

# Bristol Channel Yacht Club



## Helwick Race

31<sup>st</sup> August, 2026

### Sailing Instructions

**The Organising Authority is the Bristol Channel Yacht Club.**

#### **1. RULES**

1.1 The event will be governed by:

- a. the racing rules as defined in The Racing Rules of Sailing 2025 – 2028 (RRS); and
- b. the National Authority (RYA) prescriptions which can be found at <https://www.rya.org.uk/racing/rules>.

1.2 Boats shall also abide by:

- a. the RYA Racing Charter, which can be found in the RYA rule book (Racing Rules of Sailing 2028-28) and at <https://www.rya.org.uk/racing/rules/racing-charter>; and
- b. the byelaws and regulations of ABP Swansea and ABP Port Talbot, as applicable.

#### **2. OFFICER OF THE DAY (OOD)**

2.1 The OOD will be located within the Bristol Channel Yacht Club.

2.2 The OOD will be responsible for making race-related announcements by VHF, for coordinating race-related communication.

#### **3. COMMUNICATIONS AND IDENTIFICATION**

3.1 All boats shall have on board a functioning VHF radio with all usual UK marine channels.

3.2 The VHF channel used for race-related radio communications will be 37(M). The callsign of the OOD will be “**BCYC**”. The fleet will be addressed by the OOD as “**BCYC fleet**”. Competitors shall monitor channel 37(M) throughout the start sequence and 30 minutes prior.

3.3 While racing, except in an emergency, a boat shall not make voice or data transmissions relating to the race except in communication with the race committee or other competitors on the designated race channels, and shall not receive voice or data communication relating to the race that is not available to all boats. Any competitor transmissions on channels used by the race committee shall be limited to those pertaining to the race(s) taking place at the time.

3.4 Yachts should clearly display sail numbers matching details provided in their race entry. Any boat unable for any reason to do so at the start must identify themselves to the race committee by VHF no later than 5 minutes before the scheduled warning signal.

3.5 The race office is located at the Fairwood Lounge, Bristol Channel Yacht Club.

3.6 Boats fitted with AIS transponders are strongly encouraged to transmit AIS during the race. This is of great benefit to the OOD.

#### **4. CHANGES TO SAILING INSTRUCTIONS**

4.1 Changes to the sailing instructions more than 48 hours prior to the race will be posted on the official notice board and website.

4.2 Any change to the sailing instructions not previously communicated to all competitors will be announced by VHF.

#### **5. COURSE**

5.1 Course A will be:

- Start line (see 6.5) from north to south
- Mixon shoal red can mark to starboard
- East Helwick east cardinal mark to starboard
- Mixon shoal red can mark to port
- Finish (see 7.1) from south to north

5.2 Course B will be:

- Start line (see 6.5) from north to south
- SWIGG to starboard
- Mixon shoal red can mark to starboard
- East Helwick east cardinal mark to starboard
- Mixon shoal red can mark to port
- SWIGG to port
- Middle fairway port mark to port
- Finish (see 7.1) from north to south

5.3 Course C (foul weather alternative) will be:

- Start line (see 6.5) from north to south
- SWIGG to port
- Middle fairway port mark to starboard
- Stalheim west cardinal mark to port
- Both Hyder marks to port
- Middle fairway port mark to port
- SWIGG to starboard
- Finish (see 7.1) from south to north

5.4 Course A will be sailed unless course B or C is announced by VHF immediately prior to the starting sequence.

5.5 Changing RRS 32.1, the OOD may also shorten the course or abandon the race because of major wind shifts or irregular or inadequate winds.

## 6. THE START

6.1 The scheduled time of the warning signal is 11:25.

6.2 The starting sequence will be given over VHF on the race channel.

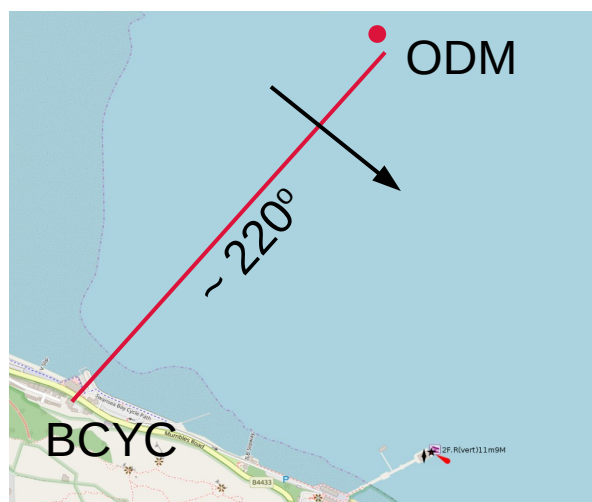
6.3 There will be one start for all boats.

