

Cardiff Bay Yacht Club & Cardiff Yacht Club

Dinghy Racing Series 2023

Racing Guide

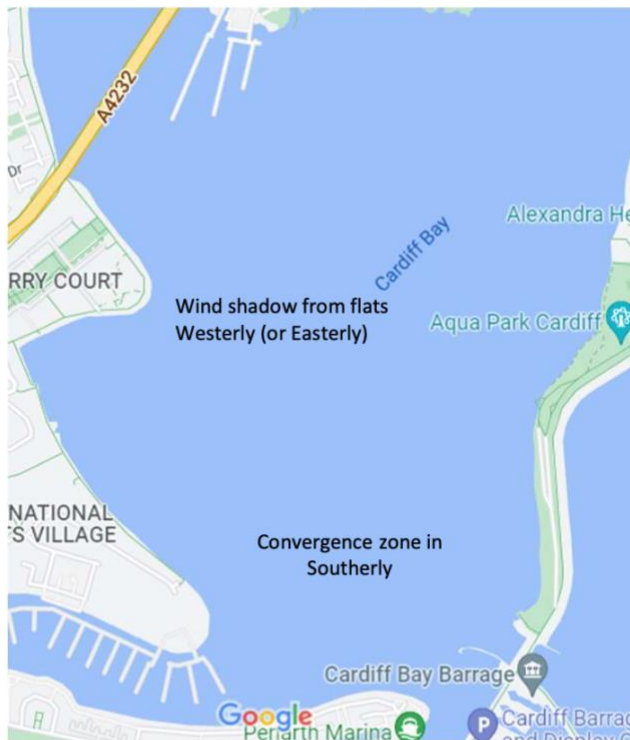
RULES

Racing at CBYC is governed by the racing rules of sailing (RRS).

A copy of these can be found on the World Sailing website. This is a relatively large and daunting document. However, the only parts that are generally relevant for club racing are “Definitions” and “Part 2 - When boats meet”. These total approximately 10 pages. The rest can be for reference when required.

There are also countless guides and books available to explain the rules in more details and the RYA is a great source for this. There is an introductions series on the RYA website and a series of webinars on their YouTube channel.

RACING AREA



Courtesy to powered craft –
Leave them enough room to travel
between the marina, Mermaid Quay
and the locks

