



North West Venturers' Yacht Club

Race Guidelines



Photo: Denise Lewis

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NWVYC Races

Club members do not race - they practise boat handling skills under sail, in the company of other club boats. Their preference is to hone these skills by chasing every other boat off the horizon; but since there isn't time for this over a weekend, they sub-optimize around marks and buoys near the Club. Some people do call this racing.

Club Races

Though NWVYC members do not race, the first race trophy, the Walton Shield, was donated in 1962, just three months after the Club was formed. Since then the number and range of trophies has increased. Each year times, dates and courses change as the weather and tides dictate.

This document is intended to help members determine which races they wish to enter and to guide them through the event to a successful social gathering at the end of the day.

Races marked with a **(P)** contribute to the Points Trophy.

Race	Description
James Berry Trophy (P)	This is usually the first race of the season, having been originally intended as a 'shake-down' cruise with Intent. Yachts are in close proximity at all times and are consequently in a position to offer assistance if required.
Irene Goodwin Trophy	Political correctness changed this from the "Ladies Race" to the "Crew Race". The normal crew (no imports allowed!) must helm and the skipper must crew.
Seamint Trophy (P)	This is the Club's only long-distance race, typically finishing in the Isle of Man. Within limits, the start time is determined by the skipper.
Trilogy Trophy (P)	Originally intended as a relief to those crews who do not like start line shenanigans, this is a full day (8 hour) event which emphasises tide and weather skills above boat speed.
Whispered Secret Trophy	Awarded to the first NWVYC yacht home from the Round Anglesey race of the Menai Strait regatta.
Astrador Cup (P)	This Cup was donated by Astrador Boats for a race around Anglesey. It was later shortened to a race to Holyhead. It has traditionally been held on August Bank Holiday weekend and runs in conjunction with the Walton Shield.
Walton Shield (P)	Presented for a "senior race" of more than 25nm., it has become the partner of the Astrador Cup, running from Holyhead to Caernarfon Bar.
Sprint Race (P)	The Club's one race around the cans.
Firth Trophy (P)	Traditionally the last race of the season and confined to the Strait as the weather deteriorates.
POINTS Trophy	Awarded to the yacht scoring the lowest number of points over the season.

SCORING SYSTEM

Points are awarded from 1 point for a win to the number of yachts entering the race. Thus if six yachts enter, the last yacht will score 6 points. Yachts which do not finish, or do not enter, are awarded 1 point more than the number of yachts which finish. Thus if two of the six yachts entering do not finish, these yachts will both score 5 points. All other yachts **which enter one race or more** will be awarded 5 points (for this race) towards the Points trophy. If 10 yachts enter & 6 finish, points will be 1 - 6, then 7 points for the remaining 4 yachts plus 7 points for all other yachts taking part in any of the (Points) races.

Race Sailing Instructions

Individual race sailing instructions are published separately for each race. They give full details of the start time, the start & finish lines, and course to be sailed together with other relevant information. This document provides the basic information which applies to all Club races.

All categories of member (paid up) are eligible to race and must be onboard when their boat is racing.

It is the responsibility of the skipper/owner to be familiar with all the information contained in the Sailing Instructions.

RACING RULES

The Racing Rules of Sailing Part 2 Rules (boat on boat) are replaced by the right-of-way rules of the IRPCAS, for all NWVYC races. Note: This does not apply to the Menai Bridge Boat Club Round Anglesey Race. All marks between C1/C2 (Caernarfon Bar) and B2 (Trwyn Du) are to be considered to be course marks unless otherwise stated in the course instructions.

MANUAL POWER

RRS 52 Manual Power is deleted. Powered winches and autopilots may be used.

RACE ENTRIES

Inform the OoD that you intend to race (VHF Ch.69), turn up on the start line and, to signify that you are racing, do not wear an ensign.

CHANGES TO THE PUBLISHED COURSES

On the principle that it is better to hold a race than cancel it, the race courses may be changed or shortened to suit the prevailing weather and sea conditions in order to enable the majority of competing yachts to start. The Committee reserves the right for the Officer of the Day (OoD) to change a course up to the warning signal, in which case notification will be made by R/T on Channel 69. Shortening of course will also be notified by R/T on Channel 69, as will a change of start time. This changes RRS 32.

Where there is clearly doubt that the majority of competing yachts can complete a given course the OoD may decide to sail a shortened course. Where reasonably foreseeable this decision should be made before the start of the race. OoDs should only shorten a course once a race has started for safety reasons or if conditions deteriorate markedly after the start.

RACE HANDICAPPING

All Club races will be handicapped, each yacht shall have a performance yardstick number expressed as a TCF (time correction factor). The 'Club TCF' for each yacht may be published before each race. A yacht with no TCF will be allocated a provisional number by the Racing and Handicapping Coordinator which may be recalculated for subsequent races. The performance yardstick system allows the recalculation of each yacht's number against an average corrected time, should this be necessary.

The Club TCF number only applies to NWVYC races. It is based upon the Portsmouth Yardstick handicap system and regular competitors are urged to obtain a rating. The system has been designed to accommodate cruisers, allowances being made for the additional weight of "proper" anchoring tackle, domestic equipment, etc. Appropriate forms and further information are available from the Racing and Handicapping Coordinator. Members intending to enter any open events need to obtain the appropriate rating or handicap.

SCORING

Most races contribute points to the annual Points Trophy. ONE point is scored by the winner of a race, TWO points for second, THREE for third and so on. The boat with the smallest number of points wins the Points Trophy.

OTHER BOATS CRUISING OR RACING

Navigation in the narrow channel of the Menai Strait is exacting and difficult for commercial traffic.

All yachts must bear this in mind and give way. Any yacht not giving way in good time to commercial traffic may be disqualified.

Identification of yachts which are in a race is often difficult, as the practice of flying a square racing burgee from the masthead is no longer a requirement in cruiser races. The RYA prescribes that an Ensign shall NOT be worn while

racing and this rule shall be adhered to for all Club races. On retirement, or on finishing a race, the ensign should be immediately hoisted and worn as at all other times between sunrise and sunset.

Club boats, in the area but not racing, are asked to avoid interfering with boats that are racing, where it is reasonably possible to do so.

Race Types

There are two types of races: Fixed Start Time and Time Trials. The first requires skill in crossing the start line at the appropriate time (and crossing in the correct position). A Time Trial will require skill in determining the estimated passage time of the individual yacht and the appropriate start time to maximise benefit of the tide.

FIXED START TIME RACES

Starting Procedure

Sound signals:

- 5 minute warning signal
- 4 minute preparatory signal (ENGINES OFF)
- 1 minute signal
- 0 Starting signal

OoDs should use GPS derived time for starting signals.

