



North West Venturers' Yacht Club

Sailing Instructions for Races



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General Race Sailing Instructions

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.

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 Race Officer 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 Mike Butterfield. Members intending to enter any open events need to obtain the appropriate rating or handicap. In 2013 the RYA are modifying the Cruiser PY system and the RORC are issuing temporary IRC certificates for some events. Mike Butterfield will have information and advice on both systems.

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 committee boat 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 committee boat.

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.

Course

The start time will be as advertised in the Sailing Programme unless modified to suit the conditions by the OoD. Any change identified before the weekend will be notified on the club website as will the planned course.

Skippers intending to race should notify the OoD of their intention and provide contact details in the event of a change to either course or times. Confirmation of the start time and the number of the course to be sailed will be broadcast on VHF between 30mins and 60mins before the start and, if possible, will be shown on the club noticeboard.

IMPORTANT NOTE

- The course and marks of the course form part of the sailing instructions.
- Any changes to the sailing instructions will be broadcast on VHF. Normally on 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 instruction as described may be issued on the water by the OoD.

Start and Finish Lines

Royal Welsh Y.C (approx 53°08'.6N 004° 16'.7W)

At the entrance to Caernarfon Harbour. Flag pole & pole with orange triangular marks on wall tower in transit. Outer distance limit - Buoy C12.

Port Dinorwic S.C. (approx 53°11'.0N 004° 13'.0W)

Close S of PD marina entrance. Orange triangular marks on poles in front of white tower at PDSC clubhouse with flag pole in transit. Outer distance limit - North shore of Menai Strait.

Royal Anglesey Y.C. (approx 53°15'.7N 004° 05'.3W)

Flag pole & pole with triangular top marks on Beaumaris Green in transit. Two buoys form the outer distance marks of the course and must always be passed to the shoreward (North) side.

NWVYC (approx 53°15'.4N 004° 05'.8W)

North West Venturers' Gallows Point Line - Flag pole & pole on clubhouse with triangular top marks in transit. An imaginary line between B12 & B7 forms the outer distance limit and must be passed to shoreward (North) when starting/finishing.

The following lines are illustrated in the accompanying graphics.

Trwyn Du Line

Line joining Dinmor Bank buoy (SHB) and Ten Feet Bank buoy (PHB)

Conwy Line

Between Conwy Fairway Buoy and Conwy PH buoy C2

Point Lynas Line

Transit of the lighthouse and white fog horn building on the cliff top (bearing 205°T) Outer limit 0.5 nautical miles offshore.

Holyhead Line

Between end of the breakwater and PH buoy "Clipera"

Llanddwyn Line

Transit of the white tower on the SW Corner of Llanddwyn Island and the South cardinal. Outer limit ½ nm SW of cardinal.

Porth Dinllaen Line

A line formed from a transit continuing the road from the middle of the beach across to the Careg y Chwislan Beacon (top mark two balls).

Port St Mary Line

Line between northern end Port St. Mary Alfred Pier and The Carrick beacon

Note: all lines must be crossed in the correct direction i.e. towards the first mark or turning point.

Courses

Except where used as turning marks or unless otherwise stated all Navigation marks in the Menai Strait are marks of the course and must be passed on the correct side. Where the start line is show as "Beaumaris Start Line" the line will be either the RAYC line or the NWVYC line, to be determined by the OoD on the day depending on conditions.