6.4 The starting sequence will comprise a 5 minute preparatory, 4 and 1 minute warnings and a Start signal.

6.5 The starting line is the BCYC line.

6.6 The BCYC line is the transit of the high visibility pink banner on the seafront adjacent to Verdis and the white windows of the BCYC immediately to the left of the high visibility pink banner on the BCYC veranda. The bearing of the line is approximately  $220^{\circ}$  true. Boats starting must pass between the Mumbles shore and the red BCYC outer distance mark ~0.75 nautical miles from the foreshore on approximately that bearing.

6.7 It is the responsibility of individual boats to be aware of navigational hazards around the starting area and inner end of the line, and ensure they have clear water.



6.8 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. A boat may not request redress based on failure of the race committee to hail her number, failure of her to hear such a hail, or the order in which boats are hailed. This changes RRS 61.1(a).

6.9 A boat that does not start within 15 minutes after her starting signal may be scored Did Not Start without a hearing. This changes RRS appendix A, rule 5. At the OOD's discretion, this time limit may be extended if communication from the boat has been received.

## 7. THE FINISH

7.1 The finishing line is the BCYC line as described in 6.6, taken in the direction specified as part of the course.

7.2 Boats shall record their finishing times as local time from a GPS/network synchronised source and report these using the declaration form on the BCYC website (coastal passage page) no later than 48 hours after finishing the race. The form may be found at:

<https://www.bcyco.co.uk/sailing/coastal-passage-racing-2026/>

## 8. TIME LIMITS

8.1 The time limit for the first boat to finish the course will be 19:00 BST.

8.2 The time limit for all boats to finish the course will be 21:00 BST.

8.3 Boats not finishing within a time limit will be automatically scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalised under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.

## **9. PENALTY SYSTEM**

9.1 The two-turn penalty as described in RRS 44.1 is replaced by a one-turn penalty.

9.2 Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of RRS Part 2 or rule 31 in an incident may take a 30% post-race Scoring Penalty calculated as stated in rule 44.3(c) taking into account rule 44.1(a) by notifying the OOD prior to any protest hearing involving the incident. A post-race Penalty once accepted cannot be withdrawn.

## **10. PROTESTS AND REQUESTS FOR REDRESS**

10.1 Protests must be delivered in writing to the OOD in accordance with rule 60.3.

10.2 The protest time limit except as provided for in 10.6 is 30 minutes after the last boat has finished the race.

10.3 The protest committee will be made up from BCYC members not racing.

10.4 Protest-related notices including times of hearings will be posted on the official noticeboard no later than 12:00 on the 5<sup>th</sup> of July.

10.5 Decisions of the protest committee will be final as provided in rule 70.5.

10.6 The OOD or OA may protest a boat for breach of International Regulations for Prevention of Collisions at Sea on the basis of a report from any source. This changes RRS 60.2(a) and 60.3(a). The time limit in this case is 48 hours after the last boat finishes the race.

## **11. SCORING**

11.1 Boats will be scored on their corrected time according to YTC certificate and declared sailplan.

## **12. USE OF ENGINE PROPULSION IN AN EMERGENCY**

12.1 Competitors are reminded of their obligations to other vessels under the International Regulations for Prevention of Collisions at Sea and in particular to large commercial vessels in approach channels. In accordance with Rule 42.3(i) any boat which finds herself near collision with such vessels or any fixed obstructions may, in an emergency, use the engine or any available means of propulsion to avoid collision without being deemed to have infringed racing rules, provided that the boat does not gain advantage towards the finishing line.