Recalls

A single (additional) blast signifies an individual recall – the OoD yacht will attempt to contact the offending boat or boats on VHF to inform them of their need to restart. It is the responsibility of the offending boat to restart even if not contacted by the OoD yacht.

Two (additional) blasts indicate a general recall – all boats to restart. The next sound signal will be the 5 minute warning signal for the restart.

Note: Any yacht using her engine after the 4 minute gun should retire or may **be disqualified**.

No flag signals will be used. This changes RRS 26 and 29.

Retirements

Any yacht retiring must report their retirement, position and intended destination to the OoD.

TIME TRIAL RACES

Where a race is described as a time trial a range of start times will be given and yachts may start at any time during the period specified. Skippers take their own time (clock time, preferably from GPS) on crossing the start and finish lines. The objective is to sail the course safely in the shortest time by taking maximum advantage of the prevailing wind and tide conditions.

Courses

Courses will normally be defined by the Start Line, Finish Line and any specific turning marks. Turning marks may be buoys, islands or, in exceptional circumstances a GPS position.

Except where used as turning marks, or unless otherwise stated, all navigation marks between C1/C2 (Caernarfon Bar) and B2 (Trwyn Du) are marks of the course and must be passed on the correct side. The course to be sailed and start line to be used will be broadcast prior to the race start.

All courses may be altered or reversed by the OoD if appropriate.

The course and marks of the course form part of the sailing instructions.

Any changes will be broadcast on VHF, normally Ch. 69 but this channel may not always be available and competitors should monitor (Dual Watch) Ch. 16 as well. Early changes may be posted on the web site and (occasionally) on the Club notice board.

Verbal instructions may be issued on the water by the OoD.

The Officer of the Day (OoD)

The Officer of the Day (OoD) is the focal point for the weekend meeting. He, or she, co-ordinates activities, agrees programme changes and generally focuses the event. As such the OoD supplements and supports the work of the Vice commodore, who has overall responsibility for the Sailing Programme.

Individual members are entirely responsible for their own weekends - the OoD is simply there to help! So, here are a few pointers which we thought might be helpful:

OoDs are the public “face” of the Club, acting as co-ordinators and “hosts” to make members, and particularly newcomers, feel welcome and included. They are responsible for confirming proposed departure, arrival and other key times (BBQ/ bonfire lighting times, pub rendezvous time etc.). Out of courtesy, yachts departing early or abandoning the trip, are asked to let the OoD know of their intentions.

OoD's are volunteers who have agreed to co-ordinate the activities specified on the Club's programme. If they (the OoD) decide the proposed venue is untenable, or propose an alternative, it is entirely the decision of individual skippers and crews to adopt these suggestions, or not.

The onus is on people to contact the OoD for information, not the other way round. If you haven't told the OoD that you are taking part in the cruise - you are not taking part in the cruise.

OoD's are prepared to receive telephone enquiries about the weekend and, will endeavour to leave written instructions on the Club noticeboard by 19.30 on Friday evening. It is helpful if members intending to join a particular cruise make their intentions known by phone/email to the nominated OoD in the week leading up to the event, or contact the OoD by VHF in the hour before the event starts. (Call on Ch.16 as normal). You can also leave your intentions on the Club noticeboard on Friday evening.

To facilitate any programme changes and make final arrangements, everybody joining the event should try to have their VHF on listening watch on Ch. 16/69 Friday evening. Please bear in mind that boats moored away from Beaumaris Bay may not be able to contact boats in the Bay. If this is likely to be a problem, it is even more important that you let the OoD know before the weekend that you intend to take part and agree an alternative communications method.

OoDs are not “sheepdogs” who are required to round up stray yachts and continually check on their whereabouts. Between departure and arrival at the proposed destination, yachts sail alone (albeit in the company of others at times).

The decision to sail is your own, not the OoD's. OoD's are not responsible for your safety.

When possible, information about weekend events will be published on the Club web site. Members may also keep in touch using the Event Noticeboard, accessible through the web site.

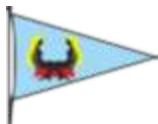
Race Instructions - Seamint Trophy

The Seamint Trophy is a passage race from Anglesey to the Isle of Man.

Start & Finish Lines will be determined by the OoD and are likely to be RAYC or Trwyn Du Lines (Start) and Port St Mary or Douglas (Finish). Start times may be chosen by skippers, between two limits - typically HW (Dover) and HW (Dover) + 3.

Skippers should note their Start & Finish times from GPS signal and report elapsed times to the OoD within 24 hours of the earlier Start time limit. Boats may follow any course and should maintain VHF contact with the OoD and each other (Ch.69) throughout the race.

All yachts should carry the safety equipment recommended in the Club publication “Cruising Compendium” and a full set of up-to-date charts selected from the list in the publication or other sources.



Race Instructions - General

RACE _____

Date _____

Start Time _____

Start Line _____

Finish Line _____

Course

Race Time Limit _____

Finish Time (GPS) _____

Elapsed time (T_E) _____

Time Corr. Factor (H) _____

Corrected time (T_C) _____

Starting Procedure

- 5 minute signal
- 4 minute signal (ENGINES OFF)
- 1 minute signal
- 0 STARTING SIGNAL
- Skippers take own time (GPS) on crossing Start line on staggered start races.

Finish Procedure

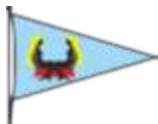
- Skippers take their own time (GPS) on crossing the Finish line, all races
- Times should be reported to OoD as soon as possible after race end.
- Except on staggered start races, the time limit for reporting is 1 hour after last boat has finished (or 1 hour after race time limit).
- For staggered start races, see specific instructions.

Time is calculated in seconds.

$$T_C = 1000 \times T_E / H$$

Check on web site for the Start & Finish lines and the course. Verify details on the day with the OoD.

Ch.69 is the Club's normal working channel.



Race Instructions - Trilogy Trophy

RACE TRILOGY TROPHY

Date _____

Start Time (GPS) _____

Start Line _____

Finish Line _____

Leg	Mark	Mark	Dist.
1	Start Line		

Total Distance (D) _____

Finish Time (GPS) _____

Penalties _____

Adjusted Dist (D_A) _____

Time Corr. Factor (H) _____

Corrected Dist. (D_c) _____

Rules:

- The aim is to record as many miles as possible in eight hours, with the restriction that the final leg must be completed within the eight hour period.
- Yachts must cross the Finish Line to record a mileage.
- A penalty of 0.2nm is incurred for every minute over eight elapsed hours.
- Boats will be disqualified if their elapsed time exceeds nine hours.

Start Procedure

Start at any time between:

HW (Beaumaris)+1 and

HW (Beaumaris) +4

- Skippers take own time (GPS) on crossing Start line.
- Start time must be reported to OoD within 1 hour of crossing Start line.

