

WESTON BAY YACHT CLUB

INCORPORATING

UPHILL SAILING CLUB



THE PHOTOGRAPHER'S AWARD'S FOR 2010

Thanks to Les Willis for Blue Su leaving Uphill Boats Services pontoons with East end of Brean Down in the back ground and making way down to her moorings at Watchet

SOCIAL & SAILING PROGRAMME

EVENT RULES & RACING INSTRUCTIONS

2011

Regatta news on page 5



WESTON BAY YACHT CLUB

07977892637 01934 413366

Website: - www.wbyc.co.uk

E-mail: - atremar@aol.com

President	Alan Hollier	
Commodore	Pat Jensen	
Vice Commodore	John Tyson	
Rear Commodore	Mo Tyson	
Hon Secretary	Helen Harvey	
Treasurer	Mick Aspell	
Membership Secretary	Arthur Jarratt	
Bosun	Chris Hopcraft	
Race Officer	John Tyson	
Sailing Secretary	Mo Tyson	
Social Secretary	Liz Aspell	
Moorings Master	Chris Sims	07817 407284
Observer	Richard Main	07867 966429
Reporting incidents on the Beach		01934 622669

If you notice a problem with any boat on the moorings, Please contact the Moorings Master.

INDEX to the:

- Event Rules for Sailing, Cruising, Races and Trophies – (Page 10).
- Racing Instructions – (Page 16).

YACHT CLUB NUMBERS:-

Barry YC	01446 735511	Cardiff YC	02920 463697
Cardiff Bay YC	02920 226575	Newport SC	01633 271417

USEFUL INFORMATION

SWANSEA COASTGUARD Swansea 01792 366534 MMSI 002320011

BBC RADIO 4 SHIPPING WEATHER FORECASTS:

0048 & 0520 (LW & FM) followed by Inshore Waters
1201 (LW only) 1754 (LW only Mon to Fri, LW & FM Sat & Sun)

SWANSEA COASTGUARD - Information broadcast:

1. Full Safety Information including - Inshore Waters Forecast – Outlook – Gale Warnings - Shipping Forecast - Navigation Warnings
2. New Inshore Waters Forecast plus previous Outlook and Gale Warnings.
3. Repetition as per 2 plus new Strong Wind Warnings

SWANSEA BROADCAST TIMES:

01:50(2) – 04:50(3) – 07:50(1) – 10:50(3) – 13:50(2) – 16:50(3) – 19:50(1) -
2250(3)

The initial call will be on Ch16 followed by either channel No. 23 or 86.



Trophy Winners 2010 As Announced At The Dinner Dance 2011

“A” Series	Class 1	Class 2
Merkur	Fleurie---Colston Day	-----
Breaksea	Dash II---Martin Thomas	Gunsmoke---Tony Hoskings
Round the Islands	Trivial Pursuit---Don Sutherland	Gunsmoke---Tony Hoskings
“A” Series Overall	-----	Gunsmoke---Tony Hoskings
“B” Series	Class 1	Class 1
Weston Race	Trivial Pursuit---Don Sutherland	Gunsmoke---Tony Hoskings
Tail Patch	Sea Thrift of Rame---Pat Jensen	Progress-----Mick Aspell
N Elbow	Trivial Pursuit---Don Sutherland	Gunsmoke---Tony Hoskings
Channel RNLI	Trivial Pursuit---Don Sutherland	Moth-----Les Willis
“B” Series Overall	Trivial Pursuit---Don Sutherland	Gunsmoke---Tony Hoskings

Bay Series

Class 1	Dash II---Martin Thomas
Class 2	Gunsmoke---Tony Hoskings
Class 2B	Progress---Mick Aspell

	Class 1	Class 1
Ladies Race	Dash II---Julie Thomas	-----
Single Handed	Dash II---Martin Thomas	-----
Regatta Overall	Dash II---Martin Thomas	Ceescape---Ray Munden
Winter Series	Dash II---Martin Thomas	Lasten-----Paul Turner

