CRUISER SAILING INSTRUCTIONS 2026

1. RULES

1.1 These Sailing Instructions (SIs) shall be used for all Cruiser Sailing during the Cardigan Bay Regatta (CBR). In the event the Notice of Race and SIs conflict the SIs will prevail.

1.2 **Entries. All entries shall be made online via the CBR website. www.cardiganbayregatta.co.uk. All entries to be received and payment made by Sunday 16th August 2026 23:59hrs .**

1.3 All races will be governed by the rules as defined in the most up to date The RYA Racing Rules of Sailing

2. Three to start or no race, **Five** to start or no third prize.

3.NOTICES TO COMPETITORS

3.1 Notices to competitors or changes to Sailing Instructions will relayed at daily briefings. Urgent notices will posted on a noticeboard outside the Harbour Master's Office, backed up with sound signal and code L flag. They will be relayed to Skippers by VHF.

3.2 **Daily briefings will be held at 09.00 (Day 1) and 08.30 (Day 2 & 3) outside the Harbourmaster's office.**

4. SAFETY REGULATIONS: (See also Notice of Race)

4.1 All boats must comply with any class rules for safety equipment.

4.2. All Cruiser skippers must ensure there are sufficient buoyancy aids for all crew on board.

4.3 It is the sole responsibility of the owner/skipper of a vessel to ensure the appropriate level of safety equipment and resources (See Risk Statement below).

4.4 Wind Limits. There are no wind limits but the OOD will make a decision to race, taking into account the present and forecast sea and wind conditions for the area, , based on a subjective assessment of the overall ability of the likely fleet. Nonetheless, it is the sole responsibility of the owner/skipper to race, retire, divert or to continue

5. SCHEDULE OF RACES

Races will be scheduled as per the Regatta Sailing Programme 2026

6. RACING AREA

Attachment C shows the location of the racing area and ***approximate*** positions of racing marks together with a list of courses, the order in which the marks are to be passed and the side on which the mark is to be left.

7. THE COURSES

7.1 The courses to be sailed will be indicated on a **number board at the Pier head that will be displayed approximately 10 minutes before the start of each race *(minimum 5 minutes with the race warning signal)* and will remain visible until after the start of that race.** (White Board Black Numerals)

7.2 Courses may be shortened.

7.3 All boats must pass to seaward of the **North Cardinal Mark** at the end of **Ina Reef**. **52 13 11 N 04 20 64 W**

7.4 All boats must pass between the **Dinghy Outer Limit mark** (which is Pink and spherical with an Orange flag on top, marked POD1) and the larger **Cruiser Outer Limit mark** (Large Orange inflatable marked "In memory of Willie Jones-Williams") if the leg involves sailing from their Northerly mark (**Yellow Spherical N**) (to their Southerly mark **(Pink Spherical marked S)** and vice versa.

NB For clarification the Dinghy Outer Limit mark (POD/1) serves as the Cruiser Inner Limit mark

For all transit/passage races only, boats may pass anywhere between the Dinghy inner limit & Cruiser outer limit mark

8. MARKS POSITIONS AND DESCRIPTION

The turning marks for Cruisers are as follows:- (***Positions are as laid and are subject to drift)***

Northerly	**(Mark N)**	**Yellow and Spherical**	**52 14 37 N – 04 22 08 W**
Bay	**(Mark B)**	**Large Orange and Spherical with "B"**	**52 14 52 N - 04 19 92 W**
Drywi	**(Mark D)**	**Orange and Spherical**	**52 13 46 N - 04 19 92 W**
Southerly	**(Mark S)**	**Pink and Spherical**	**52 19 09 N – 04 21.02 W**

NB: Dinghy turning marks are *Large* ***Black Cylindrical inflatable racing marks. Also, Large Yellow Tetrahedron buoys will be used for committee boat starts***

9. THE START

9.1 Races will normally be started by using rule 26 with the warning signal given 5 minutes before the starting signal. 4 minutes ("I" FLAG), 1 minute ("I" flag lowered). Or as defined by the Officer in Charge and indicated in the briefing on the day concerned. Start (Race numeral lowered)

9.2 The Starting Line will be defined by a transit line between the main flag mast and the **Cruiser Outer Limit Mark.**

N.B. At the Start all boats must pass between the Dinghy Outer Limit mark/ Cruiser Inner mark (marked POD1) and the Cruiser Outer Limit Mark which are defined as follows.

