

Cardiff Bay Channel Fleet

Sailing Instructions for Club Cruiser Racing inside the Barrage

January 2025

The organizing authority is Cardiff Bay Yacht Club (CBYC).

1. RULES

- 1.1. Racing will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The IRC Rules parts A, B & C shall apply for IRC races.
- 1.3. The rules and byelaws of Cardiff Bay Yacht Club will apply to all competing yachts and competitors. (<https://www.cbyc.co.uk/services/club-documents>)
- 1.4. RRS 63.7 is changed in that in the event of conflict between the NoR and the SIs, the SIs shall prevail.
- 1.5. RRS 52 does not apply with regard to autopilots only.
- 1.6. All yachts must display their correct sail numbers, have sail number boards or display name boards prominently.
- 1.7. Competitors should note that Cardiff Bay Yacht Club implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrules.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Notices to competitors, changes to the Notice of Race or Sailing Instructions will be displayed on the club website at www.cbyc.co.uk and/or announced by the Race Officer on VHF.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. All yachts must carry a working VHF radio capable of communicating on CH 16, CH 37a (M1) and CH 72.
- 3.2. All race communications, course details and other information for competitors will be given by the Race Officer over VHF Radio. Normally CH 37a (M1) will be used. In the event of a problem with this then CH 72 will be used. If possible, the race officer will also announce this over CH 37a (M1).
- 3.3. Yachts should refrain from communicating with the race officer or each other on the race channel between the warning signal and the start, except on matters of safety or unless contacted by the race officer.

4. SCHEDULE OF RACES

- 4.1. The race cards showing the schedule of races for each series will be displayed on the Club website.
- 4.2. The start times for each race will also be shown on the race cards.

5. COURSES

- 5.1. The specific course details, including start and finish lines, which may be different, will be announced over VHF prior to the warning signal of each race.
- 5.2. Courses will typically be a windward / leeward course with a spreader mark (*as shown in Appendix 1*), using laid marks identified by the race officer.
- 5.3. All marks should be left to Port.
- 5.4. All boats must pass through the start/finish line on each windward leg.
- 5.5. Racing will be continuous until finished. A race will normally be of 60 minutes duration.

6. OBSTRUCTIONS/EXCLUSION ZONES

- 6.1. All yachts shall consider the area occupied by swinging moorings as an exclusion zone whilst racing and progressing to and from the race course. Incursions into the exclusion zone, other than to take up or leave a mooring, may result in the disqualification of the offending yacht from the relevant race at the discretion of the race officer.

7. THE START

- 7.1. The start line is between a mast on the committee boat and a laid outer distance mark.
- 7.2. Starting signals shall be transmitted over VHF.
- 7.3. RRS 26, 29 and 30 are modified in that no visual signals will be used, this includes the operation of rule 30 which will be announced over the VHF at the preparatory signal rather than by the I, Z or Black flags.
- 7.4. The Race Officer shall give notice of the 5 minute signal and count down from 5 seconds to that signal by VHF.
- 7.5. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 7.6. Depending upon the numbers of competitors, fleets may be grouped together or started as individual fleets.
- 7.7. The starting signal for one fleet will serve as the warning signal for the next fleet.
- 7.8. A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

8. THE FINISH

- 8.1. The finish line is between a mast on the committee boat and a laid outer distance mark.
- 8.2. The last lap shall be announced via VHF as the lead boat crosses the start/finish line starting their last lap.
- 8.3. Lapped boats may be finished having completed fewer laps and their time calculated from the average time of previously completed laps.
- 8.4. Results may be calculated using the times of a previously completed part of the course.

9. TIME LIMITS

9.1. The time limit is 1.5 hours

10. PROTESTS AND REQUESTS FOR REDRESS

10.1. Hearing Request forms are available from the members of the Race Committee, behind the bar in the CBYC Clubhouse.

10.2. Boats intending to protest are requested to inform the race officer as soon as possible by VHF.

10.3. Protests shall be delivered in writing to the race officer, member or delegate of the race committee within 3 hours of the end of racing for the day.

