

CBYC REGATTA

26th & 27th SEPTEMBER



Sailing Instructions

Saturday 26th September
Approx race time 1230

Sunday 27th September
Approx race time 1400

IRC and NHC Fleets

Following Welsh Government Covid-19 regulations
and RYA Cymru Recommendations AT ALL TIMES

Visit www.shanghaicup.co.uk for NOR and more information

Facebook CBYCREGATTA 2020



Cardiff Bay Yacht Club Regatta 26/27 September 2020

Sailing Instructions

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 2020 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 (www.cbyc.co.uk/cbyc-bye-laws/)
- 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. All yachts must display their correct sail numbers have sail number boards or display name boards prominently.
- 1.6. 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 2017-2020 (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrules.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors and changes to NoR or SIs will be posted to the official notice board on the event website at www.shanghaicup.co.uk and/or by the Race Officer on VHF CH 37a (M1).

3. SCHEDULE OF RACES

- 3.1. A maximum of 6 races are scheduled over the two days.
- 3.2. The scheduled start time of the first **IRC** race on Saturday 26 Sept is **12:30**.
The scheduled start time of the first **NHC** race on Saturday 26 Sept is **12:45**.
- 3.3. On Saturday, it is intended to have 3 races for IRC and 2 races for NHC sailed back to back.
- 3.4. The scheduled start time of the first **IRC** race on Sunday 27 Sept is **14:00**.
The scheduled start time of the first **NHC** race on Sunday 27 Sept is **14:15**.
- 3.5. On Sunday, it is intended to have 2 races for both IRC and NHC sailed back to back.

3.6. On 27 September there will be no warning signal made after 16:00.

4. RACING AREAS

4.1. Racing will take place in the Severn Estuary and Bristol Channel or Cardiff Bay at the discretion of the race committee.

5. THE COURSES

5.1. Racing will be around laid courses using inflatable marks, and “Round the Cans” using navigation marks in the Cardiff & Penarth Roads area or a mixture of both.

5.2. The course details, including start and finish lines, which may be different, will be announced over VHF on CH 37a (M1) prior to the warning signal of each race.

5.3. Fleets may have different courses.

6. THE START

6.1. The Race Officer shall inform the racing fleet of the location of the start line prior to the warning signal of each race.

6.2. The start line is expected to be between the “PYC ODM” and a laid mark to seaward.

6.3. Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.

6.4. RRS 26 and 29 are modified in that no visual signals will be used and the operation of rule 30 will be announced over the VHF at the preparatory signal rather than by the I, Z or Black flags.

6.5. Signals shall be transmitted over VHF CH 37a (M1).

6.6. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

6.7. A boat that does not start within 30 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

7. SHORTENED COURSES

7.1. Courses may be shortened by the Race Officer by VHF.

7.2. No sound or light signal will be used.

7.3. In the event of a ‘lap type course’ the number of laps to be completed will be given.

7.4. The course may be shortened at any mark of the course by the Race Officer. That mark will then be passed as originally prescribed. Having passed or rounded the mark, competitors will return direct to the finish line, missing out any

other marks designated in the original course. The Race Officer may, for the purpose of clarification, give the direction in which they should cross the finishing line.

8. THE FINISH

- 8.1. The Race Officer shall inform the racing fleet of the location of the finish line when announcing the course, prior to the warning signal.
- 8.2. The PYC finish line is between the red triangle on the building gable above the bridge deck and the "PYC ODM" or a laid mark as appropriate.
- 8.3. If "Mid Cardiff" is used as the finish line, all yachts must contact "CBYC Race Control" via VHF as they approach the finish line.
- 8.4. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, and to the race committee at the first reasonable opportunity.

9. PENALTY SYSTEM

- 9.1. Penalty turns shall be taken in accordance with RRS 44.

10. TIME LIMITS

- 10.1. For a course around laid inflatable marks – 1½ hours.
- 10.2. For a "Round the Cans" type course – 3 hours.
- 10.3. Courses may be shortened as appropriate to ensure that the majority of the fleet can finish inside the time limits, in accordance with rule 32.1(c).