Course

- Yachts may select any number of marks to optimise use of tide and wind. (See over - Distances on the East coast of Anglesey)
- Marks (other than within Menai Strait) may be rounded in either direction.

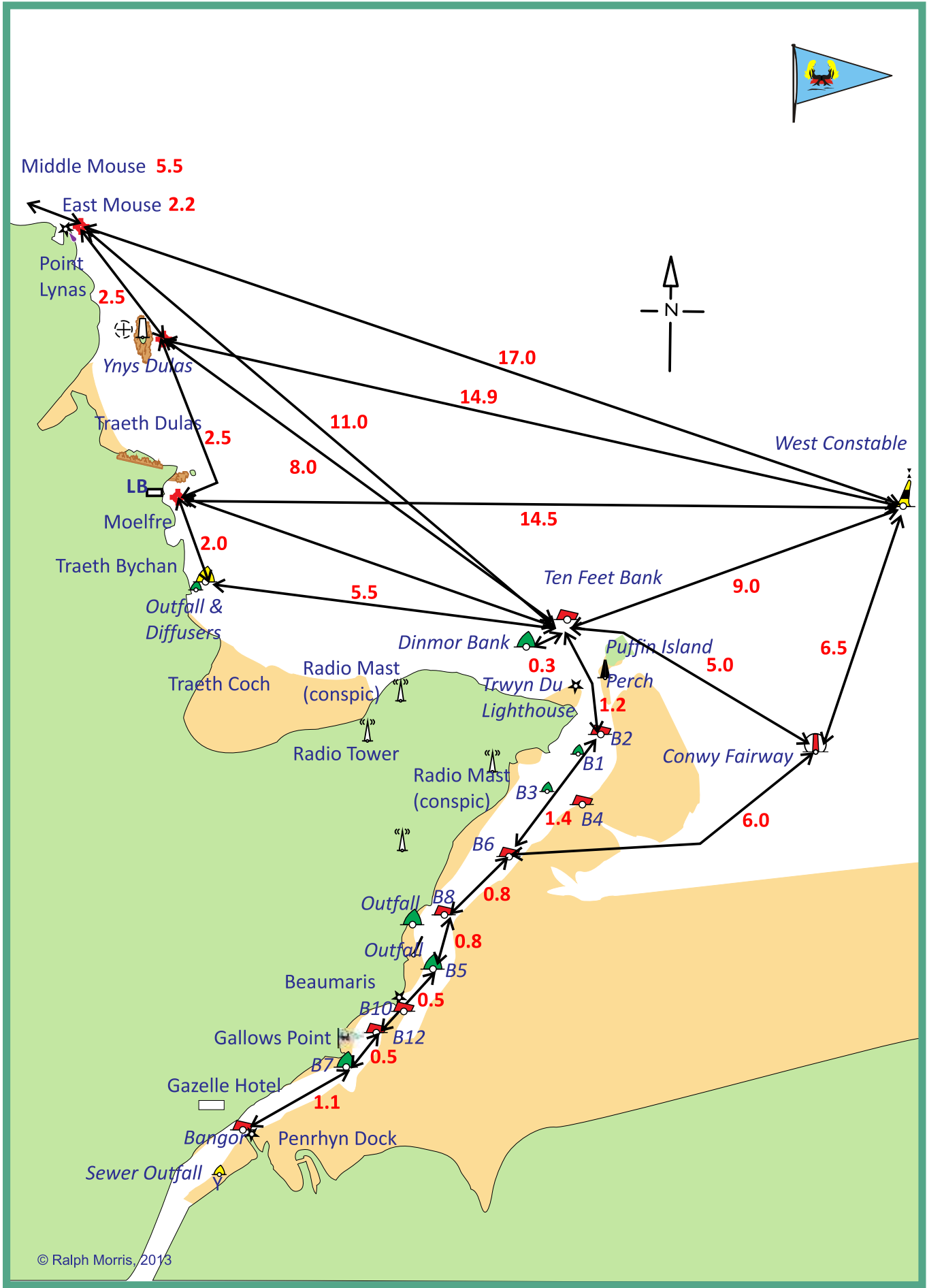
Finish Procedure

- Skippers take own time (GPS) on crossing Finish line.
- Report times to OoD as soon as possible after crossing Finish Line.
- OoD will calculate adjusted and corrected distances based on penalty distances and handicap.

$$D_c = (D - 0.2 * M) * H / 1000$$

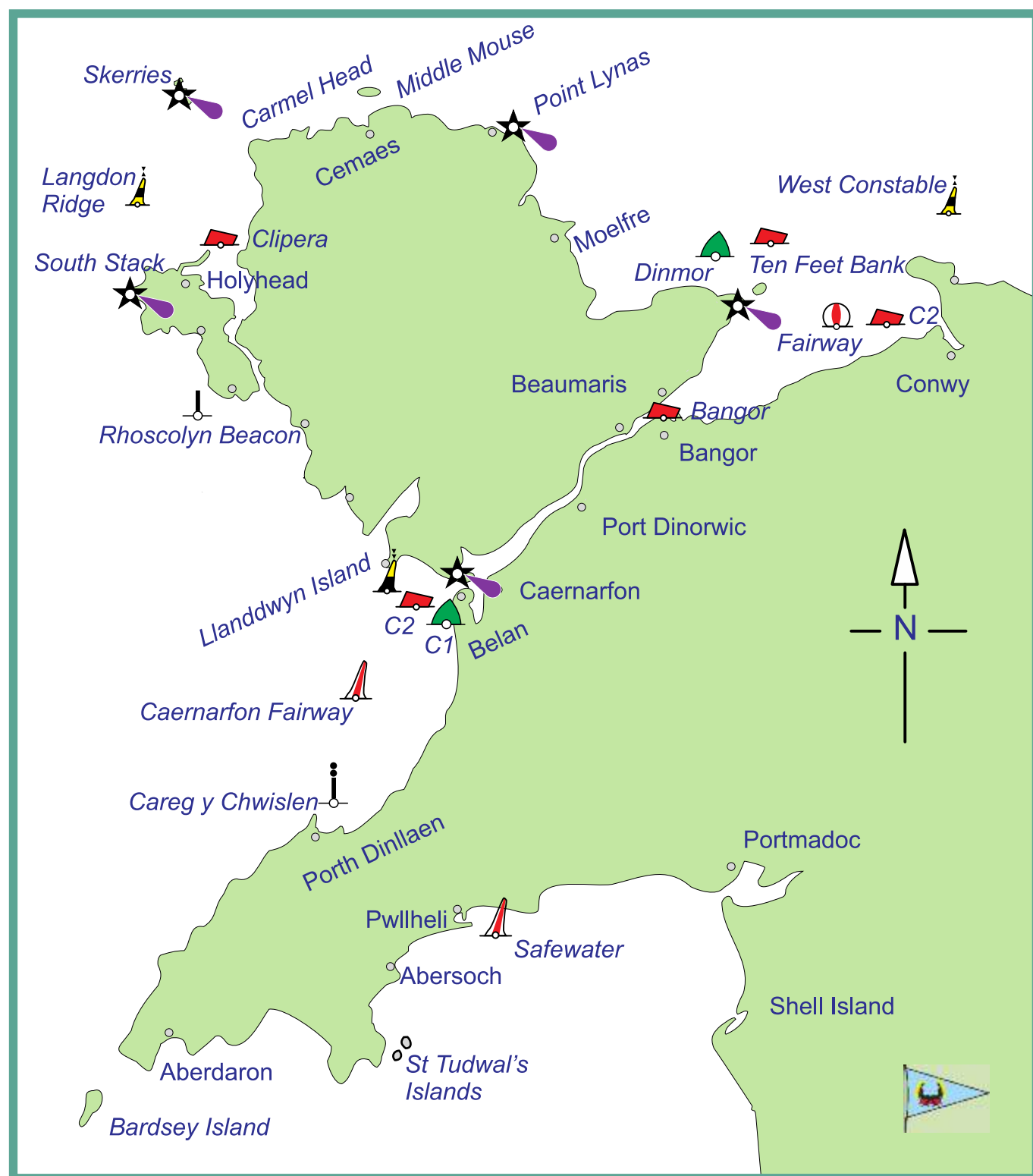
Verify details on the day with the OoD. Ch.69 is the Club's normal working channel.

