

CARDIFF BAY YACHT CLUB



T.A.R.S.

January 2026

Sailing Instructions for T.A.R.S. Racing Inside of the Barrage

1. Safety and Responsibility

- 1.1 Yacht racing can be dangerous. The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 3: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The safety of a yacht and her crew is the sole and inescapable responsibility of the owner or owner's representative who must do their best to ensure that the yacht is sound, seaworthy and manned by an appropriately experienced crew. They must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They must ensure that the safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.
- 1.2 Cardiff Bay Yacht Club 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.
- 1.3 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.
- 1.4 Yachts must hold a valid and current boat insurance which covers them for third party claims of up to £3,000,000 and for local club racing.
- 1.5 Crew members' attention is drawn to RRS 1.2 life-saving equipment ... 'Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.'
- 1.6 No yacht may carry an anchor that overhangs its bow
- 1.7 Transom mounted outboard motors are considered a part of the yacht's equipment.
- 1.8 The Cardiff Harbour Authority regulations and Notices to Mariners will apply
- 1.9 The skipper is responsible for ensuring their boat is equipped and seaworthy so as to be able to complete the race course; that the skipper and crew are of sufficient number, experience and fitness to complete the race course safely; and that the safety equipment is properly maintained, stowed and in date and the crew know how to use it.

2. Rules

- 2.1** The racing will be organised by Cardiff Bay Yacht Club and governed by these sailing instructions, the Racing Rules of Sailing (RRS), the prescriptions of the RYA, except as any of these are changed by these Sailing Instructions.
- 2.2** The series are designated Category C as described in the ISAF Advertising Code.

3. Eligibility

- 3.1** All yachts are required to display any sponsor's stickers or flag as provided.
- 3.2** Yachts shall have a starting handicap decided by the T.A.R.S. Committee.
- 3.3** Once 4 races have been completed in total the handicap will revert to the calculated Cardiff Bay rating, which is based on actual times recorded during previous races.

4. Radio Communication

- 4.1** All yachts must carry a working VHF transceiver and monitor Ch M while in the starting area and for the duration of the race. In the event of a problem using Ch M then Channel 71 may be used (M2). If possible, the race officer will also announce this over Channel M.
- 4.2** Final course details and other information for competitors will be given by the race officer over VHF.
- 4.3** 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.

5. Notices to Competitors and Changes in Sailing Instructions

Notices to Competitors and Changes in Sailing Instructions will be displayed on the club website at www.cbyc.co.uk and/or by the Race Officer on VHF Ch M (or alternative).

6. Schedule of Races

The schedule of races will be displayed on the Club website and are as indicated in the NoR.

7. Courses

All skippers should make themselves familiar with the Chart of the Bay published on the CBYC website.

- 7.1** Marks will be laid within the bay prior to the race and the course will be broadcast on VHF before the start. The race will normally be of about 60 minutes duration for the first boat and then all other boats will finish on their last lap. Average lap times will apply as necessary. All competitors are advised to record their own elapsed finish time and confirm with the Race Officer when requested.
- 7.2** Buoys H protect the CYC moorings. Boats should not pass through this line as part of their course when racing.
- 7.3** Buoys C and D are for speed limit purposes. Boats may pass through these lines as part of their course when racing.

8. Starting & Finishing Procedures

- 8.1** Races will be started in accordance with RRS 26, 29 and 30 except that flag signals will not normally be used.
 - 8.1.1** With the increasing number of yachts participating in TARS, for 2026 we will invoke Flag Indigo (RRS 30.1) for all races, requiring any yacht on course side of the start line within 1 minute to the start to sail around the ends of the start line rather than simply re-crossing the line.
- 8.2** The start and finish line will be communicated by VHF before the start of the race. A gate start may be used for starting, this will be communicated before the start.
- 8.3** Sound signals or VHF communication take precedence over flag signals.
- 8.4** All other signals will be given over the VHF without visual or sound signals.
- 8.5** The race results may be calculated using the times and number of completed laps.
- 8.6** Lapped boats may be finished having completed fewer laps and their time calculated from the average time of previously completed laps.

9. Time Limits

The time limit for a race is 2 hours.

10. Protests

- 10.1** RRS Rule A5 (Appendix A, Rule 5) in the Racing Rules of Sailing grants Race Committees the authority to score boats without a hearing for failing to start, sail the course, finish, comply with specific rules (like Rule 30.2/30.3 for OCS/ZFP), or for retiring and taking penalties (Rule 44.3(a)), assigning scores like DNF, RET, or NSC (Not Sailed Course). The Race Committee may protest a boat for breach of rules, including failure to sail the course, within the time limit specified in 10.3.
- 10.2** The Race Officer must be informed of any protest as soon as possible by radio etc. Protests shall then be delivered in writing to the Race Officer, member or delegate of the Race Committee within 1 hour of the end of racing for the day. Any protest after that time limit is invalid
- 10.3** Official protest forms will be available on demand.
- 10.4** Protests where there has been no contact:

All Protests where there has been no contact will be decided by Arbitration. Arbitration shall replace the protest hearing required under RRS 63.

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. The Protest will be decided on the basis of the written Protest form and the reply from each party protested. The Protest Mediator shall have total discretion as to whether further evidence (including witness evidence) may be submitted. The Protest Mediator shall have total discretion as to whether to convene a hearing to hear further evidence. The decision will be final.

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:

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

The outcomes of Arbitration as outline in RRS Appendix T. The arbitrator gives and opinion on what they think the outcome of the protest will be and decides:

- a) The protest is invalid,
- b) No boat will be penalised for breaking a rule or
- c) One or more boats will be penalised for breaking a rule identifying the boats and penalties

Then the outcomes are:

- a) A boat may take a post-race penalty,
- b) A boat may be asked to withdraw their protest and unless all protests are withdrawn a protest hearing will be held.

Any decision shall be final.

11. Scoring & Discards

- 11.1** The low point scoring system, in accordance with RRS 90.3, will be used.
- 11.2** Yachts scoring DNF or RET will score points for the number of boats that came to the start area in the race + 1.
- 11.3** Yachts scoring DNC will score points for the maximum number of boats in any one race in the series + 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 points.
- 11.4** Lapped yachts still racing at the finish may be offered to finish at a lower number of laps than the lead yacht and their finish time will be adjusted accordingly.
- 11.5** Discards will be decided by race series and could vary. There will be one discard if 4-7 races have been held and two if 8-14 races have been held.

12. Penalties at the time of an incident

Penalty turns shall be taken in accordance with RRS 44

13. Results

Results will be displayed on the Cardiff Bay Yacht Club website as soon as possible after the race.

Race Committee

Idris Dibble, Tony Davies