11. PROTESTS AND REQUESTS FOR REDRESS

- 11.1. Protest forms are available from the members of the Race Committee, behind the bar in the CBYC Clubhouse and from the event website.
- 11.2. Boats intending to protest are requested to inform the race officer as soon as possible by radio etc.
- 11.3. Protests shall then 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.
- 11.4. **Protests where there has been no contact**
 - 11.4.1. All Protests where there has been no contact will be decided by Arbitration, subject to SI 11.4.2. 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.

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

11.5. **Protests where there has been contact**

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

11.6. **Penalty for Protests decided by Arbitration**

- 11.6.1. 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.
- 11.6.2. No penalty shall result in a score which would exceed that of a Disqualification.
- 11.6.3. Application of a penalty shall not affect the place or score of other boats.
- 11.6.4. Any decision shall be final.

12. **SCORING**

- 12.1. The low point scoring system, in accordance with RRS 90.3 will be used.
- 12.2. Yachts scoring DNF 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 number of entries +2.
- 12.3. 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.
- 12.4. Discards. 3 or less races sailed = no discard; 4 or more races sailed = 1 discard.

13. **SAFETY**

- 13.1. Yacht Racing can be dangerous. The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 4: **"A yacht is solely responsible for deciding whether or not to start or to continue racing"**.
- 13.2. 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 fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face bad weather. 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.

- 13.3. 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.
- 13.4. 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."
- 13.5. No yacht may carry an anchor that overhangs its bow
- 13.6. Transom mounted outboard motors must be either stowed within the yacht or left in the vertical position while racing
- 13.7. All boats competing in any race shall carry safety equipment as listed in the CBYC Equipment Checklist which is available on www.shanghaicup.co.uk, and boats may be scrutinized for compliance.
- 13.8. The byelaws, regulations and Notices to Mariners of the Port of Bristol, ABP Port of Cardiff and Cardiff Harbour Authority will apply.

14. EQUIPMENT AND MEASUREMENT CHECKS

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.

15. EVENT ADVERTISING

The Race Committee may require advertising space for event sponsors in accordance with RRS 80 and World Sailing regulation 20.

16. COMMERCIAL SHIPPING

- 16.1. Commercial Shipping must not be impeded under any circumstances; this applies particularly in restricted waters where vessels may be constrained by their draft.
- 16.2. Competitors may use their engine, or any other method of propulsion to avoid a collision with commercial shipping, provided the boat does not gain an advantage in the race.
- 16.3. Failure to observe this rule may result in a Race Officer protest. In the event of serious breaches yachts may be scored DNE from all races on the day of the incident.

17. RADIO COMMUNICATION

- 17.1. All yachts must carry a working VHF radio and monitor CH 37a (M1) while in the starting area and for the duration of the race.

- 17.2. Final 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. If possible the race officer will also announce this over CH 37a (M1).
- 17.3. 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.

18. RESULTS

- 18.1. Results will be displayed on the event website as soon as possible after each day's racing.
- 18.2. Results may be calculated using the times of a previously completed part of the course.

19. PRIZES

- 19.1. Prize giving will be on Sunday 27 September 2020 following racing in the CBYC clubhouse/garden.
- 19.2. There will be prizes for both the CBYC Regatta and the Shanghai Cup presented.
- 19.3. There will be prizes in IRC & NHC for 1st, 2nd and 3rd place of the CBYC Regatta.
- 19.4. The Shanghai cup will be awarded to the overall winner of the IRC fleets, along with 2nd and 3rd place prizes
- 19.5. The Nimrod cup will be awarded to the overall winner of the NHC fleet, along with 2nd and 3rd place prizes.
- 19.6. Further prizes may be awarded at the discretion of the race committee.

20. DISCLAIMER OF LIABILITY

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.

21. INSURANCE

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

Charles Felgate – Sailing Secretary (CBYC)
Ian Jones, Race Committee member (CBYC)
Will Boland – Vice Commodore (CBYC)
Colin Rose – CBYC Race Officer