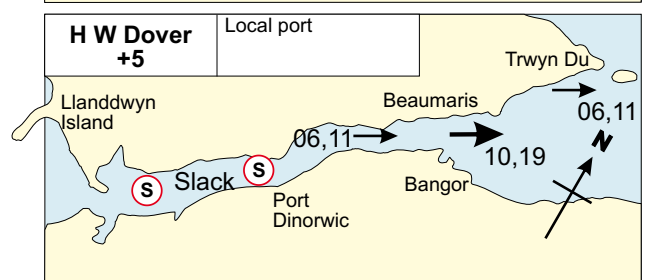
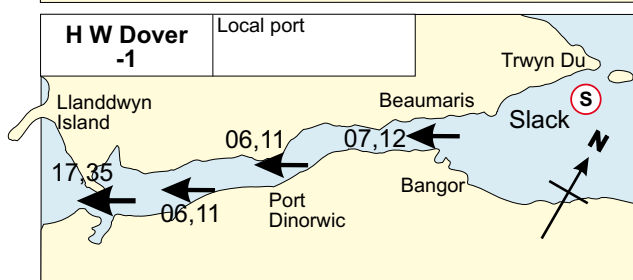
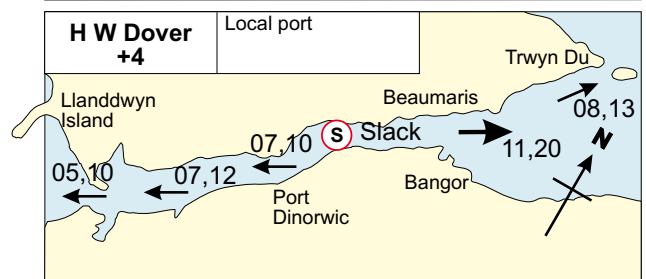
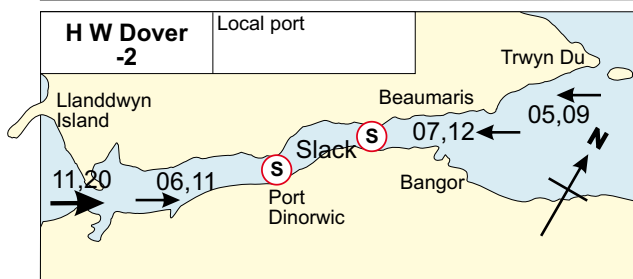
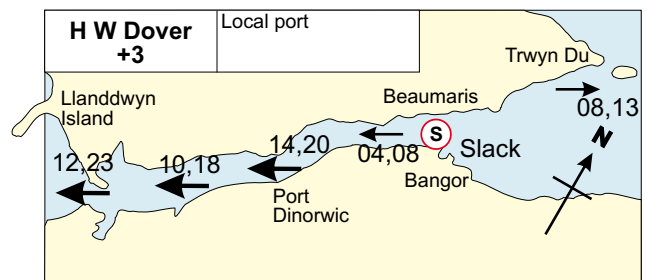
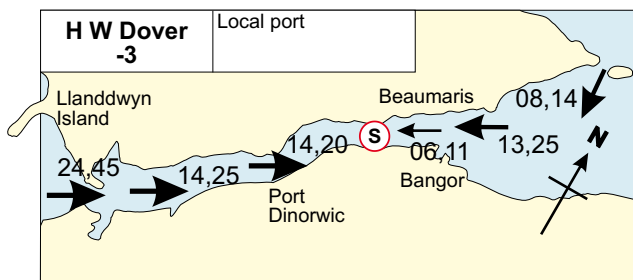
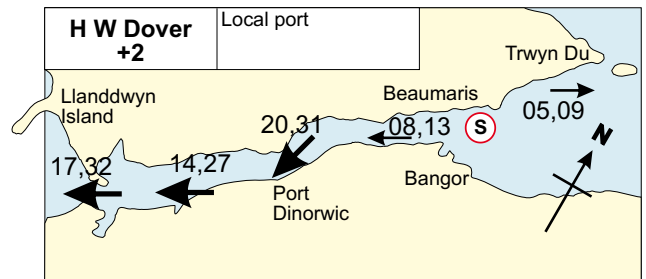
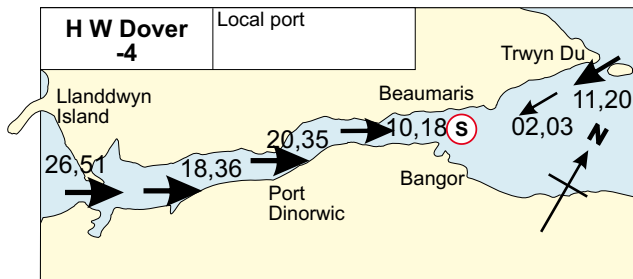
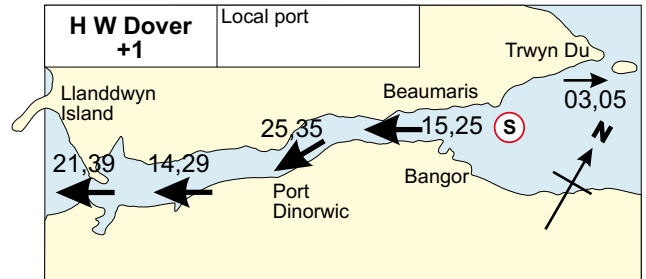
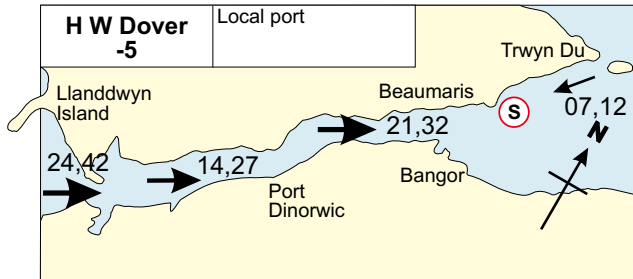
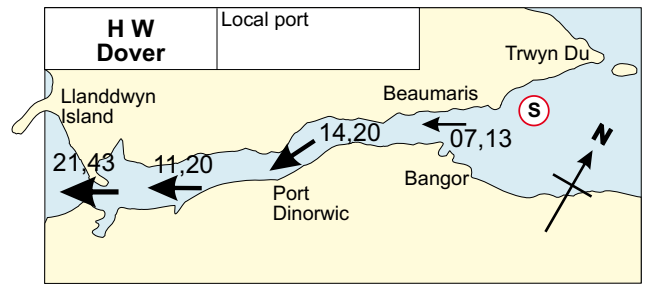
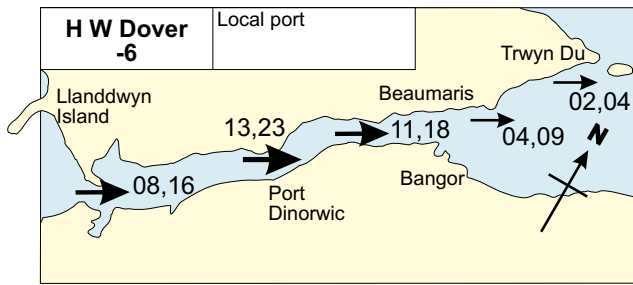
The course number to be sailed and start line to be used will be broadcast prior to the race start.

