Dinghy Sailing Instructions 2026

1. RULES

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

Entries for the Regatta MUST be made online www.cardiganbayregatta.co.uk/ Sailing/Entry forms by Sunday 16th August 2026 at 23:59hrs. Payment must be made before this date.

1.2 All races shall be governed by the rules as defined in most up to date provisions of 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 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.

3.2 Daily briefings will be held at 09.00 (Day 1) and 08.30 (Days 2 & 3) outside the Harbour Master'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 competitors must wear a suitable buoyancy aid at all times when afloat.

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, and availability of safety boats, 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 (see below).

4.5 All competitors must obey any safety instructions relayed to them by the Safety Boats.

5. SCHEDULE OF RACE

Races will be scheduled as per the Regatta Sailing Program, normally 3 races per day.

6. RACING AREAS See Appendix (B) for general racing area in New Quay Bay.

It is intended that 2 races per day will be started from the end of the pier with appropriate signals, and that third race (conditions allowing) may be started from a committee boat. Failing this the race will be started as all other races from the end of the pier.

PIER HEAD STARTS

7. THE START

7.1 Races will normally be started by using rule 26 with the warning signal ,and race numeral, given 5 minutes before the starting signal. 4 minutes ("I" FLAG), 1 minute ("I" flag lowered) and the start with race numeral lowered. The flags will be accompanied with sound signals.

7.2 The Starting Line will be defined by a transit line between the main flag mast and the Dinghy Outer Limit Mark. **(POD1)**

7.3 Marks: The turning marks for Dinghies are **Large Black Cylindrical Buoys. See Appendix (A)**

7.4 The diagram in Appendix A shows the courses, the order in which the marks are to be passed and the side on which the mark is to be left. The courses to be sailed will be displayed on a **White number board with black numerals** at the Pier Head & will be displayed approximately 10 minute before start procedure and will remain visible until after the start of that race.

7.5 All boats must pass to seaward of the **North Cardinal Mark** at the end of **Ina Reef, which is approximately 2-300 m South and East of the Ina North Cardinal Buoy**.
7.6 All boats must pass between the **Dinghy Inner Limit mark "DIL"** (small, Pink and spherical, marked **DIL**) and the **Dinghy Outer Limit mark "POD1"** (Pink and spherical with a flag, marked **POD/1**) if the leg involves sailing from the **Northerly** to the **Southerly** and vice versa. Failure to do so may result in disqualification
7.7 A boat starting later than 5 minutes after the starting signal will be scored **Did Not Start.**
NB The Dinghy Outer Limit marked POD1 also marks the Cruiser Inner Limit.
7.8 Each race should last approximately 45-55 mins for the leading boat. All races will be timed using average lap timing.

8. SHORTENING COURSE
The OOD may elect to shorten course before the above time if weather conditions/time dictates.
At an appropriate time, the OOD may decide to shorten course Rule 32.1 and 32.2. by using Code Flag S at the pier head with 2 sounds. After this all dinghies crossing the finishing line will have their time recorded and will have finished.

9: THE FINISH
The finishing line shall be a transit drawn from the smaller transit pole and the Dinghy Outer Limit mark.
All dinghies must pass between the Dinghy Inner Limit mark and the Dinghy Outer Limit mark.

10. RETIREMENT
10.1 A boat that retires from a race may notify one of the safety boats or the Race Committee/OOD on the pier head as soon as possible after coming ashore.

11. COMMITTEE BOAT STARTS
It is intended that one race per day will be started from a committee boat (Conditions dependent)
11.1 Marks: Turning marks will be Large Yellow Tetrahedron Buoys Appendix (C)
11.2 : Laid Mark courses will be used for one race per day as in the sailing programme and covered in the OOD Briefing. The appropriate numeral pennant will be displayed on the Committee Boat no later than 1 minute before the start of the sequence or 1 minute before the AP is lowered after a postponement.
11.3 Laid Mark courses will be either Windward-Leeward (Course 1), Triangular only (Course 2) or Triangle-Sausage-Triangle (Course 3) Spreader marks and Leeward gates may be used as briefed by the OOD. SEE Appendix D
11.4 On each leg from the leeward mark to windward mark (as laid), all competitors must pass through the start/finish line. Failure to do so will result in disqualification without hearing.

12. PROTESTS AND REQUESTS FOR REDRESS
Please convey these to the officers at the end of the pier ASAP
12.1 Protest forms are available at the end of the pier. Protests shall be delivered within the protest time limit, no later than 60 minutes after the last boat finished the race
12.2 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 RN
12.3 Notices will be posted on the Notice Board to inform competitors of hearings in which they are parties or named witnesses. The place of the hearing will also be posted.
12.4 Notices of protests by the race committee or (protest committee) will be posted to inform boats under rule 61.1 (b)

13. PORTSMOUTH YARDSTICK (PYS)
The current RYA Portsmouth Yardsticks will be used. Boats belonging to classes not listed should supply a signed certificate from their club's Handicapping Officer stating their PY. The Regatta committee reserves the right to alter any PY as they see fit. Any alterations to published PYs will be posted on the website.
The RYA Portsmouth Yardstick Scheme as set out on the RYA website will be used, adjusted as necessary for variations from *Base Rig.*
Boats without Portsmouth numbers published in the current list will be allocated an estimated *Trial Number.*

14. SCORING FOR OVERALL TROPHY

NB 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 Christine Seal Trophy, The Christopher Vaux Trophy and the Menter Cei Newydd Cup. The following races will constitute the "series"

No discards.

Day 1	Races 2 and 6
Day 2	Race 3
Day 3	Race 3

15.TROPHIES

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

16.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.**

17.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 / guardian 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)

18. 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.

19.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.

Note. Day 2 Race 3. There must be *two or more competitors in each category* for the awarding of trophies in that category.

For further information please contact:

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

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

Amended 03/07/2026