Single Class Races

Sansom Trophy	Moth---Les Willis
Man over Board	Fleurie---Colston Day
Old Salts	Dash II---Martin Thomas
Best Supporting Boat, Winner	Sea Thrift of Rame---Pat Jensen
Best Supporting Boat, Non winner	Spirit of Braganza---Rob Godbold

Awards

Progress Trophy	Julie Thomas
Log of the Year	Mick Aspell
Mile out Trophy	Richard Topham
Commodore's Cup	Arthur Jarratt



DAY & DATE	SOCIAL PROGRAMME 2011	TIME
Saturday 09 th April	Launching Supper at WBYC	
Saturday		
Saturday 14 th May	REGATTA WEEKEND on Page 5	
Sunday 15 th May		
Saturday	LAYING UP SUPPER at WBYC Tickets available in advance from club house	
Saturday 10 th December	CHRISTMAS PARTY at WBYC Tickets available in advance from club house	
Friday 16 th December	CHRISTMAS RAFFLE at WBYC Draw will take place during the evening	
Saturday 2012	DINNER, DANCE & PRESENTATION EVENING TO BE CONFIRMED	



DATE	WORK PROGRAMME 2011	TIME
<p>Working party tasks are guidance only and will depend on weather and tides. They are intended to be half days only in length.</p> <p>Please would you let the Rear Commodore or Boson Chris Hopcraft know in the preceding week if you are able to attend any of the dates Tel 07871 103444 or email "chris.hopcraft@btinternet.com"</p>		
<p>Members who wish to carry out any of the tasks outside of the work parties (which will be primarily at weekends) are more than welcome; Just keep the Rear Commodore or Boson informed so that the plan can be kept updated. A more detailed plan will be on the notice board.</p>		
March 19	Clean carpet .Wipe down paintwork and make good. Tidy store room and remove items not property of club or needed. (move shower)	09:00
April 16	Clean and maintain kitchen and toilet areas. Prep for heating. Clean / redecorate hallway.	09:00
May 7	Front steps maintenance.	12:00
May 21	Maintenance of rear walkway and steps. Prep for heating.	12:00
June 11	Prepare for platform the base for the external store / workshop.	09:00
June 25	Maintenance of under side of building (straps to pillars)	09:00
July 2	Work to the external of the club house. Painting walls.	10:00
July 16	Repair of roof. This work requires good weather but we expect members to be sailing when it 's good, so this is the reason the tasks will be split over the two months and may be altered due to weather.	10:00
August 13		09:00
August 20		13:00
Sept 10	Shed / work shop installation.	0900
Sept 11	Continue installation.	09:00
Sept 24	Continue workshop install. Heating installed (latest date)	09:00
October 8	Cleaning inside and maintenance.	09:00
October 15	Shower cubical installation. (maybe earlier, depending on heating install)	12:00
Catch-up with the work needed before winter and cold weather		



Our Regatta this year

It is early but its due to the tides

14th & 15th May

This year is going to be different because all sailing boats crossing the start line, with a view to completing the race of course, will be given a £5.00 voucher, at the OODs discretion, to be spent at the bar over the Regatta Weekend Only

And yes the club is giving something away!!!

Saturday starts with

**Brunch from 11:00 to 13:00ish
Time for a drink to wash it down
Racing starts at 16:00
with FOOD at 19:00ish,
Evening Entertainment is again by**

STAGE FRIGHT

Sunday starts with

**Brunch from 11:00 to 14:30ish
Time for a drink to wash it down
Racing starts at 16:45
Running into the evening for
Nibbles, Drinks and
Presentations**



The Photographer and Log of the Year Award

Submit your best sailing photo and / or log to the sailing committee by the 1st of December and they will then judge them at the next meeting to find the best for the coming season's year book with the winning photo on the front cover and the log starting on this page and for this year it is