All courses may be reversed by the OoD if appropriate.

<i>No.</i>	<i>Start Line</i>	<i>Turning Marks</i>	<i>Finish Line</i>
1	Beaumaris	Dinmor SHB to starboard Ten Feet Bank PHB to starboard Puffin Sound	RAYC Line
2	Beaumaris	B6 PHB to starboard (Towards Conwy, through The Swatch) Conwy Fairway Buoy to starboard Puffin Sound	RAYC Line
3	NWVYC Line	B6 PHB to port Bangor Pier PHB to starboard	NWVYC line

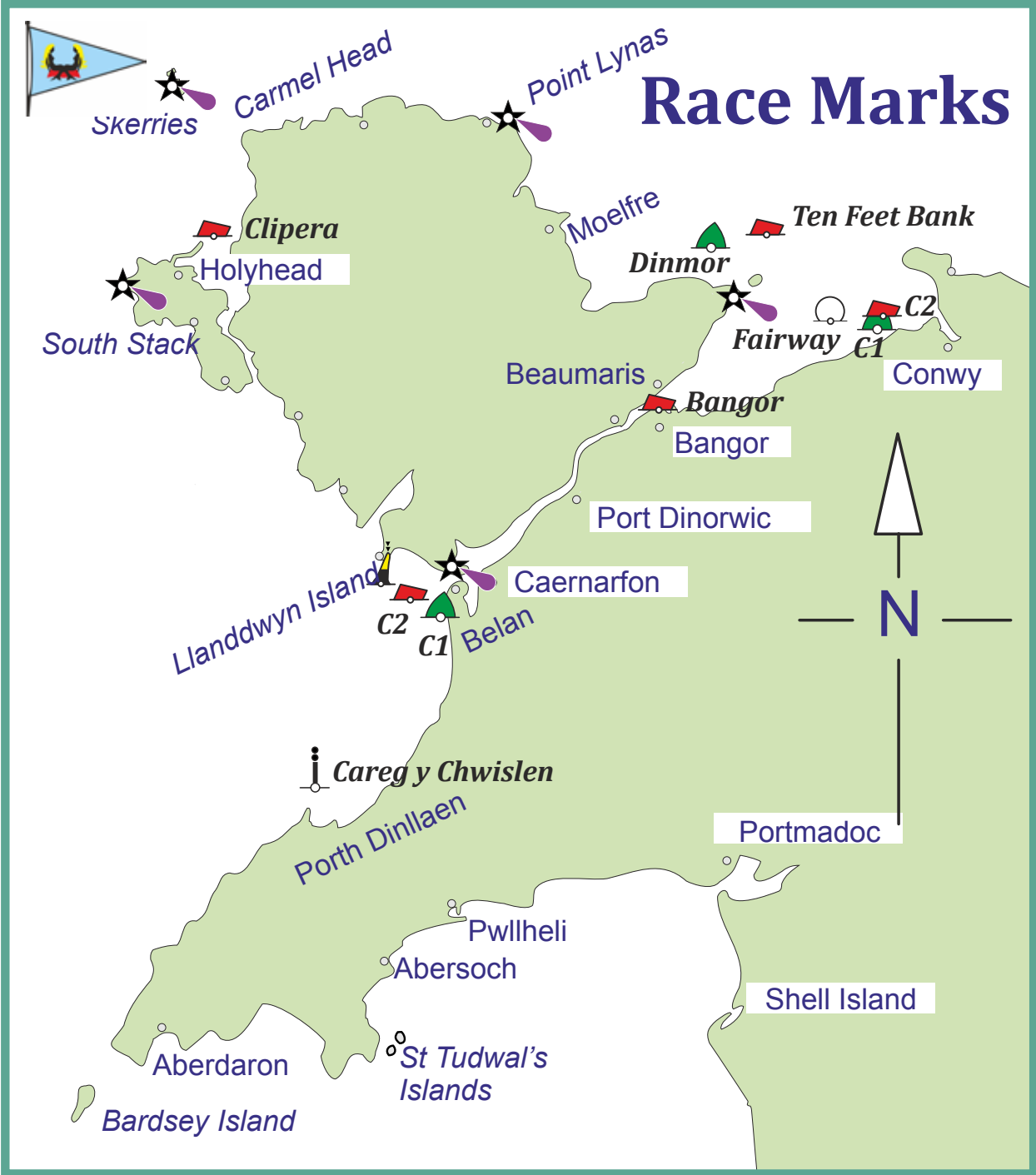
<i>No.</i>	<i>Start Line</i>	<i>Turning Marks</i>	<i>Finish Line</i>
4	RAYC Line	B6 PHB to port Bangor Pier PHB to starboard	NWVYC line
5	Beaumaris	B4 PHB to port B8 PHB to starboard B6 PHBto port	RAYC Line
6	Beaumaris	B4 PHB to port B8 PHB to starboard B6 PHB to port B7 SHB to port	NWVYC Line
7	Beaumaris	B2 PHB to port B7 SHB to port	NWVYC Line
8	RWYC Line	West over Caernarfon Bar following channel course	Porth Dinllaen Line
9	C1/C2 Bar Buoys	West over Caernarfon Bar following channel course	Porth Dinllaen Line
10	Beaumaris	Between Dinmor PHB and Ten Feet Bank SHB	Point Lynas Line
11	Trwyn Du Line		Point Lynas Line
12	Trwyn Du Line		Holyhead Line
13	Beaumaris	Observe Channel buoys	RWYC Line
14	Holyhead Line		Llanddwyn Line
15	C1/C2 Gate	Over Caernarfon Bar following channel course.	RWYC Line
16	C1/C2 Gate	Over Caernarfon Bar following channel course.	Port Dinorwic SC Line
17	Beaumaris	Buoy B6 to starboard Penmaen Swatch	Conwy Line
18	B3 SHB/B4 PHB	Through Puffin Sound Ten Feet Bank PHB to starboard Puffin Island to starboard	Conwy Line
19	Beaumaris	Through Puffin Sound Ten Feet Bank PHB to starboard Puffin Island to starboard	Conwy Line
20	Trwyn Du Line		Port St Mary Line

