

NIMROD CUP

9th & 23rd May 2026

Sailing Instructions



The organizing authority is Cardiff Bay Yacht Club (CBYC).

1. RULES

- 1.1. Racing will be organised by Cardiff Bay Yacht Club and governed by these sailing instructions, the Racing Rules of Sailing (RRS), the prescriptions of the RYA, except as any of these are changed by these Sailing Instructions.
- 1.2. The rules and byelaws of Cardiff Bay Yacht Club will apply to all competing yachts and competitors. (www.cbyc.co.uk/the-club/club-documents/)
- 1.3. RRS 63.7 is changed in that in the event of conflict between the NoR and the SIs, the SIs shall prevail.
- 1.4. All yachts must display their correct sail numbers, have sail number boards or display name boards prominently.
- 1.5. Competitors should note that Cardiff Bay Yacht Club implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing 2025-2028 (the yellow pages after the definitions), or on the RYA website at www.rya.org.uk/racingrules.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors and changes to NoR or SIs will be posted to the official notice board on the event website and/or by the Race Officer on VHF CH 37a (M1).

3. SCHEDULE OF RACES

- 3.1. Racing will take place on Saturday 9 May and Saturday 23 May 2026.
- 3.2. A maximum of 4 races are scheduled over the two days.
- 3.3. The scheduled start time of the first race on 9 May is 11:00.
- 3.4. The start time of the first race on 23 May will follow soon after the start of the first race of the Shanghai Cup (*which is scheduled for 10.30*).
- 3.5. On 23 May there will be no warning signal made after 16:00.

4. RACING AREAS

- 4.1. Racing will take place in the Severn Estuary and Bristol Channel or Cardiff Bay at the discretion of the race committee.

5. THE COURSES

- 5.1. Racing will be around laid courses using inflatable marks, "Round the Cans" using navigation marks (*See Appendix 1*) or a mixture of both.
- 5.2. The course details, including start and finish lines, which may be different, will be announced over VHF on CH 37a (M1) prior to the warning signal of each race.

6. THE START

- 6.1. The Race Officer shall inform the racing fleet of the location of the start line prior to the warning signal of each race.
- 6.2. The start line is expected to be between an anchored committee boat and a laid mark. The Penarth Yacht Club start line may also be used.
- 6.3. RRS 26, 29 and 30 are modified in that no visual signals will be used, this includes the operation of rule 30 which will be announced over the VHF at the preparatory signal rather than by the I, Z or Black flags.
- 6.4. Flag Indigo (RRS 30.1) will be invoked for all races, requiring any yacht on course side of the start line within 1 minute to the start to sail around the ends of the start line rather than simply re-crossing the line.
- 6.5. Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 6.6. Starting signals shall be transmitted over VHF on CH 37a (M1).
- 6.7. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 6.8. If any part of a boat's hull is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF CH 37a (M1). Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 6.9. A boat that does not start within 30 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

7. SHORTENED COURSES

- 7.1. Courses may be shortened by the Race Officer on VHF CH 37a (M1).
- 7.2. No flag, horn or light signal will be used, this a change to RRS 32.

- 7.3. In the event of a 'lap type course' the number or laps to be completed will be given over VHF on CH 37a (M1).
- 7.4. The course may be shortened at any mark of the course by the Race Officer. That mark will then be passed as originally prescribed. Having passed or rounded the mark, competitors will return direct to the finish line, missing out any other marks designated in the original course. The Race Officer may, for the purpose of clarification, give the direction in which they should cross the finishing line.

8. THE FINISH

- 8.1. The Race Officer shall inform the racing fleet of the location of the finish line when announcing the course, prior to the warning signal.
- 8.2. If the race committee is absent when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, and to the race committee at the first reasonable opportunity.

9. PENALTY SYSTEM

- 9.1. Penalty turns shall be taken in accordance with RRS 44.

10. TIME LIMITS

- 10.1. The time limit for a race is 2 hours.
- 10.2. Courses may be shortened as appropriate to ensure that the majority of the fleet can finish inside the time limits, in accordance with RRS 32 (as amended by these SIs).