Awarded To

Les Willis for the best Photograph
And
Mick Aspell for the best Log of the Year

THE VOYAGE OF THE SEA THRIFT – SUMMER 2010

Crew:-

Pat Jensen – Owner / Skipper
Alan Hollier – Mate/Engineer
Mick Aspell – Navigator / Deck hand
Liz Aspell – Bosun, Purser, Cook & Civilizing Agent

Friday 2 July

At 10:25 hrs, we dropped the lines attaching us to the WBYC pontoon on the river Axe and motored down the river towards Weston bay. We were bound for Milford Haven to take part in the "Sea Fair Haven 2010". By 11:00hrs, Holm Middle was abeam and our course was 300 degs By 12.00 hrs, the tide had turned in our favour but still what little wind there was came from dead ahead so we plodded on under engine power. At 14:45hrs, the decision was made to use the wind. We altered course to 230 degs, raised main and jib and stopped the engine. We had decided to head for Combe Martin where we would anchor and ride out the coming east going tide. By 16:20hrs, it was apparent we would not reach "Combe" before the tide had turned, so we started our "donk". At 17:00hrs. We lowered all sails and motored fast towards "Combe". At 17:50hrs. We dropped the hook. We rolled and we rolled and we rolled. By 21:00hrs. We could stand the motion no longer. We raised the hook and headed for Milford Haven. We set watches and motored into the night. We were under way but, under engine alone, could not escape the rolling. Liz was sea sick!



Saturday 3 July

At 24:01hrs. those on watch stopped the engine, raised the mainsail and adjusted the size of the foresail. The seas were big and confused and the wind strength variable force 3–6. We pounded our way in the rough direction of St Govan's Head. The course

steered was approximately 340 degs and our track varied with the tide and wind strength. At 03:20hrs, careful study of the charts showed that we were 10nms SE of "Govan" and needed to alter course to clear the overfalls. At 03:30hrs, we started the engine, changed course to 270 degs and with the main used as a steadying sail, we pitched and rolled in the big, confused, seas along latitude 51.30.00 degsN. At 04:30hrs. We were off "Govan" and after altering course, one hr later we were off Linney Head with the seas still knocking our head about. At 07:30hrs, with Sheep Island to starboard and the green deep water buoy close to port we were at the entrance to Milford Haven.

One hour later we picked up a visitors mooring and "stopped engines" in Dale. At 10:30hrs. We dropped the mooring and motored to the jetty closer to Dale village and Yacht Club. We dropped the hook and Alan and I stayed on anchor watch while Pat and Liz went ashore to register Sea Thrift for the festivities. At 11:30hrs. Pat and Liz returned on board (Liz had not caught the train to Weston!!!!). We raised the hook and headed for Neyland and civilization.

By 14.30:hrs, we had arrived in Neyland Marina and passed our lines to those on-board a large luxury yacht at the end of one of the hammer-heads. Liz retired for some much needed sleep in her bunk while Pat, Alan and myself set off to explore. We soon found our selves in Neyland Yacht club, chatting to the locals and quaffing free drinks courtesy of the local Commodore. Having raised Liz from her sleep, that evening we returned to the Club to listen to a Folk Group, eat a meal & have a few drinks. By midnight Sea Thrift resounded to the sound of "musical snores".

Sunday 4 July

We roused ourselves at 08:15hrs, and despite a good force 5 blowing and a dismal shipping forecast, by 11:00hrs, we were ready to cast-off. Actually, we only intended to travel up the river Cleddau to Lawrenny Quay, but our departure under leaden skies very much impressed those on the yacht alongside. We motored up to Lawrenny with the flood tide, without incident. On arrival at about 12:00hrs, we motored amongst the moored vessels seeking a "resting place" Suddenly, we were hailed by a familiar figure on the quay; Bob Godbold was busy clearing a spot for us alongside a re-fuelling berth. Soon we were securely tied up and swapping tales with Bob and his crew. At 13:00hrs, Alan prepared his unique cheese and ham omelettes and tomato ketchup. These were eaten with relish. At 14:00hrs. We slipped our shore lines and headed back for Dale. Alan was steering from our enclosed steering position, when, just off Milford Haven Dock, I happened to look astern. Towering over us about 20 yards astern was the foaming bow of a very large vessel!!!!. Helm was