Tides in the Menai Strait

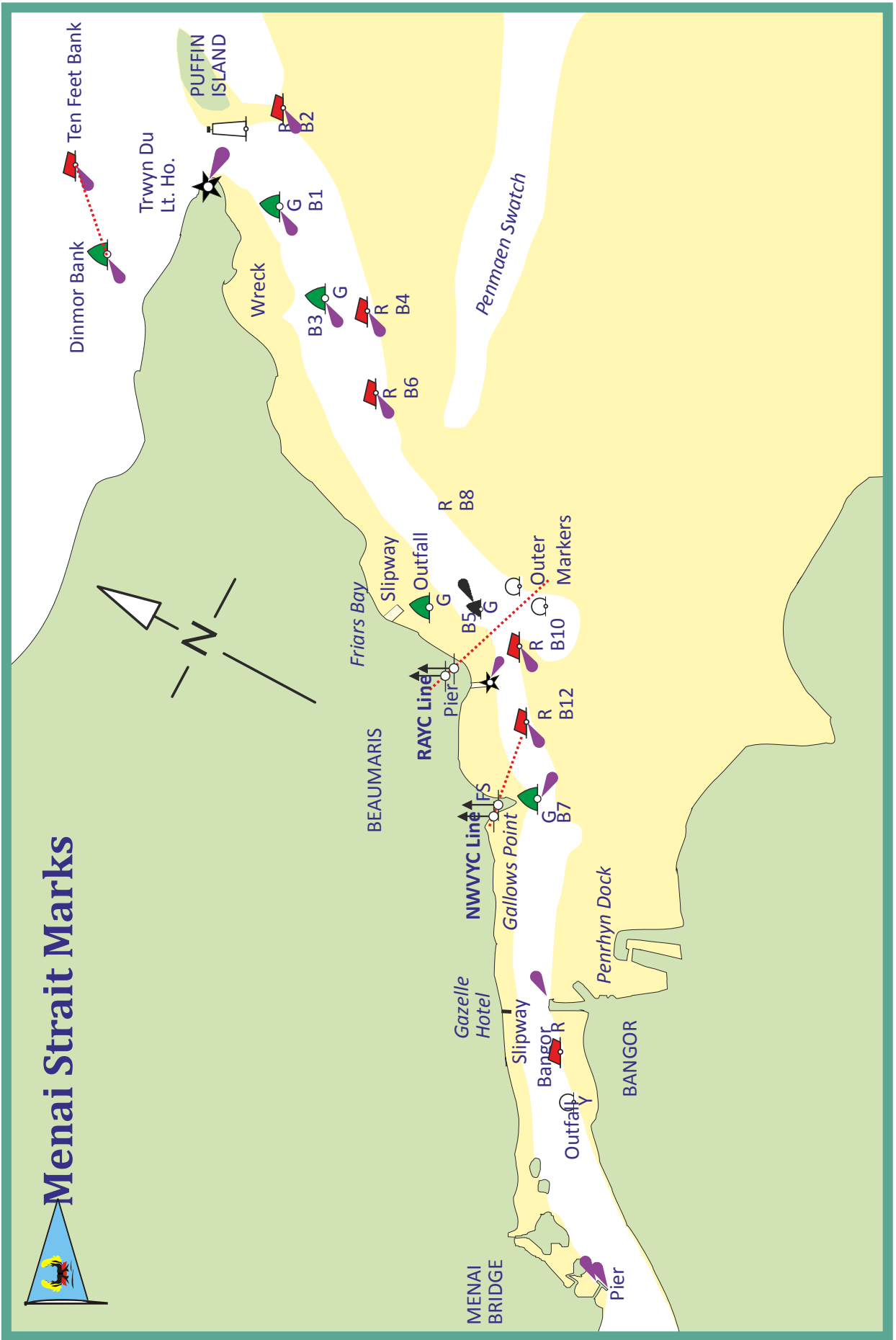


Tidal data taken from "Cruising Anglesey & adjoining waters"