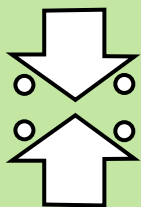
DISTANCES ON THE EAST COAST OF ANGLESEY



Race Marks

ANGLESEY TO PORTHMADOC





Start and Finish Lines

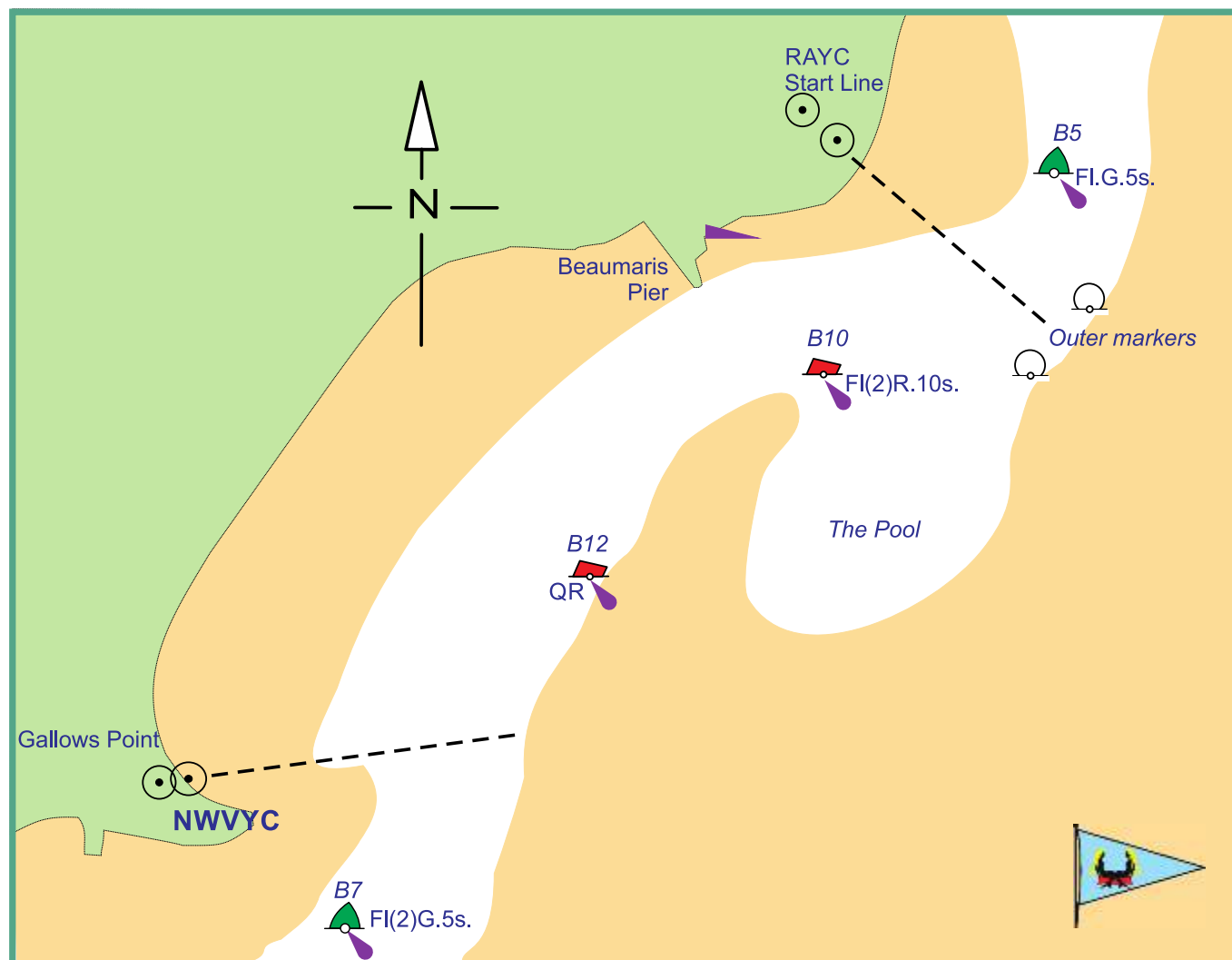
So far as possible, all Start, Finish and Turning marks will be physical entities (rather than virtual waypoints). Where it is not possible to specify marks at both ends of a Line, a bearing and approximate distance to an outer point will be given. Typically the distance is 1/2 nm. - approximately.

NWVYC LINE

Flag pole and post with triangular topmark in transit. The transit of B12 and B7 forms the outer limit line, which must be passed to shoreward.

RAYC LINE

Marker post with topmarks on Beaumaris Green in transit. Two buoys (normally blue) form the outer distance marks and must be passed to shoreward.