rapidly applied as the Irish Ferry slid by. By 16:00hrs, we were approaching Dale roads. The big seas caused us to roll our scuppers under but blue skies, the abating wind strength and the short distance left to motor made it seem a “fun roller coaster”. At 16:45hrs, we picked up a mooring just inshore from Les in Moth. At 18:30hrs, we were picked up by water taxi and taken ashore to Dale Yacht Club to join other crews taking part in the Festival. WBYC were very well represented: From Moth there was lone Les. From KRA there was Terry and Mike and their shore support crew of Pip and Gail. From Working Yacht 1 there was “doctor” John and from Sea Thrift there was our motley crew. Soon all of us were tucking into some good food and drink. After this there was the Quiz. WBYC was officially split into two teams. Terry's team won and Sea Thrift + Doctor John came second. But, our answers were marked by a French crew who had difficulty reading John's writing!!!! It didn't matter because the ever generous opposition shared their winnings with us. We finished off the bottle of dark rum! The water taxi carried all safely back to Sea Thrift in the early hours.

Monday 5 July

The Festival committee had a plan. All the vessels in our class would sail, as a group, through Jack Sound and anchor for lunch in the North Haven on Skomer Island. At 11:00hrs, the fleet assembled. However, the “fleet” was made up of 3 yachts from Dale and the WBYC trio of KRA, Moth and Sea Thrift. The wind was force 3-4 Westerly and the seas had abated over the last two days. We tacked 5 times in our attempt to make a fast passage to the sound but needed the engine to keep clear of Gateholm Island. Passage through Jack Sound was exhilarating and North Haven a beautiful spot. At 13:30hrs, we picked up a mooring less than a cable from the cliffs and watched the sea gulls tormenting the puffins. Lunch was eaten in this idealic spot and then at 15:15hrs, we dropped the mooring. We had decided to sail north round Skomer Island. On rounding the isle we found our best point of sail suggested a course leaving Skokholm Island to port. So we rounded both islands during our passage, under sail, back to the Haven. The skipper was keen to see some “square riggers” & in the briefing document for the festival it indicated that they would be based in Milford Haven Marina. So we motored towards Milford Haven dock as the tide ebbed away. It was 19:15hrs, as we altered course to 348 T and entered the fairway to the dock. When the lock gates closed we found ourselves surrounded by four Bermudan yachts, one topsail schooner and one miniature (50ft) square rigged ship complete with dummy gun ports! The lock took an age to fill and it was not until 22:00hrs that the gates opened to let us into the marina. We moored up to a vacant hammer head, had some wine & steak and kidney pie with mixed veg and went to sleep at 11:30hrs.



Tuesday 6 July

Breakfast, ablutions and shopping for stores were completed by 10:00hrs, At 11.30 hrs. We dropped our shore lines and prepared to enter the lock on “free flow”. However, due to “low water level at high water neaps”, we could not enter until 11:50hrs, the scheduled festivities for the day were “bosun's lunch at Coedcanlas. This venue was on the Cleddau above Lawrenny. We motored hard up river and arrived at 13:15hrs, we successfully anchored just downstream from Kra and waited to be ferried ashore, At 13:30hrs, the water taxi dropped us close to the shore and we waded through the shallows towards the promised feast. **Bad-news.** We met Terry and the support crew from KRA and heard the news that Mike had badly damaged his hand in the anchor winch. He was on his way to hospital. We turned to the feast. It was free but consisted of a small quantity of very poor quality stew and a few strawberries. The drink was very expensive and warm. So, we returned to up-anchor and motor sail back downstream. Our destination was Dale. It was an interesting trip as we dodged the craft which criss-crossed the fairway.

