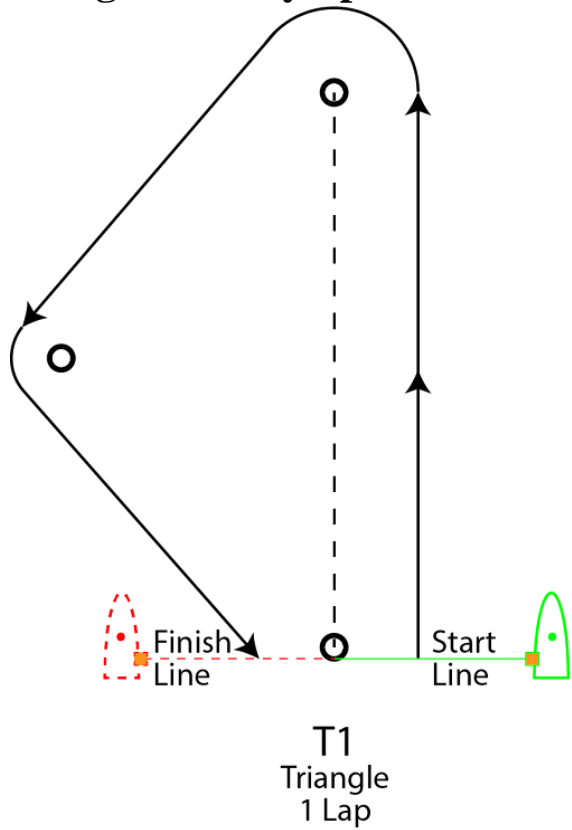


Because of the numeric bearing mark naming convention, courses other than W/L will require lengthy, and therefore small, descriptions on the Signal Boat course board. Plan to sail close by and take a picture with your phone.

## 2 Windward/Leeward Courses



3 Triangle and Olympic Courses



Wind Direction