11. PROTESTS AND REQUESTS FOR REDRESS

- 11.1. Hearing Request forms are available from the members of the Race Committee on demand or from the event website.
- 11.2. Boats intending to protest are requested to inform the race officer as soon as possible by VHF on CH 37a (M1).
- 11.3. Protests shall then be delivered in writing to the race officer, member or delegate of the race committee within 90 minutes of the end of racing for the day.
- 11.4. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearing locations and timings will be specified on the notice.
- 11.5. Protests where there has been no contact:

All Protests where there has been no contact will be decided by Arbitration. Arbitration shall replace the protest hearing required under RRS 63.

A Protest Mediator (PM) will decide if the protest is valid. Each party being protested shall then provide a written response to the Protest within 24 hours of being supplied with a copy of it. The Protest will be decided based on the written Protest form and the reply from each party protested. The PM has total discretion as to whether further evidence (including witnesses) may be submitted. The PM shall have total discretion as to whether to convene a hearing to hear further evidence. The decision will be final.

If the PM considers that the matter should be put to a full Protest Committee, they shall decide accordingly and have full discretion.

11.6. Protests where there has been contact:

Protests where there has been contact will be decided by a Protest Committee in accordance with RRS 63.

11.7. Penalty for Protests decided by Arbitration

The outcomes of Arbitration as outline in RRS Appendix T. The arbitrator gives and opinion on what they think the outcome of the protest will be and decides:

- a) The protest is invalid,
- b) No boat will be penalised for breaking a rule or
- c) One or more boats will be penalised for breaking a rule identifying the boats and penalties

Then the outcomes are:

- a) A boat may take a post-race penalty,
- b) A boat may be asked to withdraw their protest and unless all protests are withdrawn a protest hearing will be held.

Any decision shall be final.

12. SCORING

12.1. The low point scoring system, in accordance with RRS 90.3 will be used.

12.2. Yachts scoring DNF will score points for the number of starters in the race +1. All other yachts not classified (i.e. OCS etc.) will score points for the number of entries +2.

12.3. Yachts still racing at the time limit will be awarded an equal share of the available points had they all completed the course. If there are no finishers, then no points will be awarded.

12.4. Discards. 4 races sailed = 1 discard

12.5. The race results may be calculated using the times and number of completed laps.

12.6. Lapped boats may be finished having completed fewer laps and their time

calculated from the average time of previously completed laps.

13. SAFETY

13.1. Yacht Racing can be dangerous.

The attention of owners, skippers and crew is drawn to RRS Fundamental Rule 3: **"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."**

The safety of a yacht and her crew is the sole and inescapable responsibility of the owner or owner's representative who must do their best to ensure that the yacht is sound, thoroughly seaworthy and manned by an appropriately experienced crew. They must be satisfied as to the soundness of the hull, spars, rigging, sails and all gear. They must ensure that the safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used.

13.2. The owner and crew will be held jointly responsible for the conduct of the yacht's crew before, during and after a race. Misconduct may result in both owner and crew being excluded from future races and render a yacht liable to disqualification.

13.3. Crew members' attention is drawn to RRS 1.2 life-saving equipment... "Each competitor is individually responsible for wearing personal flotation devices adequate for the conditions."

13.4. No yacht may carry an anchor that overhangs its bow

13.5. Transom mounted outboard motors must be either stowed within the yacht or left in the vertical position while racing

13.6. All boats competing in any race shall carry safety equipment as listed in the CBYC Equipment Checklist (*see Appendix 2*), and boats may be scrutinized for compliance.

13.7. The byelaws, regulations and Notices to Mariners of the Port of Bristol, ABP Port of Cardiff and Cardiff Harbour Authority will apply.

14. EVENT ADVERTISING

The Race Committee may require advertising space for event sponsors in accordance with RRS 80 and World Sailing regulation 20.

15. COMMERCIAL SHIPPING

15.1. Commercial Shipping must not be impeded under any circumstances; this applies particularly in restricted waters where vessels may be constrained by their draft.

- 15.2. Competitors may use their engine, or any other method of propulsion to avoid a collision with commercial shipping. The boat must not gain an advantage in the race.
- 15.3. Failure to observe this rule may result in a Race Officer protest. In the event of serious breaches, yachts may be scored DNE from all races on the day of the incident.