By 17:30hrs. We had picked up a visitors mooring in Dale and 30 minutes later were eating prawn salad with tiramisu to follow. At 19:00hrs, we dropped the mooring and motored to anchor close to the landing stage at Dale Flats. By 20:00hrs, we were safely ashore in Dale yacht Club enjoying the company of “Doctor John”. At 23:15hrs we prised Pat away from the bar and returned to Sea Thrift.

Wednesday 7 July

As a result of Mike's injury on KRA, Terry was single handed for the trip back to Weston. Alan volunteered to act as mate on KRA. So at 09:30hrs, we blew up the rubber dinghy and Pat and Alan went ashore to execute the transfer of our mate into the hands of one of the KRA support team members (Pippa).At 10:00hrs the depleted crew of Sea Thrift raised the anchor and motored towards the mouth of Milford Haven. We were bound for Swansea. We were in no immediate hurry as we had been asked to shadow KRA's passage. By 10:30hrs.we had cleared St Ann's Hd and were motor sailing towards Linney Hd. Visibility was less than 2 nms the seas moderate to rough and the wind F5/6 from the South. Our course however, was ideal, given the conditions. Suddenly there was a vessel alongside. It was the “police” boat from Castlemartin Firing Range. We were ordered to alter course onto 180T and leave the Turbot Bank buoy to port. This course put us straight into the wind and waves and all thought of shadowing KRA were gone. Our speed dropped to less than 2 kts. After 20 minutes we had had enough! We altered course to 140C and continued to motor sail towards a point approx 2 nms of Linney Hd. At approx 11:30hrs out of the murk astern appeared “the police”. We had a conversation, altered course yet again and, with difficulty furlled our foresail in the lumpy



seas. At 12:30hrs we were at last down to lat 51.32N and started our passage east. We were pitching and rolling across breaking seas with the wind on our stern with vis still less than 2 nms. Throughout the afternoon we pitched and rolled our way passed St Govan Hd, Caldey Island and across Carmarthen Bay, but we saw nothing. However, the seas slowly moderated and the wind strength reduced in the evening. The lock gates at Swansea closed at

22:00hrs. Our GPS changed its opinion throughout the day as to whether we would arrive in time. At 20:30hrs, as we closed the Gower Peninsula, a dark smudge appeared to port. There was land! At 21:05hrs we sighted the port hand buoy of The Mumbles at a distance of 1.8 nms and at 21.15hrs.s we altered course to 40C into Swansea Bay. Now began the race to beat the lock closure. The engine roared as we pushed our way in the gloom towards Swansea lock. Repeated calls on VHF, to the lock, went unanswered and then as we passed the eastern breakwater we heard“ The lock will still be open if you can make it within 10 minutes. It is low water so head for the stern of the ferry to starboard and then turn port”. We ran aground!!! But full astern pulled us off and an exhausted crew made fast in the lock. The gates closed. We had made it! The marina was closed so on leaving the lock we tied up to the refuelling berth for the night. Liz cooked the first meal of the day (chilli con carne & rice) and so to bed.

Thursday 8 July

As we surfaced at 07:30hrs we were “moved” by the passage of KRA as she headed into the marina (she had spent the night outside the lock on a holding buoy). By 07:45hrs we had taken on 70 litres of diesel and headed for the far end of Swansea marina to join KRA. We spent the remainder of the day chatting with the extended crew of KRA and supping a little alcohol! Mike was present with his arm in a sling. The evening was spent by all crew mates in a local restaurant eating, drinking and talking some more.

