

Cardiff Bay Yacht Club & Cardiff Yacht Club
Dinghy Racing Series 2025

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 Rule 40 will be changed as follows: Competitors shall wear personal flotation devices at **all times whilst afloat**, except briefly while changing or adjusting clothing or personal equipment.
- 1.3 Masthead buoyancy will be allowed for all classes.
- 1.4 All activities of the regatta will be governed by the current Dinghy Race Risk Assessment (see Appendix 2). In advance of an activity occurring the Safety Officer (where present) will complete the Risk Assessment and submit to the CBYC Dinghy Committee and Race Officer for review. Mitigations for High Risk will be put in place far enough in advance to manage unacceptable risks. In the absence of a Safety Officer the Race Officer will complete the Risk Assessment.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted 60minutes before the advertised starting time via email and/ or the “CBYC Dinghy Race Control” Whatsapp group.

3 COMMUNICATIONS WITH COMPETITORS

Notices to competitors will be posted via email and/ or the “CBYC Dinghy Race Control” Whatsapp group.

4 CODE OF CONDUCT

Competitors shall comply with reasonable requests from race officials. Any form of rude, abusive, aggressive or racist behaviour to race officials and other competitors will be considered misconduct and acted upon per RRS 69.

5 SCHEDULE OF RACES

Will be published on the CBYC website.

6 CLASS FLAGS

General Handicap: Flag F



Optimist Fleet: Flag Q



7 COURSES






- 7.1 The diagrams below in appendix 1 show the courses, 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.
- 7.2 The course & number of laps shall be displayed on the committee boat.




8 MARKS

- 8.1 Marks of the course will be yellow or orange inflatable buoys.
- 8.2 The starting mark will be a spherical buoy, preferably with a white pole through it which may be topped with a flag.

9 THE START

- 9.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 9.2 The starting line is between mast on the committee boat, which may be displaying a orange flag and the start mark ('L' shown in Appendix 1).
- 9.3 A boat that does not start within 10 minutes after her starting signal may be scored Did Not Start without a hearing. This changes RRS Appendix A, A5.
- 9.4 Races will be started as follows. Times shall be taken from the visual signals; the absence of any sound signal shall be disregarded.

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)
				↑  Black
-1	Preparatory removed		1	↓  (P) or

				↓  (U) or ↓  Black
0	Start	Class flag removed	1	↓  (F)

- 9.5 Individual Recalls - If, at the starting signal, any part of any dinghy or any crew are on the course side of the starting line the 'X' Flag will be flown and a single sound signal shall be made to draw attention to the flag. Where possible the boat may be informed.



- 9.6 General Recalls - If there are a number of unidentified premature starters or an error in the starting procedure identified after the starting signal the 'First Substitute' flag will be flown with a double sound signal.



- 9.7 New Start After General Recall - The starting sequence will recommence as soon as possible after the general recall has been observed, but no sooner than 1 minute after the lowering of the general recall flag.

- 9.8 If sufficient numbers of participants exist, the Race Officer can add a separate start for Optimist sailors. The 'Q' flag will be used for the Optimist start and the general handicap start signal will be the warning signal for the Optimist fleet.



- 9.9 If all racing is abandoned for the day the 'N' Flag will be flown with a repeating sound signal. All participants must return to shore.



10 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

11 THE FINISH

The finishing line is between the mast on the committee boat, which may be displaying a blue flag and the finish mark ('L' shown in Appendix 1).

12 **TARGET TIMES**

- 12.1 The target time is for the lead boat to finish after approximately 45 minutes.
- 12.2 Boats shall be finished as close to the target time in 12.1 as practical with average laps being applied for boats finishing on different laps.
- 12.3 The race officer should aim to avoid finishing boats of the same class on different laps, unless there is a significant gap between boats of the same class.

13 **HEARING REQUESTS**

- 13.1 The protest time limit is 24 hours after the last boat finishes the last race of the day.
- 13.2 Hearing request forms are available from the notice board at CBYC or from the RYA website.
- 13.3 When a protest or request for redress is lodged, a boat may at the same time request an Advisory meeting or RYA Arbitration, or the Protest Committee or Race Committee may offer it, as per the RYA guidelines.
- 13.4 Hearing request forms shall be sent to the race officer or a member of the sailing committee. The sailing committee will then organise to deal with the hearing and inform all relevant parties.
- 13.5 The outcomes of any hearing will be published on the "CBYC Dinghy Race Control" Whatsapp group.

14 **EXONERATION PENALTY**

- 14.1 A boat that may have broken a rule of Part 2, rule 31 or rule 42, may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that it accepts a 30% scoring penalty as stated in rule 44.3(c), except that the minimum penalty is two places provided that does not result in a score worse than DNF. This penalty does not reverse an OCS score, a disqualification under rule 30.3 or a penalty under Appendix P. It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

15 **SCORING**

- 15.1 The minimum number of boats for a race to count is 3.
- 15.2 (a) When fewer than 4 races have been completed, a boat's series score is the total of her race scores.
(b) When 4 or more races have been completed, a boat's series score is the total of her race scores excluding her worst score(s); with the number of discards being equal to the number of races sailed divided by 2 (rounding down) and

subtracting 1.