16. RADIO COMMUNICATION

- 16.1. All yachts must carry a working VHF radio and monitor CH 37a (M1) while in the starting area and for the duration of the race.
- 16.2. Final course details and other information for competitors will be given by the race officer over VHF Radio. Normally CH 37a (M1) will be used. In the event of a problem with this then CH 72 will be used. If possible, the race officer will also announce this over CH 37a (M1).
- 16.3. Yachts should refrain from communicating with the race officer or each other on the race channel between the warning signal and the start, except on matters of safety or unless contacted by the race officer.

17. RESULTS

- 17.1. Results will be displayed on the event website as soon as possible after each day's racing.
- 17.2. Results may be calculated using the times of a previously completed part of the course.

18. PRIZES

- 18.1. There will be a prize giving on Saturday 23 May 2026 following racing in the CBYC clubhouse.
- 18.2. The Nimrod Cup will be awarded to the overall winner, along with 2nd and 3rd place prizes
- 18.3. Further prizes may be awarded at the discretion of the race committee.

19. DISCLAIMER OF LIABILITY

Cardiff Bay Yacht Club accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

20. INSURANCE

Yachts must hold a valid and current boat insurance which covers them for third party claims of up to £3,000,000 for the entire period of the series.

RACE COMMITTEE

Nick Hankins, Sailing Secretary (CBYC)
Idris Dibble, Race Committee – Race Officer (CBYC)
Tony Davies, Race Committee (CBYC)

CONTACTS

Website: www.shanghaicup.co.uk
Email: info@shanghaicup.co.uk

Facebook: www.facebook.com/groups/ShanghaiCup

Appendix 1 – Buoy List

This is a non-exhaustive list of the approximate positions of marks that may be used for this event.

Cardiff Area *(Alphabetical)*

1st Sewer	51° 28.093 N	003° 06.854 W
2nd Sewer	51° 29.765 N	003° 04.193 W
3rd Sewer	51° 30.870 N	003° 01.036 W
Barry West	51° 22.240 N	003° 17.000 W
Breaksea	51° 19.883 N	003° 19.068 W
Cardiff Spit	51° 24.628 N	003° 06.919 W
Diffuser	51° 27.557 N	003° 04.563 W
Holm Middle	51° 21.722 N	003° 06.719 W
Hope	51° 24.850 N	003° 02.658 W
Lavernock Outfall	51° 23.943 N	003° 09.472 W
Lavernock Spit	51° 23.000 N	003° 10.585 W
Mackenzie	51° 21.750 N	003° 08.246 W
Merkur	51° 21.875 N	003° 16.000 W
Mid Cardiff	51° 25.586 N	003° 08.000 W
Monkstone	51° 24.890 N	003° 06.000 W
Newport Deep	51° 29.367 N	002° 59.120 W
North Cardiff	51° 26.428 N	003° 06.919 W
North One Fathom	51° 20.937 N	003° 12.084 W
Outer Wrach	51° 26.108 N	003° 09.250 W
PYC ODM	51° 25.930 N	003° 09.789 W
PYC 'Q'	51° 25.657 N	003° 09.867 W
Ranie	51° 24.235 N	003° 09.250 W
South Cardiff	51° 24.183 N	003° 08.418 W
Tail Patch	51° 23.531 N	003° 03.610 W
Welsh Water Barry West	51° 22.273 N	003° 16.931 W
Weston	51° 22.612 N	003° 05.741 W
Wolves	51° 23.110 N	003° 08.919 W
'Uncharted' Sewer <i>(Rhymney Pipeline)</i>	51° 28.986 N	003° 05.731 W

Appendix 2 – Racing Equipment Checklist

Boat Name:

Skipper:

Date:

Item		Present?	Comment
Bilge pump or bucket	Complete with operating handle		
Life Jackets	1 per crewmember		
VHF Radio	A working VHF that can transmit and receive on Ch 16 and M1		
Flares	At least two in-date red handheld flares and two orange smokes (or electronic alternatives) in a waterproof pack		
Anchor	Each boat shall carry a suitable anchor and sufficient chain/warp (not protruding from the bow)		
Fire extinguisher	Boats carrying fuel shall carry a fire extinguisher		
First Aid	A waterproof first aid kit with instructions		
Man Overboard	Rescue quoit or throw bag with at least 15m of floating line		
Knife	A suitable knife accessible from the cockpit		
Engine	Each boat shall have a suitable working engine and sufficient fuel		
General	All equipment must be of a suitable size and type for the boat		

Scrutineer:

Date: