

Cardiff Bay Yacht Club & Cardiff Yacht Club

Dinghy Racing Series 2025

Racing Guide

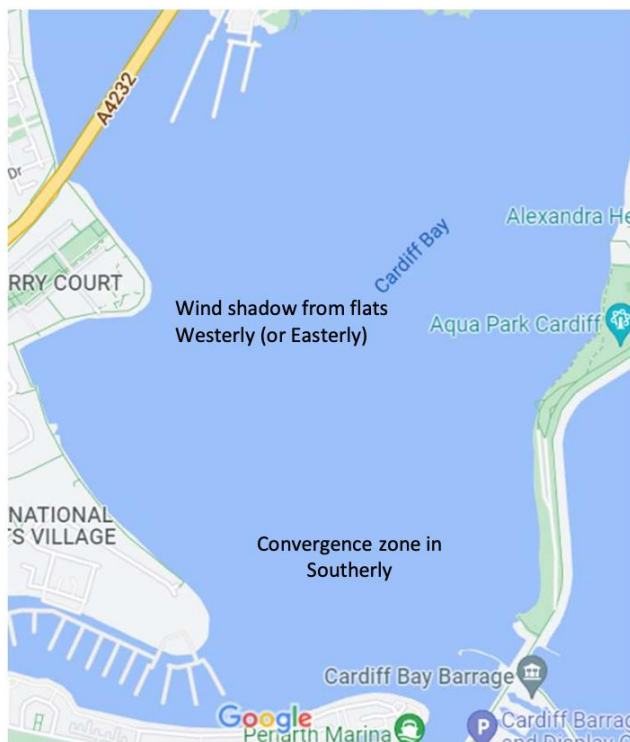
RULES

Racing at CBYC is governed by the racing rules of sailing (RRS).

A copy of these can be found on the World Sailing website. This is a relatively large and daunting document. However, the only parts that are generally relevant for club racing are “Definitions” and “Part 2 - When boats meet”. These total approximately 10 pages. The rest can be for reference when required.

There are also countless guides and books available to explain the rules in more details and the RYA is a great source for this. There is an introductions series on the RYA website and a series of webinars on their YouTube channel.

RACING AREA



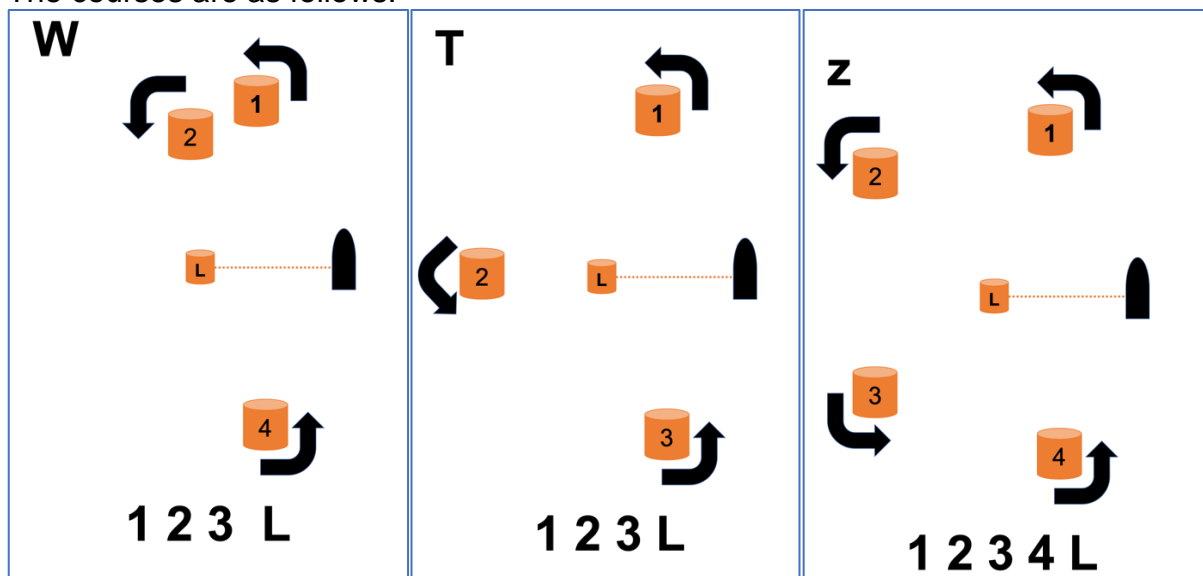
Courtesy to powered craft –
Leave them enough room to travel
between the marina, Mermaid Quay
and the locks

Wind shadow from Penarth Head
Southerly

There is a deep water channel that runs along the barrage, from the lock to mermaid quay. This also runs at a right angle under the A4232 bridge.