Friday 9 July

Due to the limitations imposed by tide heights on the operation of Swansea lock we had

to make an early start. So we slipped our moorings at 06.45 hrs and passed through the marina and Tawe lock to sea. By 07.15 hrs, we had raised both main and foresail and with KRA (crewed by Terry & Alan) paralleling our course to port, Sea Thrift (crewed by Pat, Mick & Liz) sailed towards Nash Passage. At 11.00 hrs, we started our engine to charge batteries and provide assistance, if necessary, through “the Nash”. As we entered “the Nash”, the wind fell light, the seas became a gentle swell and our engine carried us swiftly towards the Breaksea Tower clearly visible in the distance. At 12.00 hrs, we stopped the engine and glided gently with the tide and all available sail (mizzen stay-sail raised) up the Bristol Channel towards Cardiff. Our speed through the



water was 2.5 kts and 4+ knots over the ground until 14:30hrs when it was decided to drop the sails and make ready for the entrance into Cardiff Lock. At 15:00hrs we entered the lock and by 15:30hrs were moored along side KRA on the visitors pontoon at Cardiff Yacht Club. By 18:00hrs we had been joined by Polar Bear, Dash II and Elise. All crews then spent a very pleasant evening in the yacht club. At 11:00hrs we retired to Sea Thrift for cheese-on-toast. By 11:30hrs we were so soundly asleep that we didn't even hear the noise coming from the motorway bridge nearby.

Saturday 10 July

After a "full English breakfast" prepared by the willing and friendly members of Cardiff Yacht Club we headed for the delights of Cardiff and the BCYC annual "shindig". The crew of Sea Thrift (including Alan) sauntered round Cardiff taking in the sights. At 11:00hrs, we were enjoying cups of coffee on the disused light ship, moored in the docks, when my phone rang "This is Weston General Hospital, your son has been involved in a motorcycle accident", So ended Liz & Mick's voyage on Sea Thrift.

Pat went on to enjoy the fun on Saturday night in Cardiff Yacht club and on Sunday, sailed Sea Thrift back home to the river Axe.

Conclusion:

As with all sailing trips, there were good and bad times but Sea Thrift showed that the long hours put in by Pat & Alan renovating "the lady" were worth it. She is already a Sea worthy vessel with long legs, Pity about the shower though!

Author Mick Aspell





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English Coast Rally
at Watchet Marina
on Sat~Sun 23rd-24th of July 2011

Working to
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the Bristol
Channel and
Severn Estuary

All members of
Associated Clubs
are welcome to
attend our AGM
held every
November

Your Support System.

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Check out our website for;

- Links to weather forecasts.
- Links to Bristol Channel Yachting Forum.
- Links to all other sailing clubs in the channel.
- Events calendar, showing open events.
- Notice to Mariners update.
- Boating matters that affect you.



The Commodore Hotel is set in delightful parklands opposite the peaceful Sand Bay Beach.

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EVENT RULES FOR SAILING CRUISER RACES AND TROPHIES INDEX

Bay Series page	17
Points Series 'A' and 'B' page	17
Winter Frost Bite Series	17
Best Supporting Boat	18
Best Supporting Non-Winner	18
Bill Meakin Trophy	18
Channel & RNLI Pennant Race	18
Crew Trophy	18
Jubilee Cup	19
Ladies Race	19
Log of the Year Trophy	19
Man over board Race	19
"Mile Out" Trophy	19
Old Salts Race	19
Pill Pounder Trophy	20
Progress Trophy	20
Sansom Trophy	20
Scarweather	21
Single-Handed Race	21
Sponsored Events	21

General Notes:

- 1. Rules that apply** **21**
- 2. Visitors competing** **21**
- 3. Time Limit on Claims for Trophies** **21**



EVENT RULES FOR CRUISERS FOR RACES AND TROPHIES

In accordance with Racing Instruction No.17 of the Club Sailing Programme, WBYC PYN (numbers) may be adjusted during the season at the discretion of the Sailing Committee.

BAY SERIES

The Bay Trophy is awarded for a series of races to be sailed within the confines of Weston Bay. Points are awarded for each race. Half the series of races run, +1 to count. **The Series is to be Three classes, 1, 2, 2b,**

POINTS SERIES 'A' AND 'B'

The courses for races in the A Series and B Series are outside of the confines of Weston Bay. 'A' Series races are basically "two tide" and the 'B' Series "one tide" races.

