

# CARDIFF BAY

## Y A C H T C L U B

### Sailing Instructions for Offshore Races

2026

**All competitors are reminded of RRS Fundamental Rule 3**

**The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.**

**Race Organiser: Kevin Rolfe 07985 073537, [kprolfe@hotmail.com](mailto:kprolfe@hotmail.com)**

## 1 RULES

**1.1** The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS) 2025-2028.

**1.2** RRS part 2 rules will be replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) between local sunset and sunrise; or government right-of-way rules if applicable. A scoring penalty (RRS 44.3) will apply for infringements under the right-of-way rules of IRPCAS. See SI 12

**1.3** ISAF Offshore Special Regulations Category 3 (strongly recommended)

**1.4** IRC A, B and C Rules for those boats wishing to be scored under IRc

**1.6** The Notice of Race

**1.7** The Sailing Instructions

**Note: Succeeding items in the above list shall take precedence.**

**1.8** IRc rule 22.4 Crew Number/Weight shall not apply.

**1.9** RRS 52, is modified in that automatic or wind vane devices for steering may be used.

## 2 SAFETY

**2.1** It is strongly recommended that competitors follow ORC special regulations 2025-2026 for **category 3** as closely as possible. ORC regulations can be viewed and downloaded from the ISAF [here](#)

**2.2** Competitors MUST adhere to the CBYC safety equipment list for racing outside the barrage.

**2.3** Competitors with AIS transponders must use their best endeavours to ensure that they are switched on and transmitting for the entire race.

**2.4** Competitors' 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."

However, a Lifejacket and Harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile

**2.5** Cardiff Bay Yacht Club, its sponsors, and other organising 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.

**2.6** Yachts must hold a valid and current boat insurance which covers them for third party claims of up to £3,000,000.

**2.7** Yacht racing can be dangerous. The attention of Persons in Charge 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" and to Special Regulation 1.02.1 which begins: "The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) They are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.

**2.8** The person in charge must be over the age of 18 on the start date. If any crew members are under the age of 18 at the start date a CBYC Consent form for junior sailors must be signed and lodged with the club. This must **specifically state** that it covers the offshore races and so may have to be in addition to any form already signed.

**2.9** The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the boats entered to remain in the vicinity of the starting line, or to enter or exit the locks for Cardiff Bay. Each boat shall exercise her responsibility under RRS Fundamental Rule 3 and decide whether or not to start or to continue to race.

### **3 POLLUTION**

RRS 55 (Trash Disposal) is deleted. However competitors are reminded that the dumping of rubbish at sea is prohibited by law.

## **4 NOTICES TO COMPETITORS**

Notices to competitors will be emailed to the address given on the entry form and notified on the offshore Whatsapp group. Late notices will be posted in the window next to the main door of the CBYC clubhouse if possible and will be announced on VHF 37 prior to the start.

## **5 NOTICE TO MARINERS**

Competitors are reminded of their responsibility to take account of Notice to Mariners and that commercial shipping will have right of way within the limits of the Port of Cardiff, which are marked on Admiralty chart 1182-0.

## **6 NUMBER OF PERSONS ABOARD**

A crew list complete with emergency contact details shall be supplied to the race director (contact details above) before the start. The list must contain the full name and an emergency contact number for each crew member. This list can be amended any time up to 2 hours before the start.

A boat SHALL NOT sail with any crew member on board whose details are not on this list. If any crew member on the list is not on board this fact must be sent to the race director before the start.

## **7 COMMUNICATIONS**

7.1 Communications at the start will be via VHF, channel 37. Communication with the race organiser will be either via VHF or on 07985 073537. Note that the race organiser may be racing

7.2 Yachts must provide the number of a mobile phone which will be carried on board. The Race Organiser may send SMS or Whatsapp messages with important information, for instance shortened courses.

7.3 Competitors attention is drawn to the NOR paragraph 9

## **8 STARTING TIMES AND CLASSES**

There will be a single start, using the PYC start line, a transit between the red triangle on PYC clubhouse and the flagstaff on the esplanade. The outer end of the line will be marked by the orange outer distance mark, which may not be on the line. The warning signal will be 5 minutes before the advertised start time.