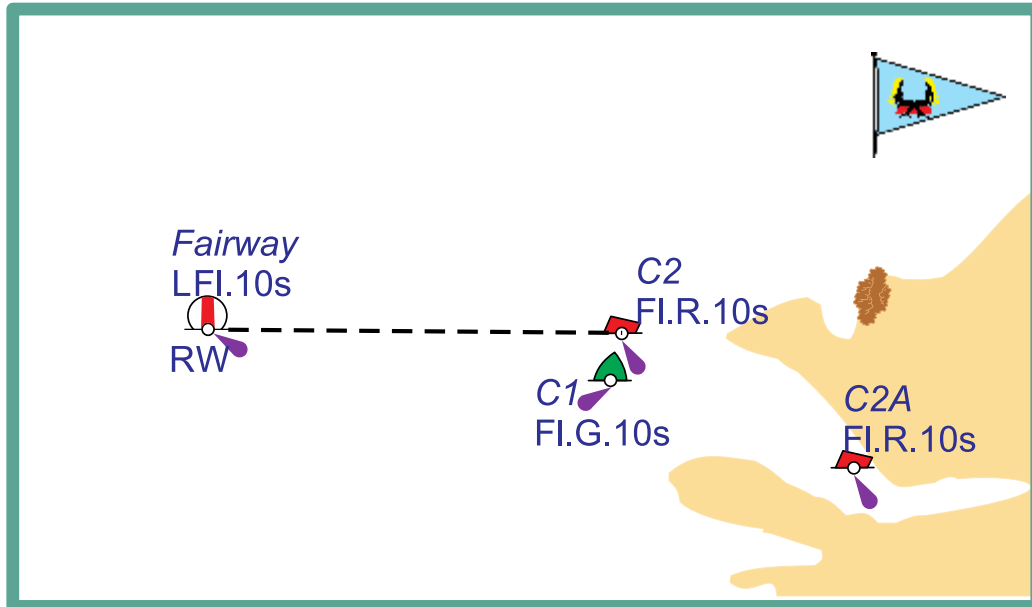


NWVYC marks are circled in YELLOW
RAYC marks are circled in GREEN.



CONWY

Fairway buoy and C2 (PHB) in transit.

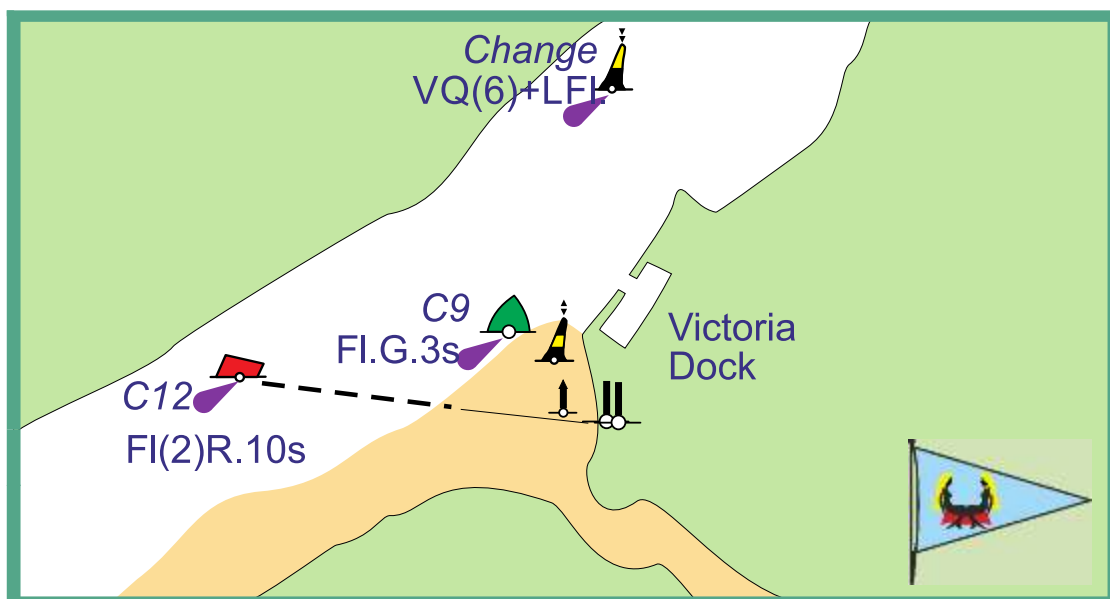


Conwy Fairway Buoy

CAERNARFON

Flag pole & pole with orange top marks on castle wall tower in transit.

Outer distance limit: C12 PHB.



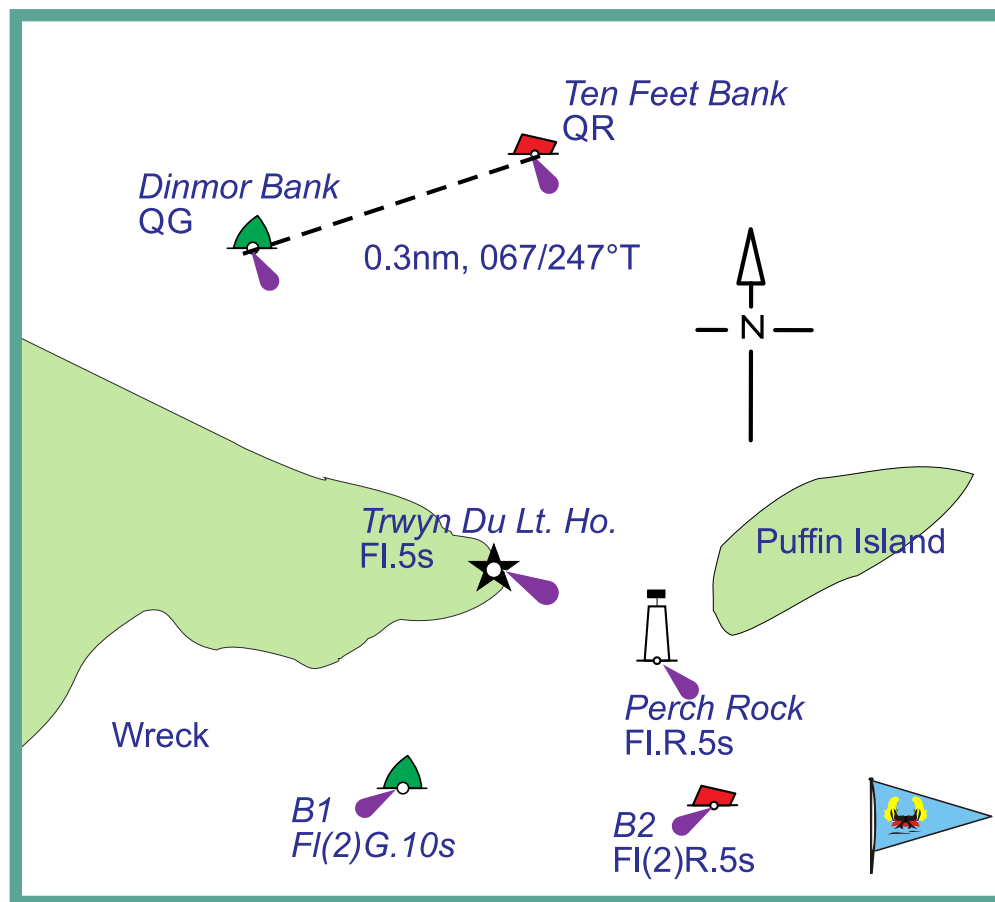
Flag staff and triangular mark on tower are outlined in yellow. Red pole with topmark is to lower right hand side of rectangle.