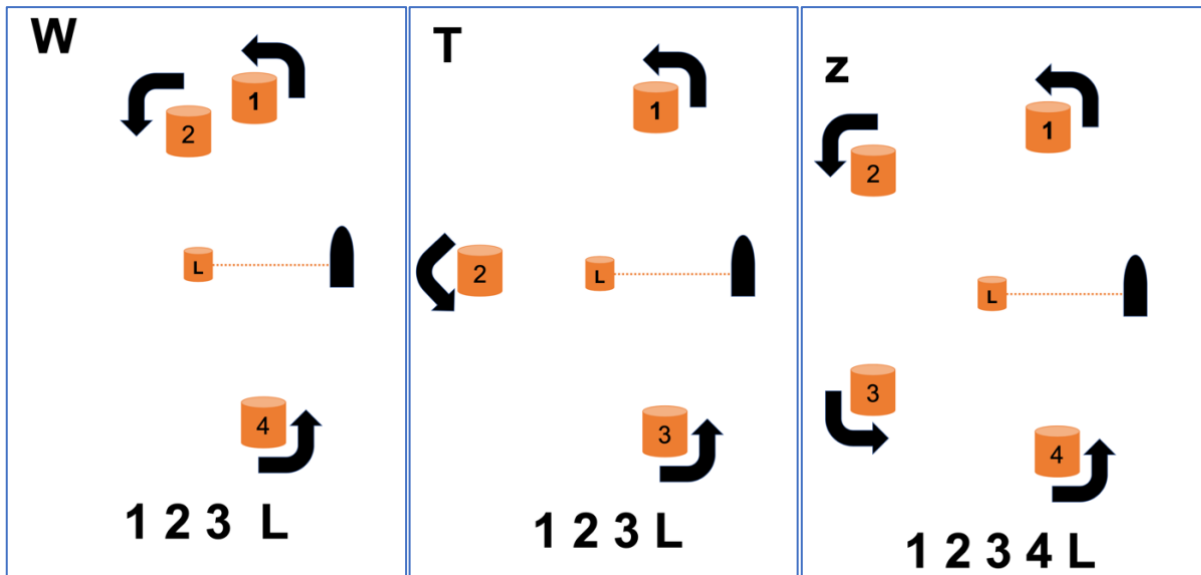
Wind shadow from Penarth Head
Southerly

There is a deep water channel that runs along the barrage, from the lock to mermaid quay. This also runs at a right angle under the A4232 bridge.

When driving the safety boats please note there is a 5kt speed restriction in the rivers.

COURSES

The courses are as follows:



These will be displayed with the course letter on the committee boat prior to the start of each race along with the number of laps to be sailed. Don't worry if the number of laps seems daunting. Many race officers will advertise a lot of laps before shortening the race at the target time. This to avoid the faster boats from completing the course in less than the target race time of 60 minutes.

MARKS

We predominantly use inflatable sausage shaped yellow marks for the course and a smaller spherical mark with a flag for the start/ finish line.









The anchor line on each mark has 2 length options. The full length is for deeper water (closer to the barrage). For shallower water (away from the barrage) the clip can be attached to the loop in the line to shorten it.

THE START

The start (and finish) line will be between the Chris Barton (see picture) committee boat and a laid mark that is normally at the port end of the line (left when looking upwind). A orange flag should be flown to indicate that the committee boat is on station.



The start sequence will be:

Time	Signal		Number of sound signals	
-5	Warning	Class flag 'F'	1	↑  (F)
-4	Preparatory displayed	Flag 'P' or Flag 'U' or "black"	1	↑  (P)
				or
				↑  (U)
				or
				↑  Black
-1	Preparatory removed		1	↓  (P)
				or
				↓  (U)
				or
				↓  Black
0	Start	Class flag removed	1	↓  (F)

If the P flag is flown there will be no starting penalty for being in the triangle formed by the start line and the first mark of the course during the final minute before the start (on course side/ OCS). Provided that you return behind the line before restarting.

If the U flag is flown a boat that is OCS will be disqualified without a hearing. Unless there is a general recall.

If the Black flag is flown a boat that is OCS will be disqualified without a hearing. Including if there is a general recall and the race is restarted.

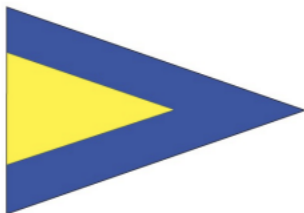
Each flag signal should be accompanied by a sound signal from the committee boat.

If the race officer can identify all the boats that are on course side (OCS) at the start then they will call a “**Individual recall**” by flying the X flag and sounding 1 further sound signal. If all boats that were OCS return to the pre-start side of the line this will then be removed.



X Individual recall.

If the race officer is unable to identify all the boats that are on course side (OCS) at the start then they will call a “**General recall**” by flying the First substitute flag and sounding 2 further sound signal. The race will then be restarted.

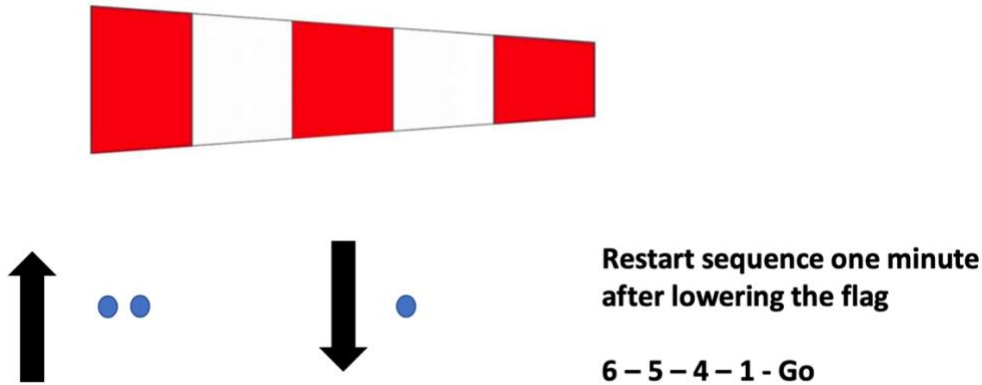


First Substitute General recall.