10.4. Protests where there has been no contact

10.4.1. All Protests where there has been no contact will be decided by arbitration, subject to 10.4.6. Arbitration shall replace the protest hearing required under RRS 63.

10.4.2. A Protest Mediator or his designated substitute will decide if the protest is valid. Each party being protested shall then provide a written response to the Protest within 24 hours of being supplied with a copy of it.

10.4.3. The Protest will be decided on the basis of the written Protest form and the reply from each party protested.

10.4.4. The Protest Mediator shall have total discretion as to whether further evidence (including witness evidence) may be submitted.

10.4.5. The Protest Mediator shall have total discretion as to whether to convene a hearing to hear further evidence. The decision will be final.

10.4.6. If having read the evidence the Protest Mediator considers that the matter should be put to a full Protest Committee, they shall decide accordingly and have full discretion.

10.5. Protests where there has been contact

10.5.1. Protests where there has been contact will be decided by a Protest Committee in accordance with RRS 63

10.6. Penalty for Protests decided by Arbitration

10.6.1. Any party found to have infringed a rule shall not be disqualified but shall incur a 25% place penalty subject to a minimum of 3 places.

10.6.2. No penalty shall result in a score which would exceed that of a Disqualification.

10.6.3. Application of a penalty shall not affect the place or score of other boats.

10.6.4. Any decision shall be final.

11. SCORING

- 11.1. The low point scoring system, in accordance with RRS 90.3 will be used.
- 11.2. Results may be calculated using the times from a previously completed lap.
- 11.3. Yachts scoring DNF or RET will score points for the number of starters in the race +1. All other yachts not classified (i.e. DSQ, OCS etc.) will score points for the maximum number of boats in any one race in the series +2.
- 11.4. Yachts still racing at a race time limit will be awarded an equal share of the available points had they all completed the course. If there are no finishers, then no points will be awarded.
- 11.5. Discards will be allowed in accordance with the relevant race card published on the club website.

12. SAFETY

- 12.1. A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 12.2. Crew members' attention is drawn to RRS 1.2 life-saving equipment... "Each competitor is individually responsible for wearing personal flotation devices adequate for the conditions."
- 12.3. No yacht may carry an anchor that overhangs its bow
- 12.4. Transom mounted outboard motors must be either stowed within the yacht or left in the vertical position while racing
- 12.5. The owner and crew will be held jointly responsible for the conduct of the yacht's crew before, during and after a race. Misconduct may result in both owner and crew being excluded from future races and render a yacht liable to disqualification.
- 12.6. The byelaws, regulations and Notices to Mariners of Cardiff Harbour Authority will apply.

13. EQUIPMENT AND MEASUREMENT CHECKS

- 13.1. It is a condition of entry that competing yachts shall permit scrutineers to check the validity of handicaps against certificates and/or class rules if required.
- 13.2. All boats competing in any race shall carry safety equipment as listed in the Safety Regulations / Equipment List, and boats may be scrutinized for compliance. This is available in Appendix 2.

14. RESULTS

- 14.1. Results will be displayed on the CBYC website as soon as possible after each race.
- 14.2. If a race officer has entered a boat in the race series, and if by performing race duties the race officer's boat has been rendered unable to compete, then the race officer's boat will be awarded a third place. This position will be in addition to the third place achieved by an actual competitor in the race.

15. PRIZES

- 15.1. A prize giving will usually take place at the end of the years racing, in the clubhouse.
- 15.2. Prizes will be awarded for each fleet.
- 15.3. Prizes will usually be awarded for first, second and third place in every series.
- 15.4. Other prizes may be awarded at the discretion of the race committee.

16. RISK STATEMENT

- 1.1. Yacht Racing can be dangerous.

The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 3: "**A yacht is solely responsible for deciding whether or not to start or to continue racing**".