This is the line of the Royal Welsh Yacht Club.



TRWYN DU

Dinmor Bank and Ten Feet Bank buoys in transit.



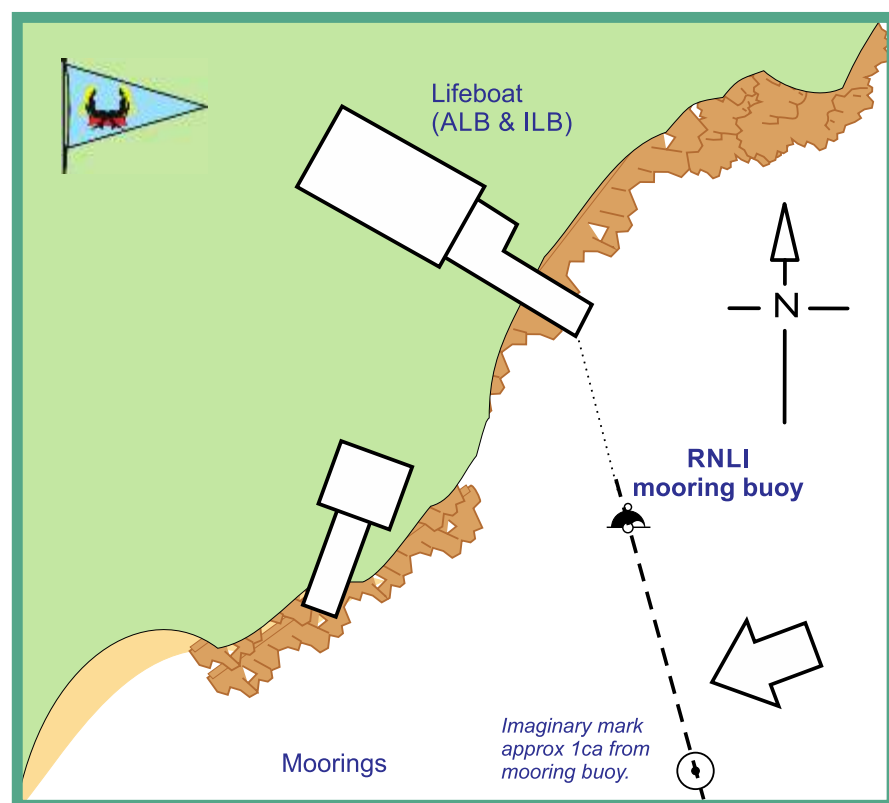
Normally:

START leaving Ten Feet Bank buoy to starboard.

FINISH leaving Ten Feet Bank buoy to port.

MOELFRE

Seaward end of Lifeboat slip and RNLI mooring buoy in transit.

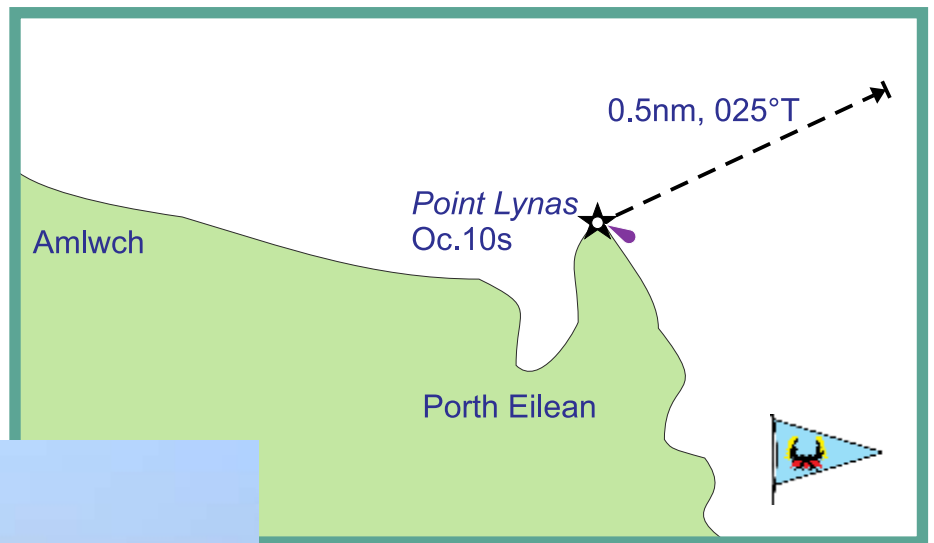


Normal direction E-W (i.e. towards land), passing OUTSHORE of mooring buoy.

Outer marker ~1ca from mooring buoy.

POINT LYNAS

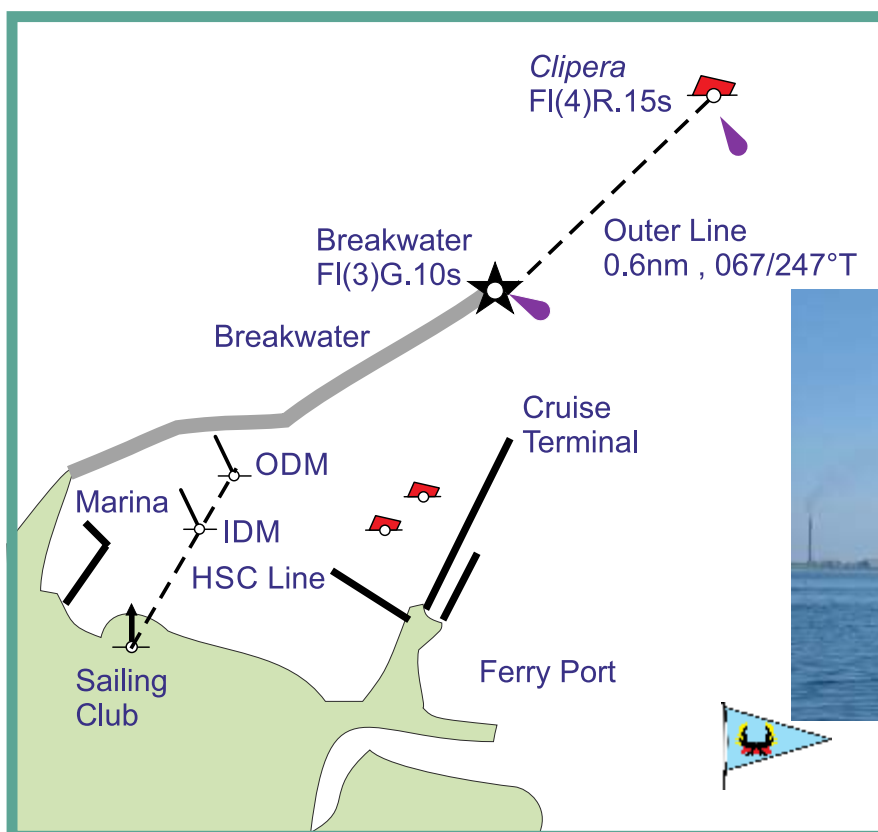
Lighthouse bears 205°T, outer limit ~0.5nm



Lynas Lt Ho from the east with Liverpool pilot jetty in foreground.

