

Shanghai Cup 2019

Sailing Instructions

1. Safety and Responsibility

1.1 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". 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.

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 for the entire period of the series.

1.5 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."

1.6 No yacht may carry an anchor that overhangs its bow

1.7 Transom mounted outboard motors must be either stowed within the yacht or left in the vertical position while racing

1.8 The ABP Port of Cardiff and the Cardiff Harbour Authority regulations and Notices to Mariners will apply.

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, and the rules of the IRC, 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 Yachts shall be self-righting, single hull vessels.

3.2 All yachts are required to display any sponsor's stickers or flag as provided.

3.3 Yachts shall have a valid rating or handicap certificate for IRC.

3.4 Yachts entering the IRC classes failing to supply a valid certificate by their entry into a series will be deleted from the series, subject to RRS 78.2

3.5 It is a condition of entry that competing yachts shall permit scrutineers to check the validity of handicaps against certificates and/or class rules. Yachts may also be scrutinised to ensure compliance with 1.1. All yachts must display their correct sail numbers or sail number boards or have name boards prominently displayed. All yachts must complete a Scrutineering Form as provided in the Notice of Race and this must be delivered to the race committee before the Yacht's third race start. Failure to provide the scrutineering form will result in the yacht's results to date being deleted.

3.6 IRC Rule 22.4 shall not apply. There will be no limitations on crew weight

4. Radio Communication

4.1 All yachts must carry a working VHF radio and monitor Ch M while in the starting area and for the duration of the race.

4.2 Final course details and other information for competitors will be given by the race officer over VHF Radio. Normally channel M will be used. In the event of a problem with this then Channel 72. If possible, the race officer will also announce this over Channel M.

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.

5. Schedule of Races

May 11th and 12th – Racing from Portishead Marina. A maximum of 6 races over 2 days consisting of laid courses and around the cans from a Committee Boat. Start time of the first race on May 11th will be no earlier than 1130 and on May 12th no earlier than 1230. Final start times will be issued in the sailing instructions.

For the Portishead weekend the lockouts will be at 0900, 1000, 1100 and 1200, last lock in 1600. Locks will be one hour later on Sunday 12th. The Lockmaster will organize returning

yachts according to draught. All yachts are asked to be patient and follow instructions from the Lockmaster on Channel 80. Visiting crew not returning on their yachts to home club following sailing on the 12th will be offered a lift ashore to collect their cars – details will be broadcast on VHF Ch 80.

May 25th and 26th – Racing in Cardiff and Penarth Roads & Cardiff Bay (depending on draughts and weather). A maximum of 6 races over two days consisting of laid courses and around the cans from a Committee Boat. Start time of the first race will be no earlier than 1100 on May 25th and no earlier than 1030 on May 26th.

7. Courses

“Round the Cans” course using navigation marks and islands in the upper Bristol Channel. Laid inflatable marks may be included.

The course details, including start and finish lines, which may be different, will be announced over the VHF before the warning signal.

Fleets may have different courses

Depending upon the numbers waiting to start, fleets may be grouped together or started as individual fleets

Courses may be chosen from the Course list that forms part of the Cruiser Racing Handbook

No course will be less than 5nm over the ground for a faster fleet and 4nm for a slower fleet.

8. Starting & Finishing Procedures

Starts will be on a fixed line from the Race committee boat and an outer mark. 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.

The Race Officer shall give notice of the 5-minute signal and count down from 5 seconds to that signal by VHF.

Should the race officer wish to amend the format of the racing, an alternative start line is also available on the PYC start line - a transit between the red triangle on the building gable above the bridge deck and the flagstaff. The outer distance mark is the orange buoy known as 'PYC ODM'.

For Races over Low Water (RoLW) and Low Water Races (LWR), Mid Cardiff will be used as the ODM and the starting transit will be as previously described. If the ODM is not available, the Race Officer will give instructions regarding the start line to the Fleets before the 5-minute signal.

The finish line for a PYC run race will normally be a line between the red triangle and the ODM, but for Races over Low Water (RoLW) and Low Water Races (LWR) the finish line will be between the red triangle and Mid Cardiff in which instance all yachts must call 'Cardiff Bay Yacht Club Race Control' on VHF ChM as they approach the finish line.

9. Shortened Courses

Courses may be shortened by the Race Officer by VHF. No sound or light signal will be used. In the event of a 'lap type course' the number or laps to be completed will be given. 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 but in the absence of such an instruction and if the last turning mark is Mid Cardiff the finishing line will be crossed from North to South.

10. Time Limits

No yacht may start more than 30 minutes after her starting signal.

For a 'Round the Cans' type course over High Water or on the first 3 hours of the ebb tide- 3 hours.

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

Official protest forms will be available behind the bar in the CBYC Clubhouse.

11.1 Boats intending to protest are requested to inform the race officer 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 3 hours of the end of racing for the day.

11.2 Protests where there has been no contact

All Protests where there has been no contact will be decided by Arbitration, subject to 11.2(a). 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.

11.2(a)

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.

11.3 Protests where there has been contact

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

11.4 Penalty for Protests decided by Arbitration

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

12. Scoring & Discards

12.1 The low point scoring system, in accordance with RRS 90.3, will be used.

12.2 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 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 races sailed – all to count, 4-7 races sailed – 1 discard, 8 races sailed – 2 discards.

13 Results

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

Results may be calculated using the times of a previously completed part of the course.

14 Commercial Shipping

Commercial Shipping must not be impeded under any circumstances; this applies particularly in restricted waters. Inside the limits of the Port of Cardiff merchant vessels must be regarded as being constrained by their draft.

Failure to observe this rule may result in a Race Officer protest. In the event of serious breaches yachts may be scored DND from all races on the day of the incident.

15 Penalties at the time of an incident

Penalty turns shall be taken in accordance with RRS 44.