By participating in these series, 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

- 1.2. Cardiff Bay Yacht Club and other organizing clubs accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

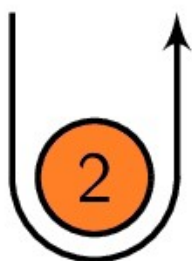
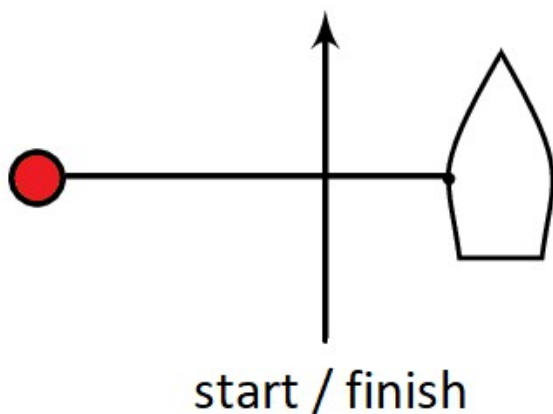
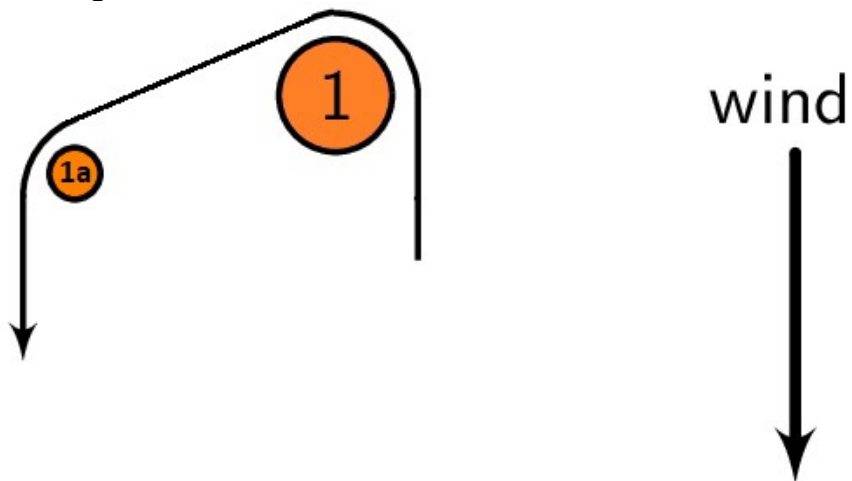
17. INSURANCE

- 17.1. Yachts must hold a valid and current boat insurance which covers them for third party claims of up to £3,000,000 for the entire period of the series.

RACE COMMITTEE

The race committee will be the Cruiser Sailing Committee of CBYC as appointed from time to time and chaired by the Sailing Secretary

Appendix 1 – Course Diagram



All boats to pass through the start/finish line on each windward leg.
Boats are not required to pass through start/finish line on leeward legs

Appendix 2 – Safety Regulations / Equipment List

These regulations apply to all boats racing in the Cardiff Bay Channel Fleet organized by Cardiff Bay Yacht Club Cruiser Series Racing

All safety equipment shall be of a suitable size and type for the boat and all equipment and fittings (including outboard engines if carried) shall be securely fastened.

Buoyancy

Each boat shall either be self-draining or be equipped with a suitable means for bailing or pumping.

Personal Buoyancy

Adequate personal buoyancy shall be carried for each member of the crew (wetsuits do not count as personal buoyancy).

Radio

Each boat shall carry a suitable marine band VHF transceiver for use in an emergency and to receive course instructions.

Flares

Each boat shall carry at least two in-date red handheld flares and at least two in-date orange smokes in a waterproof pack. Electronic type flares are acceptable alternatives.

Anchor

Each boat shall carry a suitable anchor and sufficient chain/warp to hold the boat in 15m depth of water in the expected racing conditions.

Fire Extinguisher

Boats carrying fuel shall carry a fire extinguisher.

First Aid

Each boat shall carry a waterproof first aid pack with instructions.

Man Overboard

Each boat shall carry a rescue quoit or throw-bag with at least 15m of floating line.

Engine

Each boat shall have a suitable working engine and sufficient fuel to propel the boat to a safe haven from any point of any expected course.

Knife

Each boat must carry a knife suitable for the cutting of any rope on the boat and accessible from the cockpit.