COURSES

The courses are as follows:



These will be displayed on the committee boat prior to the start of each race along with the number of laps to be sailed. Don't worry if the number of laps seems daunting. Many race officers will advertise a lot of laps before shortening the race at the target time. This to avoid the faster boats from completing the course in less than the target race time of 45 minutes.

MARKS

We predominantly use inflatable sausage shaped yellow or orange marks for the course and a smaller spherical mark with a flag for the start/ finish line.









The anchor line on each mark has 2 length options. The full length is for deeper water (closer to the barrage). For shallower water (away from the barrage) the clip can be attached to the loop in the line to shorten it.

THE START

The start (and finish) line will be between the Chris Barton (see picture) committee boat and a laid mark that is normally at the port end of the line (left when looking upwind). An orange flag may be flown to indicate that the committee boat is on station.



The start sequence will be:

Time	Signal		Number of sound signals	
-5	Warning	Class flag 'F'	1	↑  (F)
-4	Preparatory displayed	Flag 'P' or Flag 'U' or "black"	1	↑  (P) or
				↑  (U) or
				↑  Black
-1	Preparatory removed		1	↓  (P) or
				↓  (U) or
				↓  Black
0	Start	Class flag removed	1	↓  (F)

If the P flag is flown there will be no starting penalty for being in the triangle formed by the start line and the first mark of the course during the final minute before the start (on course side/ OCS). Provided that you return behind the line before restarting.

If the U flag is flown a boat that is OCS will be disqualified without a hearing. Unless

there is a general recall.

If the Black flag is flown a boat that is OCS will be disqualified without a hearing. Including if there is a general recall and the race is restarted.

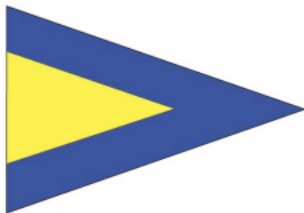
Each flag signal should be accompanied by a sound signal from the committee boat.

If the race officer can identify all the boats that are on course side (OCS) at the start then they will call a "**Individual recall**" by flying the X flag and sounding 1 further sound signal. If all boats that were OCS return to the pre-start side of the line this will then be removed.



X Individual recall.

If the race officer is unable to identify all the boats that are on course side (OCS) at the start then they will call a "**General recall**" by flying the First substitute flag and sounding 2 further sound signal. The race will then be restarted.

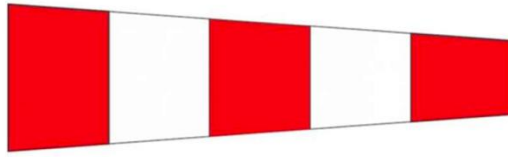


First Substitute General recall.

The warning signal will be made
1 minute after removal.

The start can be delayed by raising the AP flag with 2 sound signals.

This may be done for a number of reasons; including: a timing error, wind shift, sailor in difficulty.



Restart sequence one minute
after lowering the flag

6 – 5 – 4 – 1 - Go

A new start sequence can begin 1 minute after the AP flag is lowered.

If the N flag is flown with 3 sound signals then racing is abandoned and all competitors should return to shore.



N All races that have
started are *abandoned*.

FINISH

The finish line will be between the committee boat and a laid mark that is normally at the port end of the line (left when looking upwind). A blue flag may be flown to indicate that the committee boat is on station.

A race officer may choose to shorten the race on any lap by raising the S flag and sounding 2 sound signals. Once this has been raised **all** boats that cross the finish line will be finished. Race officers should aim to raise the shortened course flag as the first boat they plan to finish is rounding the last mark of the course. However, this may not be possible if faster boats are between the last mark and the finish and expected to do another lap.



S The course has been shortened. Rule 32.2 is in effect.

The target finish time is 45 minutes. On Wednesday evening's this may have to be reduced to allow for fading light.