HOLYHEAD

Clipera PHB and Breakwater Head Lt in transit leaving Clipera to port.



Alternative Line is HSC line.

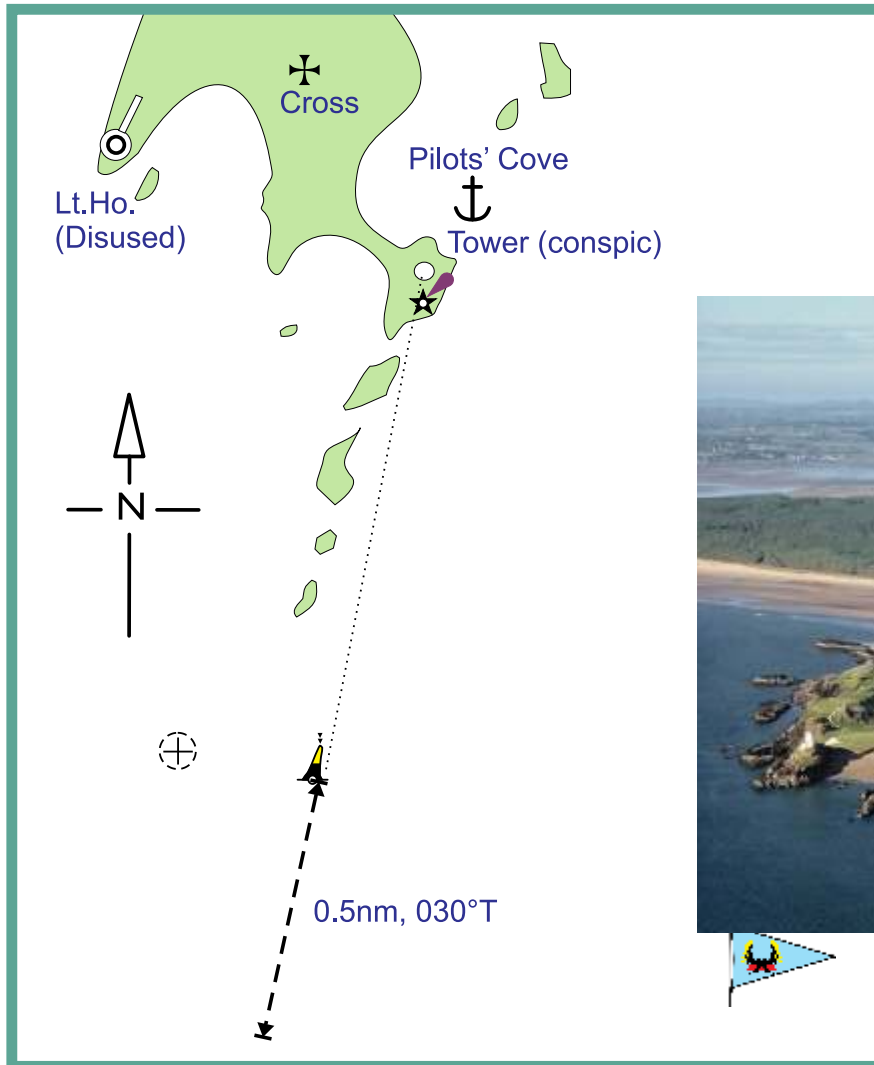
ODM in transit with IDM in transit with post on clubhouse.



Breakwater Head

LLANDDWYN ISLAND

Transit of white tower on SW corner of Llanddwyn Is. (Circled in green) and S card. buoy.

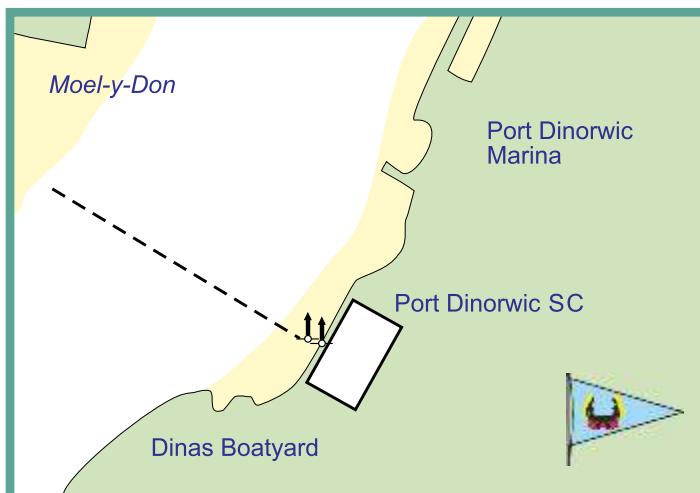


Outer limit 1/2 nm SW of buoy.



PORT DINORWIC

Orange triangular pole with topmark in transit with flag staff on Port Dinorwic Sailing Club.



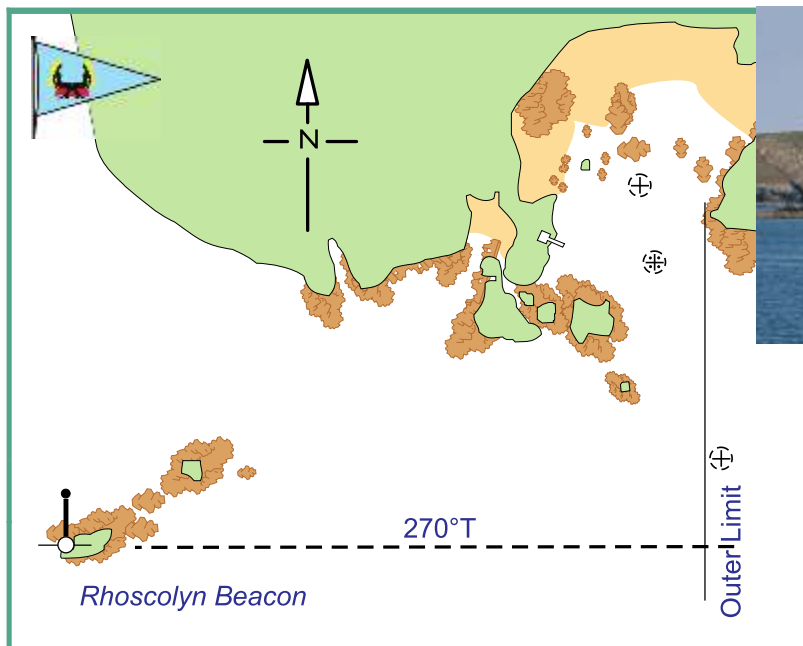
Outer limit is northern shore of Menai Strait.