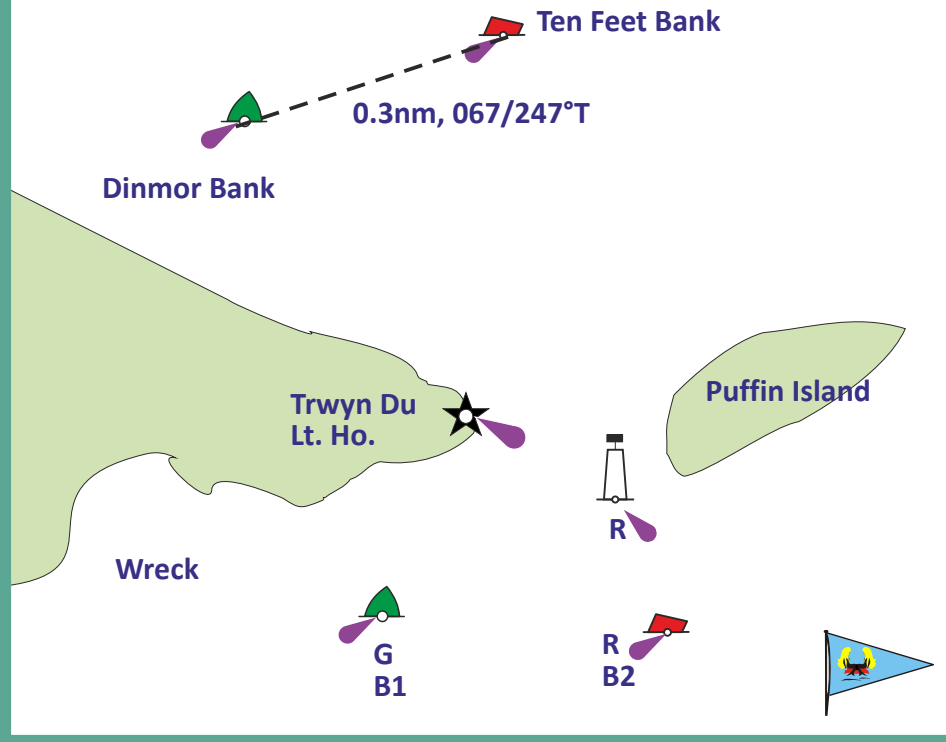
© R. Morris



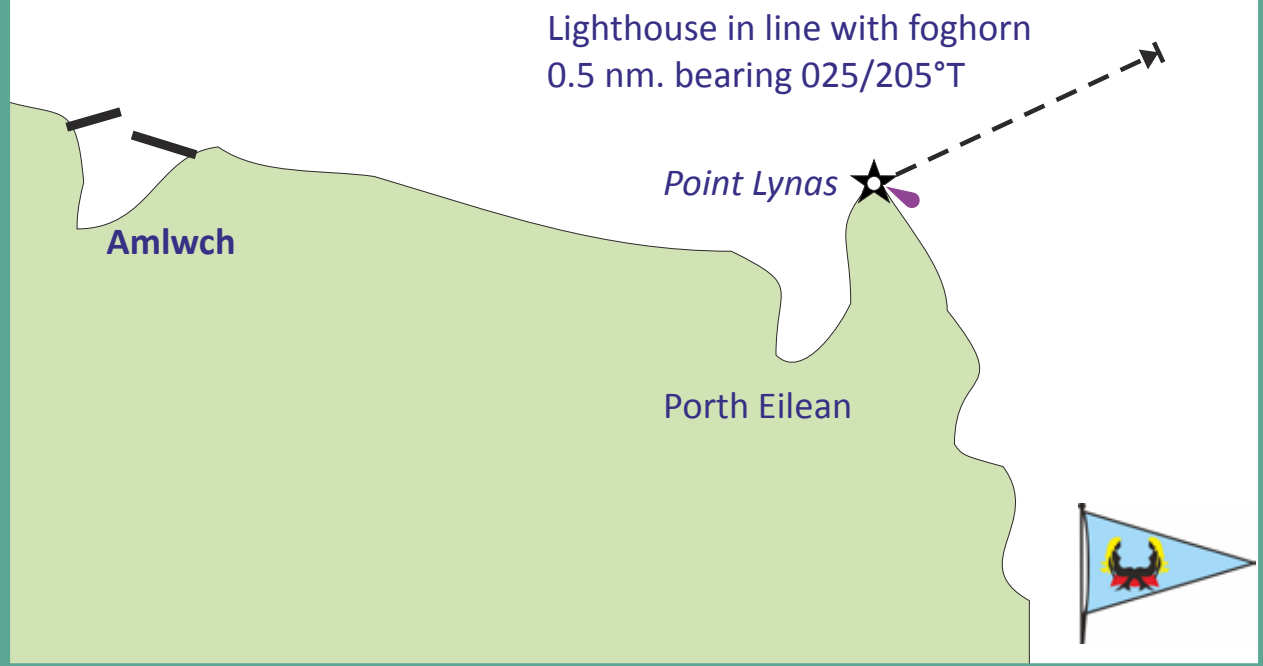
Menai Strait Marks



Trwyn Du Line