Classes will be IRc and NHC.

Additional classes can be added by request.

Starting will be in accordance with RRS 26 with the following exceptions: There will be no sound or flag signals, all signals will be given on VHF 37. P, I, black flags, and their associated meanings will not be used, a boat OCS at the start will receive a 10% corrected time penalty.

There may be a gate start. If this is the case it will be announced, along with the identity of the gate boat, on VHF 37 before the warning signal. Until the start line is

closed the gate boat has right of way over all yachts racing. Colliding or interfering with the gate boat will lead to disqualification without a hearing.

**Note:** A person carrying out the normal duties of 'race officer' at the start, making announcements on the VHF or making starting signals has no responsibility for the organization or conduct of the race. This responsibility rests with the race organizer.

The low point scoring system, in accordance with RRS Appendix A, will be used. The race will be scored on IRC. If any entered boat does not have a valid IRC certificate the race will be dual scored on IRC and NHC.

The scoring system will be modified as follows

RET – Score for the number of starters plus 1

DNC, DNF – Score for number of starters plus 2

DSQ, DND etc. – Score for number of starters plus 5

## **9 USE OF ENGINE**

9.1 When a yacht uses its engine for propulsion, e.g. to avoid collision or in a grave emergency, the facts shall be reported to the race organiser.

9.2 Temporary discontinuance of racing: No penalty will be imposed for an infringement of RRS 42 and RRS 45 if a yacht makes fast in order to take shelter or in an emergency. The crew may temporarily leave the yacht to handle her moorings. If she uses her engine for propulsion she shall, on rejoining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. She shall report the circumstances to the race organiser. Please note that RRS 41 'Outside Help' still applies, including, but not limited to, provisioning, repairs and accommodation.

## **10 TIME LIMIT**

There is no time limit for the race.

## **11 RETIREMENTS AND NON STARTERS**

Retirements and non-starters must promptly inform the Race Organiser. It is imperative that yachts that are no longer at sea can be excluded from any Search & Rescue operation.

## **12 PENALTY SYSTEM**

12.1 Scoring Penalty:

12.1.1 When the right-of-way rules of IRPCAS apply (between the hours of sunset and sunrise) a scoring penalty applies (RRS 44.3).

12.1.2 The scoring penalty will be 10 minutes added to the boat's corrected time for each penalty. A boat that has taken a scoring penalty shall report the fact with their finishing declaration. This adds to RRS 44.3

12.2 When the IRPCAS does not apply penalties shall be as per RRS. Except for OCS (see Si 8)

## **13 RISK STATEMENT**

Competitors attention is draw to the NOR paragraph 2.0, which contains the Risk Statement.

## **14 INSURANCE**

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

## **15 DINGHY**

For some races, where the finish requires a dinghy to get ashore, yachts carrying a dinghy AND ferrying crew from a yacht which does not will receive a 15 minute reduction in their corrected time. This must be claimed with the finishing declaration, identifying the boat whose crew they assisted.

## **16 COURSES**

Yachts must take their own finish times, in BST and preferably from a GPS, and must report them to the race organiser as soon as possible after finishing,

Where Caldey Island is specified as a mark, this should be taken to include St Margret's Island. Yachts may not pass through Little Sound.

Courses may be shortened by SMS,VHF or Whatsapp messages, but no race will be less than 75 miles.

### **Friday May 1<sup>st</sup> – Padstow**

Race start 19:00

The finish line is between Pentire point and Newlands

### **Friday June 12<sup>th</sup> – Dale**

Race start 16:30

The finish line is between Dale Point and the Dakotian buoy

### **Friday July 3<sup>rd</sup> – Lundy**

Race start 19:30

Caldey Island to port

Lundy to port

Finish when Lundy South lighthouse bears due West

### **Plus**

For the race fleet, as a separate event

Saturday 18<sup>th</sup> July

The 2 Handed Round Lundy Race

Race start 10:00

As the name implies, only 2 crew, Lundy to Port, Finish

Races 2 & 3 require a dinghy or speedos.