Photo is Dinas Boatyard, south of Line.



RHOSCOLYN

Rhoscolyn Beacon bearing 270° T . Outer limit South of eastern limit of Rhoscolyn Bay.

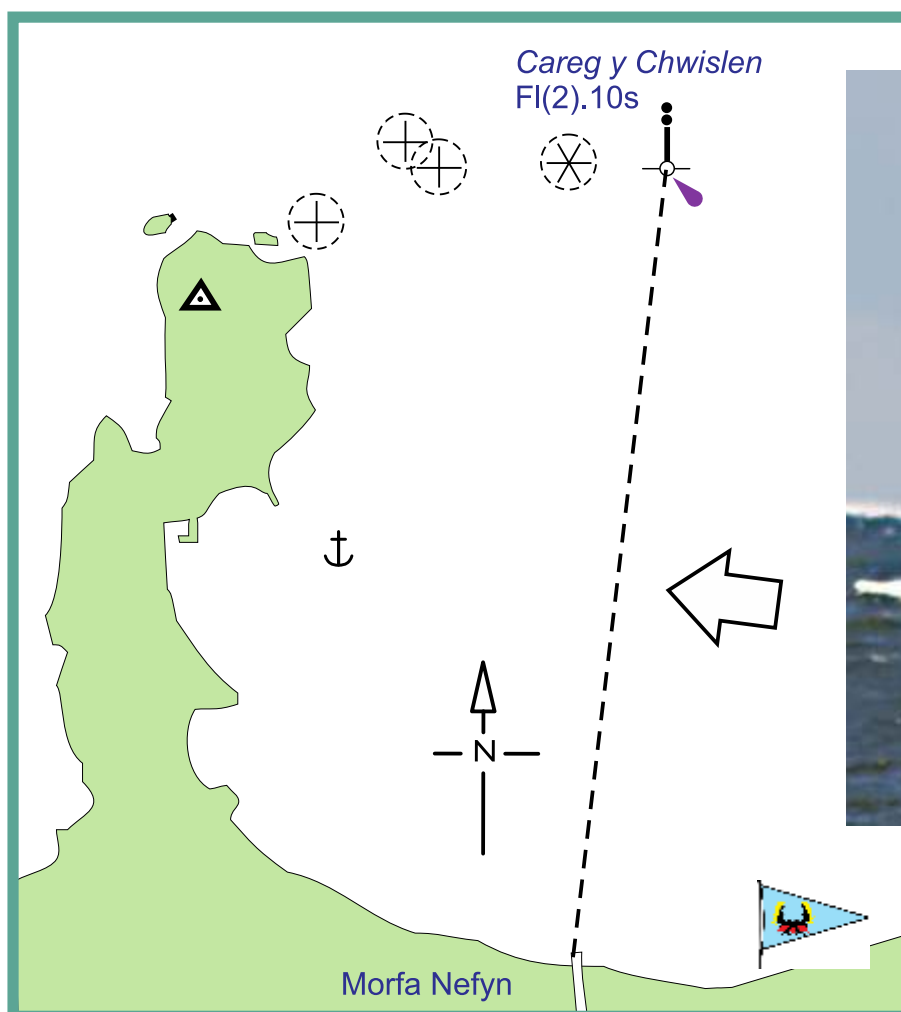


Approaching Rhoscolyn Beacon from the South.

Careg-y-Chwislen beacon from the south.

PORTH DINLLAEN

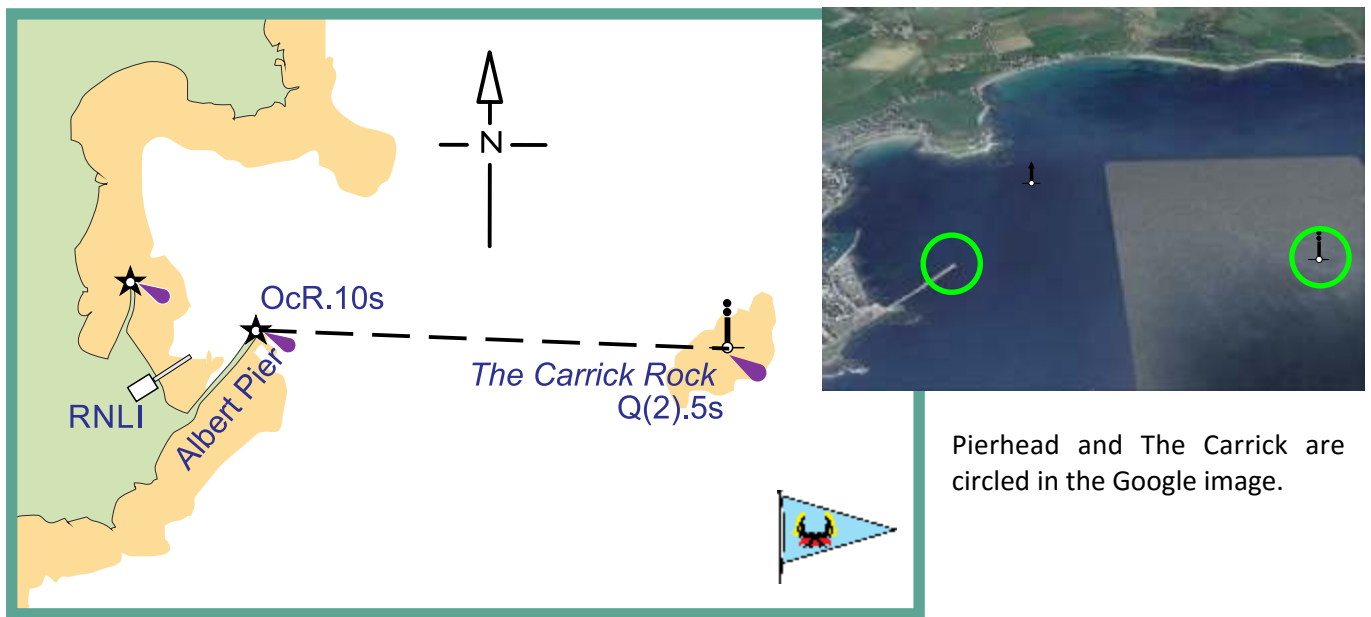
Transit of beach road and Careg-y-Chwislen beacon. Direction E-W.



Careg-y-Chwislen beacon from the south.

PORT ST MARY

Transit of Light on Albert Pier and Carrick Rock beacon, leaving pier to port.



DOUGLAS - ISLE OF MAN

Douglas Head bears 270°T. Outer limit ~0.5nm.