Due to the relatively restricted sailing area that we have in Cardiff Bay our races usually have a several laps. This is ideal for using **average lapping** to finish boats of different speeds at approximately the same time but having completed a different number of laps. When the results are then calculated the computer corrects for this by calculating the results based on the average time for each lap a boat completed.

The race officer will use average lapping to get all boats to finish as close to the 45-minute target time as possible. They will aim to finish boats of the same class on the same lap to give the fairest race for these boats; reducing the risk of leading boats in a class being unfairly affected by outside effects (such as a drop in the wind).

PENALTIES

If you hit a mark of the course you can exonerate yourself by taking a One-Turn Penalty.

Whereas, if you have infringed another boat and broken a rule in Part 2 of the RRS you can exonerate yourself by taking a Two-Turn Penalty.

To take this penalty the RRS state:

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

Notes for Race Officers

Your objective is to facilitate good, fair and safe racing. You are probably a member of the dinghy group and you appreciate well managed club racing. So, what you will provide for your fellow members is the same as you expect when you are racing.

The most important guideline is - ask for help if you need it.

First - you need to prepare properly:

- Read the Sailing instructions
- Check the weather forecast
- Check the actual weather conditions – Hydrosphere weather station on the barrage
- Check the water quality forecast – Cardiff Harbour Authority website.
- Know who your assistant and safety boat crews are
- Aim to arrive at least 1.5 hours before the start time

Next - When you arrive at the club:

- Start the committee boat – there are instructions in the cabin. If it doesn't start ask the onsite Yard team for help.
- Pick up radios, timers and scoresheets from the locker under the stairs in the clubhouse. There is a number lock, please request beforehand.
- Liaise with the training centre to know what else is happening on the water that day and which Safety Boat(s) are available - Typically CBYC5 is used..
- Liaise with the safety boat crew about the course that you plan to set
- Collect the race marks from the cabinet next to the training centre portacabin. The start/finish marks are kept in tubs on the wavebreak pontoon.

Next - Complete the Risk assessment

- It is a club requirement that racing can only commence if the criteria within the CBYC Dinghy Race Risk assessment Sheet can be met.
- Before heading onto the water review and complete the risk assessment form (copies are in the box with the scoresheets or can be found in Appendix 2 of the SI's)
- Wind Conditions – To establish the applicable Wind condition score you can use various data sources. The Hydrosphere website gives the actual wind conditions on the barrage, you can also use weather Apps such as XC weather or the Met Office. Note that the bay wind conditions can be considerably different to weather Apps, therefore it is recommended to also take local wind readings using an Anemometer (which is in the Race box).
- Water Quality – The Cardiff Harbour Authority website provides a "Pass/Fail" status for the Bay for the day of racing based on criteria monitored by the Harbour Authority. The risk posed is greatly increased by ingestion of the water. To establish the risk of ingestion it is recommended to consider the following:
 - Sailor Ability – Consider if the sailors are experienced or not and whether there is a likelihood they will enter the

water.

- “Sea-state” – Look at the water, if there is white water or heavy chop the risk is higher.
- Wind Volatility - Generally the risk is higher at stronger winds or if the wind is gusty or shifty. The wind direction has a factor in this – if its coming from the land it is generally more gusty or shifty.
- If in doubt contact a member of the Dinghy committee or the onsite Training centre staff for advice.

During Racing - Recording the results:

- Write down each boats sail number when they first come through the start/finish line. This will give you a rough order for the following laps
- Record the elapsed time for each boat **every time** they cross the start/finish line. This allows you to stop boats as close to the 45 minute target time as possible and get a finish time on average laps
- Record the boat type and sailor when you get a chance
- For double-handed boats record if there is only one crew member onboard
- Note down any boats that were OCS or there are other issues that need to be taken into account for the results
- A picture of the score sheet needs to be sent to the results team once all boats have finished

After Racing - Before you leave:

- Moor the committee boat up fore and aft, with bow and stern spring lines attached
- Remove the flags from the flagstaff and return them to the storage box on-board in the cabin
- Ensure the engine is off, batteries are off and the bilge pump is off
- Return the radios, timer and scoresheets to the locker
- Put the radios on charge
- Take a copy of the scoresheet and Risk Assessment sheet and hand, or send, to a member of the Dinghy Committee.