## **13. INSURANCE AND RISK STATEMENT**

13.1 See Notice of Race sections 14 and 15.

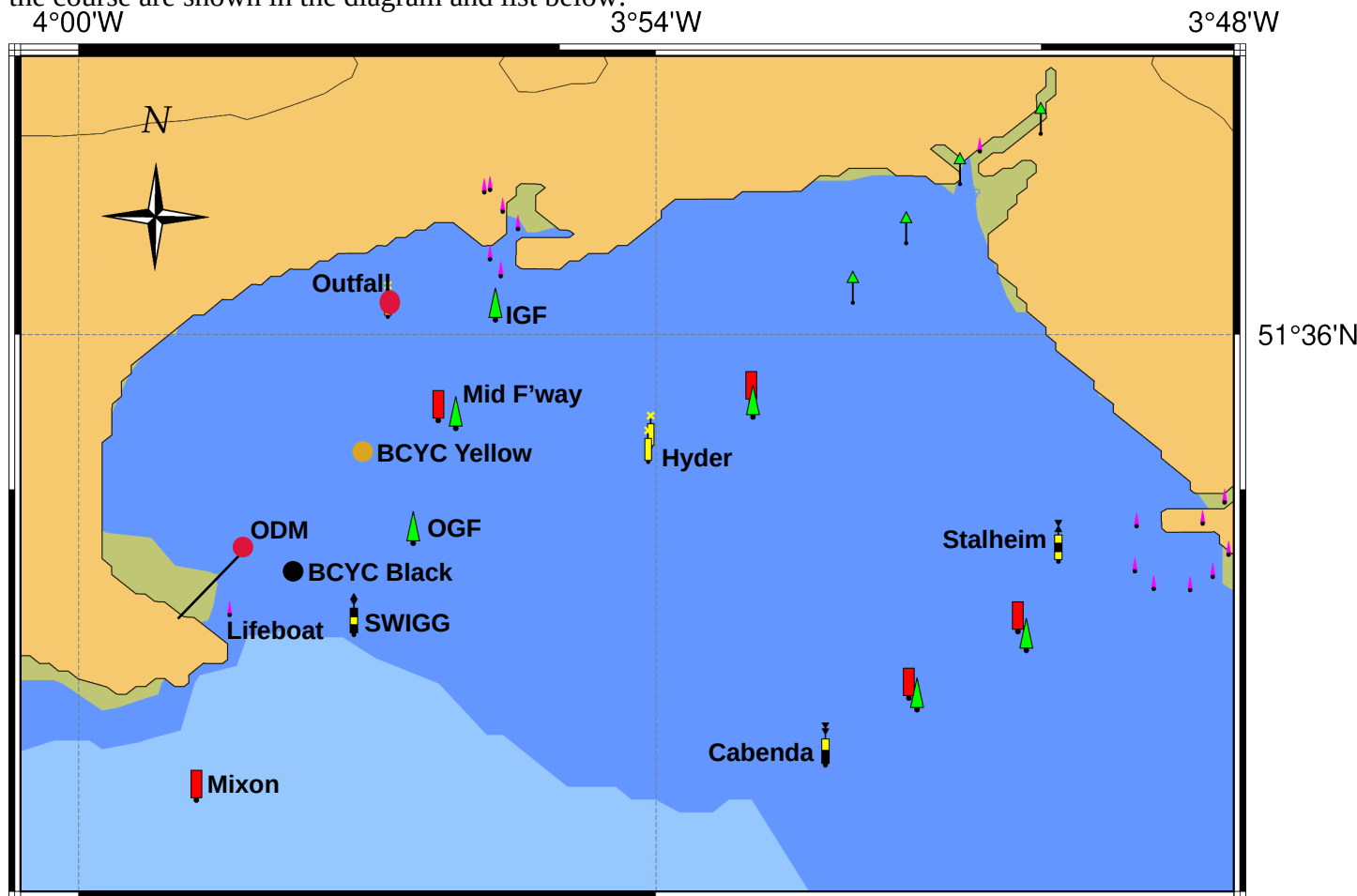
## **14. SCHEDULE OF RACES**

14.1 There will be one race, taking place on Monday the 31<sup>st</sup> August, 2026.

## 15. COURSE LOCATIONS

15.1 Racing will take place in the Bristol Channel between Aberavon and Worm's Head.

15.2 In addition to the East Helwick cardinal mark at approximately 51°31.8'N, 4°12.6'W, marks of the course are shown in the diagram and list below:



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| Mark name<br>(approx position)         | Abbreviation | Description                            |
|----------------------------------------|--------------|----------------------------------------|
| Mixon shoal                            | Mixon        | Red can                                |
| South West Inner Green Grounds         | SWIGG        | E. Cardinal                            |
| Lifeboat                               |              | Lifeboat mooring bouy                  |
| BCYC Outer distance mark               | ODM          | Red spherical                          |
| BCYC Yellow<br>(51°35.312'N 3°57.05'W) |              | Yellow spherical                       |
| Outer Green Fairway                    | OGF          | Starboard lateral pillar               |
| Mid Fairway                            |              | Port/Starboard lateral pillar pair     |
| Inner Green Fairway                    | IGF          | Starboard lateral pillar               |
| Outfall                                |              | Small red can                          |
| Hyder                                  |              | Pair of yellow spherical special marks |
| Cabenda                                |              | S. Cardinal                            |
| Stalheim<br>(51°34.67'N 3°49.8'W)      |              | W. Cardinal                            |