The warning signal will be made
1 minute after removal.

The start can be delayed by raising the AP flag with 2 sound signals.

This may be done for a number of reasons; including: a timing error, wind shift, sailor in difficulty.



A new start sequence can begin 1 minute after the AP flag is lowered.

If the N flag is flown with 3 sound signals then racing is abandoned and all competitors should return to shore.



N All races that have started are *abandoned*.

FINISH

The finish line will be between the committee boat and a laid mark that is normally at the port end of the line (left when looking upwind). A blue flag should be flown to indicate that the committee boat is on station.

A race officer may choose to shorten the race on any lap by raising the S flag and sounding 2 sound signals. Once this has been raised **all** boats that cross the finish line will be finished. Race officers should aim to raise the shortened course flag as the first boat they plan to finish is rounding the last mark of the course. However, this may not be possible if faster boats are between the last mark and the finish and expected to do another lap.



S The course has been shortened. Rule 32.2 is in effect.

The target finish time is 60 minutes. On Wednesday evenings this may have to be reduced to allow for fading light.

Due to the relatively restricted sailing area that we have in Cardiff Bay our races usually have a several laps. This is ideal for using **average lapping** to finish boats of different speeds at approximately the same time but having completed a different number of laps. When the results are then calculated the computer corrects for this by calculating the results based on the average time for each lap a boat completed.

The race officer will use average lapping to get all boats to finish as close to the 60-minute target time as possible. They will aim to finish boats of the same class on the same lap to give the fairest race for these boats; reducing the risk of leading boats in a class being unfairly affected by outside effects (such as a drop in the wind).

PENALTIES

If you hit a mark of the course you can exonerate yourself by taking a One-Turn Penalty.

Whereas, if you have infringed another boat and broken a rule in Part 2 of the RRS you can exonerate yourself by taking a Two-Turn Penalty.

To take this penalty the RRS state:

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

Notes for Race Officers

Your objective is to facilitate good, fair and safe racing for those members that want it. You are probably a member of this group and you appreciate well managed club racing. So, what you will provide for your fellow members is the same as you expect when you are racing.

The most important guideline is - ask for help if you need it.

Next - you need to prepare properly:

- Read the Sailing instructions
- Check the weather forecast
- Check the actual weather conditions – Hydrosphere weather station on the barrage
- Know who your assistant and safety boat crew are
- Aim to arrive at least 1 hour before the start time

When you arrive at the club:

- Start the committee boat – there are instructions in the cabin
- Pick up radios, timers and scoresheets from the locker under the stairs in the clubhouse. There is a number lock, please request beforehand.
- Liaise with the training centre to know what else is happening on the water that day
- Complete the risk assessment prior to launching, this includes checking water quality
- Check if any exclusion zones are in force and make sure you avoid laying the race course there
- Liaise with the safety boat crew about the course that you plan to set

Recording the results:

- Write down each boat's sail number when they first come through the start/finish line. This will give you a rough order for the following laps
- Record the elapsed time for each boat **every time** they cross the start/finish line. This allows you to stop boats as close to the 60 minute target time as possible and get a finish time on average laps
- Record the boat type and sailor when you get a chance
- Note down any boats that were OCS or there are other issues that need to be taken into account for the results
- A picture of the score sheet needs to be sent to the results team once all boats have finished

Before you leave:

- Moore the committee boat up fore and aft, with bow and stern spring lines attached
- Leave the flags on-board in the cabin
- Ensure the engine is off, batteries are off and the bilge pump is off
- Return the radios, timer and scoresheets to the locker
- Put the radios on charge