The **Dinghy** Outer limit Mark / Cruiser Inner Mark **(POD1)** is **pink and spherical with a small flag**

The **Cruiser** Outer limit Mark **(COL)** is a **large orange cylindrical inflatable marked " In memory of Willie Jones-Williams".**

9.3 A boat starting later than 10 minutes after the starting signal will be scored **Did Not Start.**

10. THE FINISHING LINE

The **finishing line** shall be a transit drawn from the smaller transit pole marked with a diamond and the Cruiser Outer Limit mark. All cruisers must pass between the **Dinghy Outer Limit / Cruiser Inner Limit mark (POD1)** and the **Cruiser Outer Limit (COL) each lap.**

11: TRASH DISPOSAL

Competitors & support persons shall not intentionally deposit trash or waste in the water. This rule applies at all times while afloat.

12. TIME LIMIT

If the leading boat has not finished after 180 minutes then the race will be abandoned. (This does not apply to passage races)

13. PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest *(Hearing Request*) forms are available at the pier head. Protests shall be delivered within the protest time limit. 60 minutes after the last boat finished the race.

13.2 T A deposit of £5 should accompany all protests. If the protest is valid the £5 will be refunded. If the protest is deemed frivolous then the £5 will be donated to the RNLI.

13.3 Notices will be posted on the noticeboard (Outside Harbourmaster's office) to inform competitors of hearings in which they are parties or named witnesses.

13.4 Notices of protests by the race committee or (protest committee) will be posted to inform boats under rule 61.1 (b)

14. IRC RATING

14.1 The IRC Rules Parts 1,2 and 4 shall apply.

14.2 The IRC Rating Authority TCC number shall be used to calculate the result of each race.

Where a yacht has no issued TCC number then a handicap number as prescribed by Byron shall be used.

14.3. IRC certificates may be required to confirm handicap.

15. SCORING FOR OVERALL TROPHY

N.B. To win the overall trophy the rule "One helm, one boat, one rig" will be enforced.

The ISAF low points scoring system will be used to determine the winner of the Montrose Trophy. The following races will constitute the "series" **No discards.**

Montrose Trophy

Day 2	Races 1 and 4
Day 3	Races 1 and 4

16.PRIZES

NB. All Cups and Trophies to remain the property of the Cardigan Bay Regatta in perpetuity. and should be returned by 1 July 2027 to : Dr Yvonne Rees, Towyn Villa, Hill Street. New Quay, SA45 9QD
yvonne.rees@btinternet.com 07725 993 803

17. INSURANCE

Owners and Helms are required to ensure that the boats are adequately insured.
The RYA currently (June2026) strongly recommends holding at least £5 million in third party liabilities (rya.org.uk)
They are required to confirm that they hold the required insurance cover by signing the entry form.

18. RISK STATEMENT (CONDITION OF ENTRY)

Rule 3 of the Racing Rules of Sailing states:' The responsibility for a boat's decision to participate in a race, or to continue racing, is the owner / skipper / parent alone."

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 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, support 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) It is their responsibility to familiarise themselves with any risks specific to the venue or event drawn to their attention in any rules and information produced for the venue / event, and to attend any safety briefing held for the event.

(h) (For offshore races) They are responsible for ensuring their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience & fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

(i) Their boat is adequately insured, The RYA currently strongly recommends holding at least £5 million in third party liability. (RYA.org.uk)

19. INSPECTIONS

The fact that the Race Committee may conduct an inspection of a boat does not reduce the responsibilities of each competitor set out in this Notice of Race.

20.Disclaimer of Liability

Competitors participate in the Regatta entirely at their own risk, See rule 4, **Decision to Race.**
The race organizers' shall not be liable for any loss, damage, death or personal injury howsoever caused to the

owner/ competitor, his skipper or crew as a result of their taking part in the race or races. Moreover, every owner /competitor warrants the suitability of his vessel for the race or races.

For further information please contact:

Prior to 17th August 2026 via email to: Race committee via : cardiganbayregatta@yahoo.com

From 18th August 2026: Attend at the Pier Head to Commodore / OOD

Amended 29th July 2026