

Cardiff Bay Yacht Club
Supernova CraftInsure Traveler Series Open Meeting
Sailing Instructions
(Saturday 30th May 2026)

1. Rules

Cardiff Bay Yacht Club implements the RYA Racing Charter and helms are required to undertake to sail in compliance with the Charter, details of which can be found at the front of the RYA Rule Book (Racing Rules of Sailing 2025-2028). Racing will take place under the current Racing Rules of Sailing (RRS), the prescriptions of the RYA, the Notice of Race and these Sailing Instructions. If there is conflict between the Notice of Race and the Sailing Instructions, then these Sailing Instructions shall prevail.

1.1 Masthead buoyancy will be allowed

1.2 All activities of the regatta will be governed by the current Dinghy Race Risk Assessment (see Appendix B). In advance of an activity occurring the Safety Officer (where present) will complete the Risk Assessment and submit to the CBYC Dinghy Committee and Race Officer for review. Mitigations for High Risk will be put in place far enough in advance to manage unacceptable risks. In the absence of a Safety Officer the Race Officer will complete the Risk Assessment.

2. Notices to Competitors

Notices to competitors will be posted on the official notice board located in the club house ground floor hallway.

3. Changes to Sailing Instructions

Any changes to sailing instructions will be posted on the notice board not less than 30 minutes before the start of the Race.

4. Signals Made Afloat

Signals made afloat will be from a flag staff mounted on the Committee boat.

5. Schedule of Races

There will be up to five races. The start for the first race will be at approximately 11.00. Subsequent races will be started as soon as possible after the previous race has finished. The Race Officer reserves the right to change the race timings to suite the weather conditions.

6. Signing on

Competitors must pay the entry fee and sign on before the first race. If a competitor retires then they must sign off when coming ashore.

7. Class Flags

Class flag will be Supernova Class Flag or an alternative stipulated at the briefing.

8. Courses

8.1 The course diagrams in Appendix A describe the possible courses, the order and side which marks are to be passed by and the approximate location of the start and finishing lines.

8.2 The chosen course and the number of rounds to be sailed will be displayed on the committee boat.

9. Marks

9.1 Rounding marks will be yellow inflatable buoys,

9.2 The starting mark will be a spherical buoy, preferably with a white pole through it which may be topped with a flag.

9.3 The finishing mark will be a spherical buoy, preferably with a white pole through it which may be topped with a flag

9.4

10. The Start

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

10.2 If there is a General Recall, the sequence will recommence 1 minute after the General Recall flag is lowered.

10.3 The starting line is defined as the line between the mast on the Committee boat which will be displaying an orange flag and the designated OD mark.

10.4 A boat starting later than four minutes after her starting signal shall be scored "Did Not Start" without a hearing. This changes RRS rules Appendix A, A4 & A5.

11. Change of The Position of The Next Mark

To change the position of the next mark, the Race Committee will move the original mark (or the finishing line) to a new position. The change will be signalled as per the RRS before the leading boat has begun the leg, although the mark may not yet be in the new position.

Minor mark moves (up to approximately 5 degrees and/or 10% in length) may be made without signalling the change.

12. The Finish

12.1 The finish mark will be between the mast on the committee boat flying a blue flag and the finish mark.

12.2 Finishing at a mark. When a Committee boat not under way is appropriately positioned on the course and appropriate signals if necessary have been made, the race will finish between the mast of that Committee boat and the nearby rounding mark.

12.3 Any competitor retiring from a race must inform the OOD or his/her on the water team (safety or race) at the earliest opportunity, before leaving the race area

13. Time Limits

Boats failing to finish within 30 minutes of the winning boat will be scored Did Not Finish. This changes rules 35 and A4.1.

14. Protests and Requests for Redress

Protest forms are available at the registration desk. Protests shall be delivered there within 30 minutes of the last boat finishing the race.

15. Scoring

15.1 The low point scoring system of Appendix A will apply on the day of racing.

15.2 Discards for the event are as per the RRS.

16. Safety Regulations

Adequate personal buoyancy shall be worn by all crew members whilst afloat. Wet / drysuits do not constitute adequate buoyancy.

When the Race Committee or a Safety Boat Operative considers that a boat or competitor is in difficulties it may instruct the boat or competitor to accept outside help, retire or sail ashore.