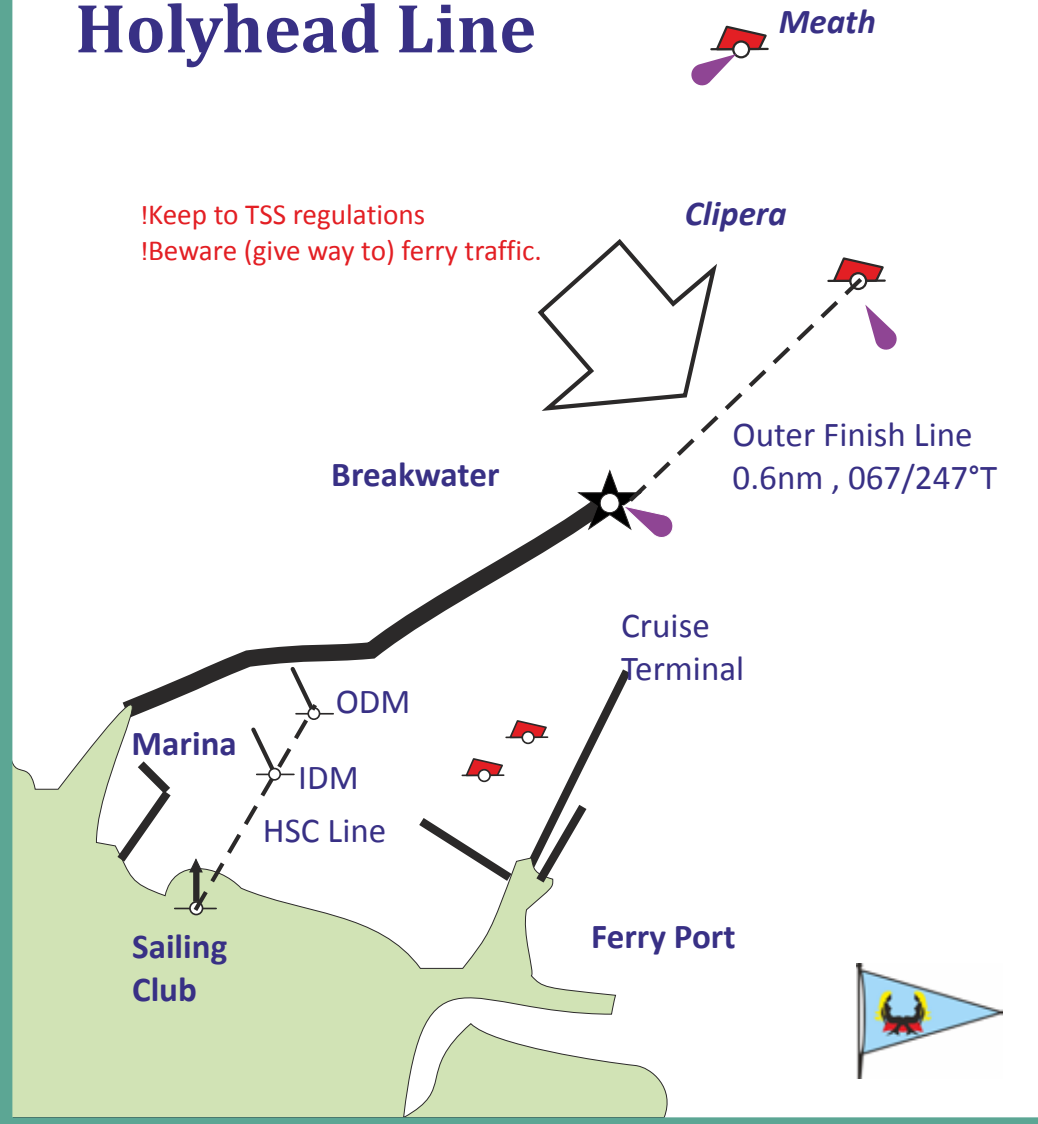


Point Lynas Line



Holyhead Line

!Keep to TSS regulations
!Beware (give way to) ferry traffic.