- 15.3 When 4 or more of the same class of boat have competed, separate "Fleet" results for the class will be published. The same boats will also remain in the General Handicap fleet scoring.
- 15.4 Separate "Junior" Fleet results will be published for sailors Under the age of 18 at the start of the series. The same boats will also remain in the General Handicap fleet scoring. Such "Junior" sailors must complete a parental consent form (copies can be downloaded from the CBYC website) and provide to the CBYC Dinghy Committee or Race Officer prior to racing.
- 15.5 Rule A5.3 applies.
- 15.6 Handicaps used shall be taken from the current RYA National Portsmouth Number list. This list is available from the RYA's website:
www.RYA.org.uk/racing/Pages/portsmouthyardstick.aspx
- 15.7 Where the class, or a boat within a class, is not sailed in accordance with class rules, or is not listed on the RYA PN list, the CBYC Dinghy Committee, as it sees applicable, shall have the option to assign the class, or boat, a handicap number based on known performances to similar fleets or based on other methods as consulted with the RYA technical team.
- 15.8 In addition to 15.7, double-handed boats that are sailed with one person onboard shall have their recorded race finish time increased to 102% of their actual finish time.
- 15.9 The Portsmouth Numbers used shall not be adjusted for the duration of a series and in the event that a boat within a class is not sailed in accordance with class rules in a race within a series then the competitor shall have the option of using the assigned handicap and having the race separately scored for such races within the series or alternatively being scored DNF for the race.

16 **RUBBISH DISPOSAL**

Boats shall not put rubbish into the water. Rubbish should be retained on the boat and disposed of on-shore.

17 **REPLACEMENT OF CREW OR EQUIPMENT**

- 17.1 If a boat's helm changes the race score will count as a separate entry in the series except in the case of established helm and crew combinations that can switch roles.
- 17.2 A boat can have different crews. This will count as one entry in the series.

18 **EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

19 **RISK STATEMENT**

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.**

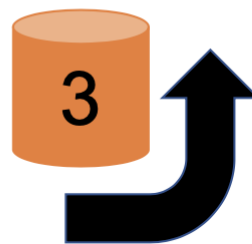
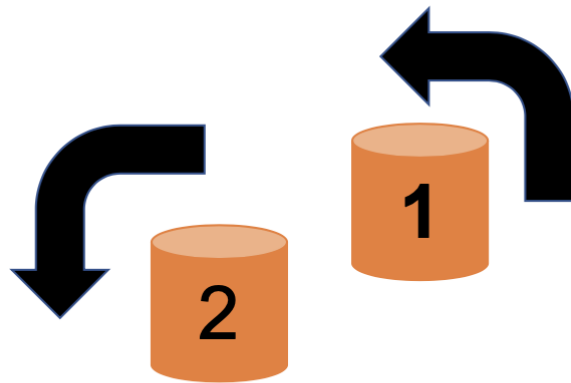
When the race committee considers that a boat or competitor is in difficulty it may instruct the boat or competitor to accept outside help, retire or sail ashore.

20 **INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.

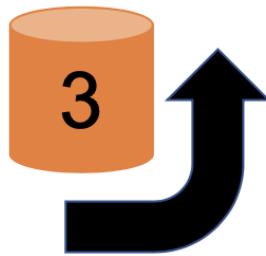
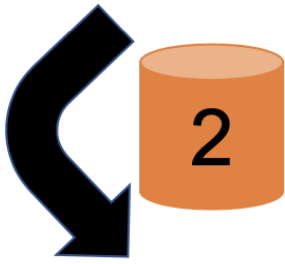
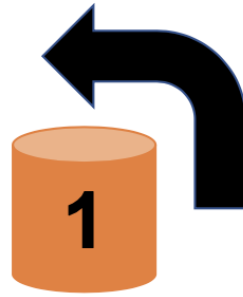
Appendix 1

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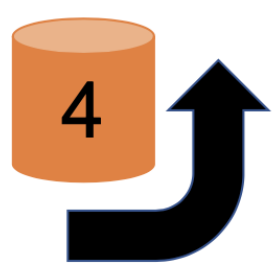
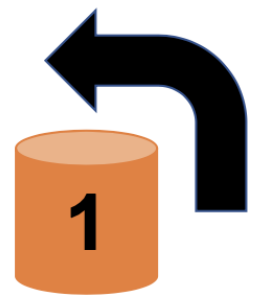
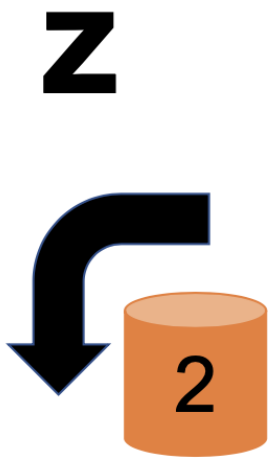


1 2 3 L

T



1 2 3 L



1 2 3 4 L

Appendix 2

CBYC DINGHY RACE RISK ASSESSMENT SHEET

Safety Boat Cover Ratio	
Number of boats	Risk Rating
1-6	1
7-10	2
11-20	3
21-30	5
2 OR MORE SAFETY BOATS HALF THE POINTS	

Wind Conditions	
Knots	Risk Rating
0-5	0
6-10	1
11-15	2
16-20	4
20-25	5
Over 25	9
KTS REFERS TO MAXIMUM GUST	

Enter Safety Boat Cover Risk Number

Enter Wind Condition Risk Number

A

B

Water Quality Predictions	
Water Quality	Risk Rating
Pass	0
Fail (+ capsize immersion unlikely)	2
Fail (+ risk of capsize immersion)	9
Notes: Water Quality : https://www.car-diffharbour.com/water-quality-forecast/	
Notes : Definition of "Fail" see Racing Guide on CBYC website.	

Visibility	
Visibility Level	Risk Rating
Good	0
Low	2
Unable to see the Barrage from the top of the slipway	9

Enter Water Quality Predictions Risk Number

Visibility Condition Risk Number

C

D

Date

Race Officer

TOTAL Risk Number (A+B+C+D)

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Under 10 is a Manageable Risk