17. Equipment and Measurement Checks

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions by a Class authorised person. On the water, a boat can be instructed by a Class authorised person to proceed immediately to shore for inspection when such a Class authorised person is present at the event.

18. Risk Statement

Sailing is a water sport that, by its nature, is unpredictable and therefore inherently involves an element of risk. By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. By taking part in any waterborne activity, each competitor agrees that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure to themselves, their crew and their boat 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 omissions;
- (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, safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) Their boat is adequately insured, with cover of at least £3 million against third party claims;

All members are also reminded of ISAF/ RYA/ Racing Rules of Sailing (RRS) Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone"

19. Coaches & Supporters

No coach or support boats will be permitted. Coaches & supporters accompanying competitors are required to comply with the principles of good sportsmanship and behaviour and the rules of CBYC. Failure to do so may result in investigation by the Regatta organizers, and potentially in an instruction to the competitor to leave the premises of Cardiff Bay Sailing Club without means of redress.

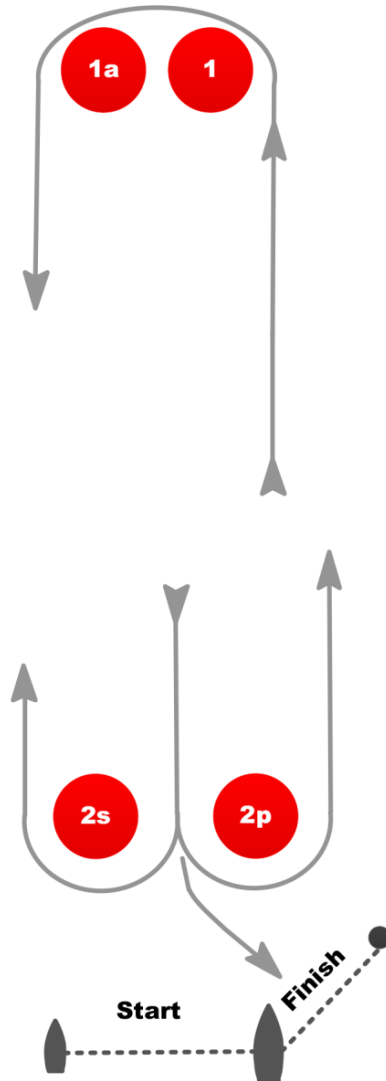
20. Wind Strength

The minimum wind strength across the course should be 5 knots. The RO is to set the maximum wind strength according to experience and discretion based on the CBYC risk assessment in Appendix B

21. Rights to Use Names and Likenesses

By signing the entry form, competitors automatically grant to the organising authority, without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of all media relating to the event. They also allow their names, age category, club and boat details to be displayed in competitors lists prior to the event and in results, on the Cardiff Bay Yacht Club website and in other subsequent publications.

W	COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish
Signal	Mark Rounding Order
W 2	Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
W 3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
W 4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish



Appendix B

CBYC DINGHY RACE RISK ASSESSMENT SHEET

Safety Boat Cover Ratio	
Number of boats	Risk Rating
1-6	1
7-10	2
11-20	3
21-30	5
2 OR MORE SAFETY BOATS HALF THE POINTS	

Wind Conditions	
Knots	Risk Rating
0-5	0
6-10	1
11-15	2
16-20	4
20-25	5
Over 25	9
KTS REFERS TO MAXIMUM GUST	

Enter Safety Boat Cover Risk Number

Enter Wind Condition Risk Number

A

B

Water Quality Predictions	
Water Quality	Risk Rating
Pass	0
Fail (+ capsize immersion unlikely)	2
Fail (+ risk of capsize immersion)	9
Notes: Water Quality : https://www.car-diffharbour.com/water-quality-forecast/ Notes : Definition of "Fail" see Racing Guide on CBYC website.	

Visibility	
Visibility Level	Risk Rating
Good	0
Low	2
Unable to see the Barrage from the top of the slipway	9

Enter Water Quality Predictions Risk Number

Visibility Condition Risk Number

C

D

Date

Race Officer

TOTAL Risk Number (A+B+C+D)

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Under 10 is a Manageable Risk