Clipera



Outer Finish Line
0.6nm , 067/247°T

Breakwater

Cruise Terminal

ODM

Marina

IDM

HSC Line

Sailing Club

Ferry Port



Conwy Line

Fairway
LFI.10s

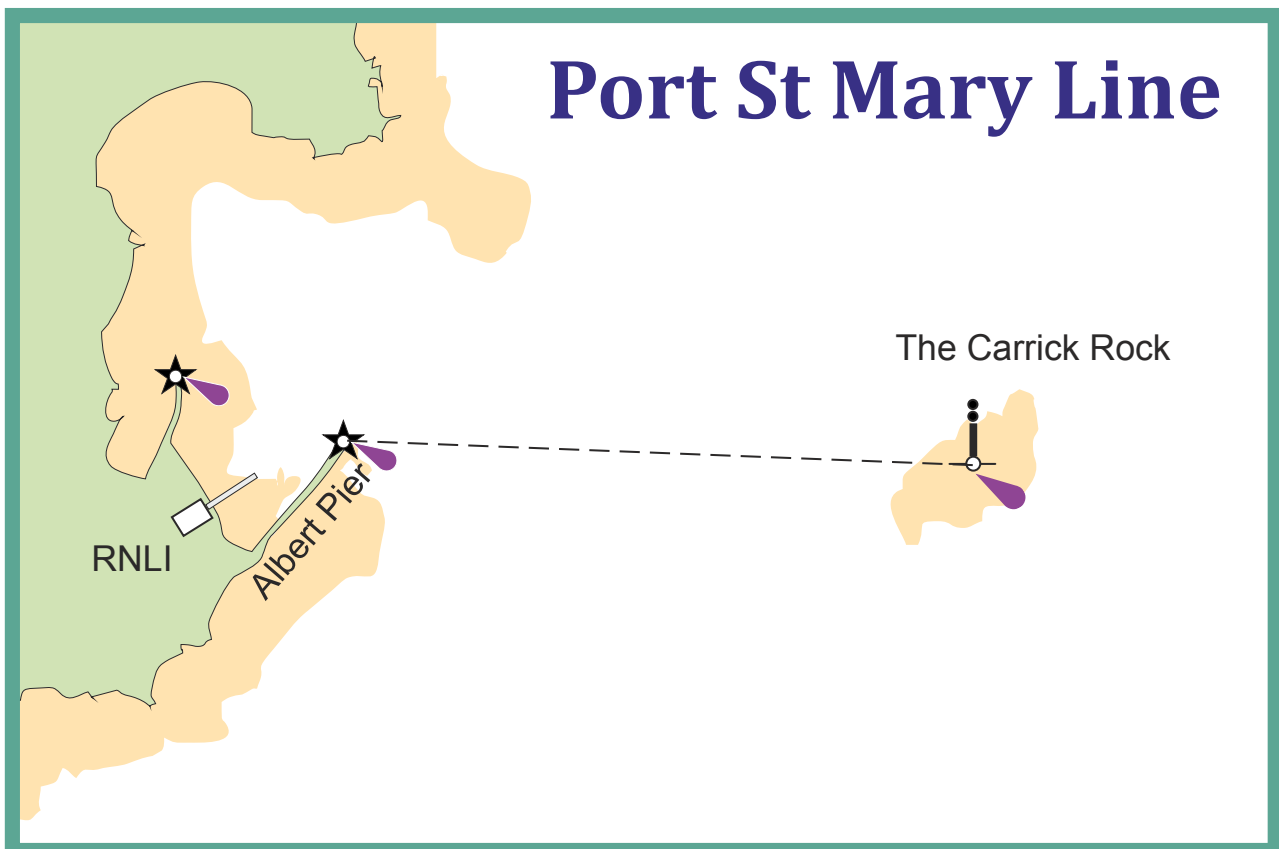
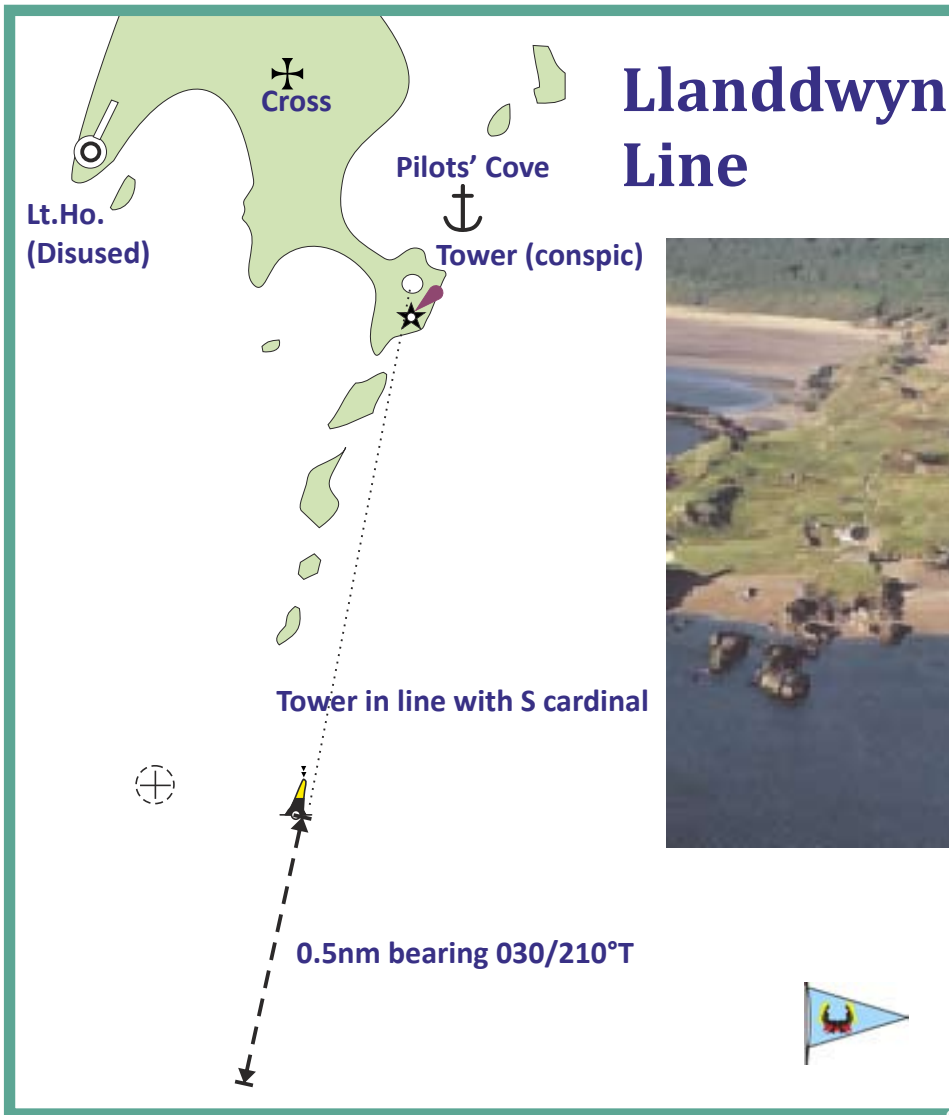


C2
FI.R.10s

C1
FI.G.10s

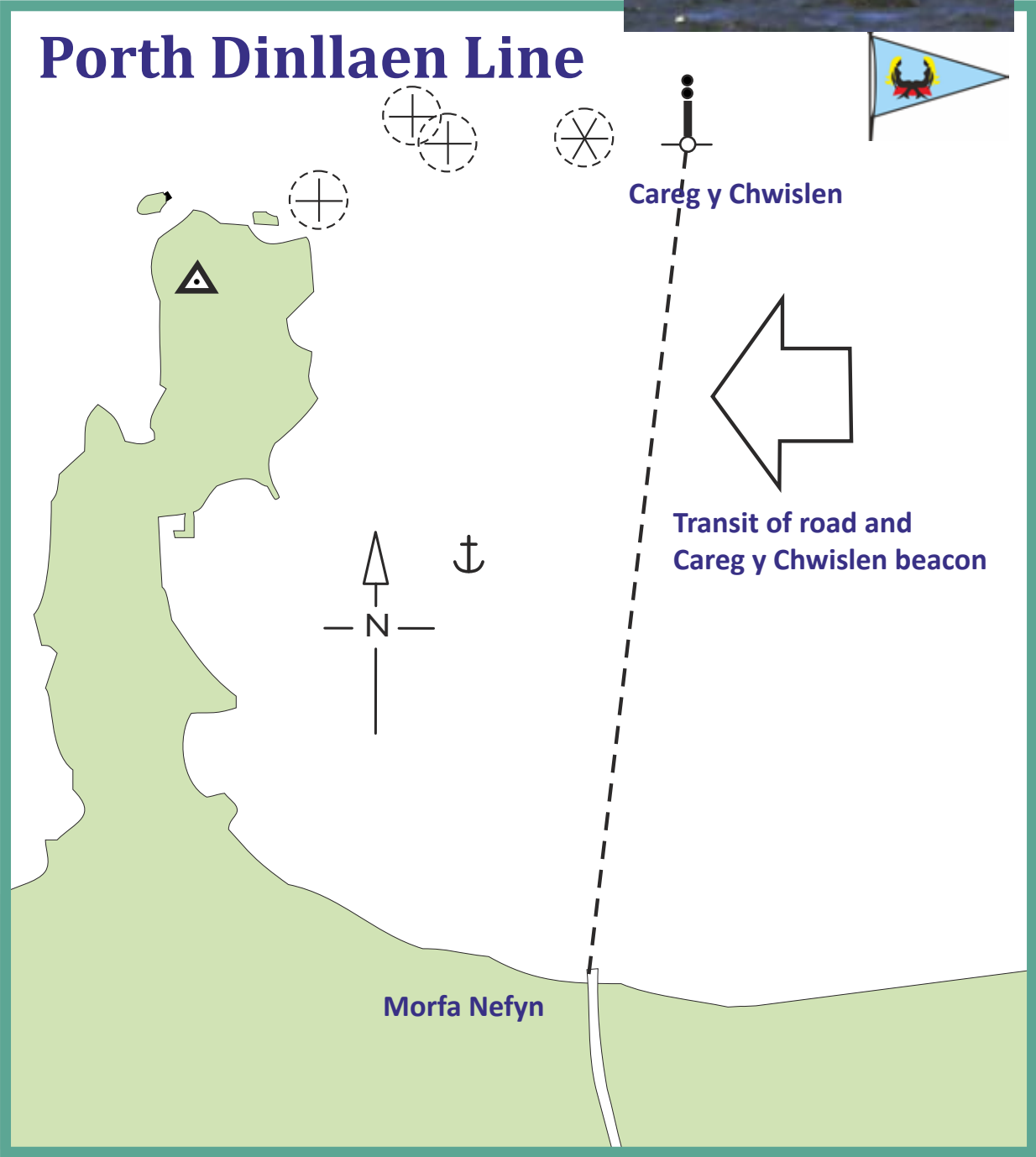
C2A
FI.R.10s







Porth Dinllaen Line



Document Control

Date	Version	Details
24/12/11	1.0	Transferred from earlier draft copies. New graphics throughout.
29/01/12	1.0.1	Additional Start & Finish Lines added.
26/05/12	1.1	Port St Mary Finish Line added.
15/06/12	1.1.1	Colours rationalised, Text reset. Various inconsistencies corrected.
10/01/13	1.1.2	'Race Handicapping' (page 1) amended in preparation for changes to PY.