1. A Trophy shall be awarded to the boat gaining the lowest number of points in each series.
2. To qualify, a boat must take part in half of the races in the series plus 1.
3. Should any published race be cancelled, the sailing Committee will endeavour to arrange a substitute race.
4. The qualifying conditions may be varied at the discretion of the Sailing Committee to suit the season's programme.
5. **Each Series is for TWO Classes.**

FROST BITE (WINTER) SERIES

Because of the time of year, participants should confirm their intention to enter each event by Midnight on the Friday before each event, preferably by email or text to the Sailing Secretary, cc Race Officer & Vice Commodore.

Providing at least two boats confirm that they intend to compete, an email or text confirming that the race is to go ahead (or otherwise) will be sent by midday on the Saturday before the race is planned, by either the Sailing Secretary, Race Officer or Vice Commodore.

The start and finish for the Frost Bite series will be at Juicy Buoy 'B' (unless the OOD decides weather conditions are not suitable). The gate will be as published in **Racing Instruction 5.5** of the Sailing Programme, between Juicy Buoy and Brean Down. The line will be Juicy Buoy, in transit with the outer end of Birnbeck Island.

The ODD will have the discretion to use a short 'B' series course or a Bay course subject to conditions at the time. Scoring will be as per Racing Instruction **No.12 the series is for TWO classes.**



BEST SUPPORTING BOAT

This trophy shall be awarded to the boat which has supported and completed most races in the Club programme.

BEST SUPPORTING NON-WINNER

This trophy shall be awarded to the boat which has supported and completed the most races in the Club programme without winning any other trophy.

BILL MEAKIN TROPHY

This Trophy is to commemorate Bill Meakin, is to be presented annually to the boat owner who visits most ports etc, in accordance with the following:

1. The Trophy to be awarded to the owner who stays overnight and on-board at most ports, harbours and anchorages in the Bristol Channel. Only one visit to each port etc. to count.
2. For the purpose of this Trophy, the Bristol Channel is defines as bounded by a line drawn from Milford Haven to Lands End.
3. The boat must belong to and be skippered by a Club member.
4. The boat must be based at Weston.
5. The visits are to be made during the period Good Friday to October 31st.
6. Claims for the Trophy must be made to the Sailing Committee by 1st December.

CHANNEL & RNLI PENNANT RACE

The object of the race is to raise funds for the **RNLI** as all entrance fees are donated to the **RNLI**.

1. The entrance fee is to be paid to the Sailing Committee, preferably by the eve of the race.
2. Late entries will be permitted - any boat crossing the start line will be considered to be an entrant and will be charged the entrance fee.
3. **The race is to be TWO Class.**

CREW TROPHY

The object of this trophy is to encourage crews to sail regularly on one boat.

1. The boat is to be helmed by someone who has crewed for a minimum of three WBYC races during the current season prior to the Crew Race, and who is a full or social member of WBYC (the skipper is not eligible).
2. The trophy is awarded to the 'crew' not to the boat.
3. **The race is to be TWO Classes.**



JUBILEE CUP

The object of the Jubilee Cup is to promote weekend cruising. Courses proposed by the OOD / organiser are to be considered by the Sailing Committee. However, the OOD / organiser will have final discretion to choose a suitable course taking due regard to the prevailing conditions and participating boats.

To qualify, the event is to be a minimum of two legs with an overnight stop at an away port or anchorage. In choosing the length of legs the OOD / organiser will take particular account of what is achievable by the slowest boat participating. **The Race is to be ONE Class.**

LADIES RACE

1. The boat is to be helmed by 1 lady who must be a full or social member of WBYC
2. The trophy is awarded to the "helmswoman" not to the boat.

LOG OF THE YEAR TROPHY

The Trophy will be awarded annually for the best Log of a cruise lasting one week or more, undertaken in the current year. It is not to be the ships log proper, but based on it, with additional points awarded for accuracy, narrative and presentation. Entries must be submitted to the Sailing Committee by ^{1st} December.

MAN O'BOARD RACE

During this race, a suitable object shall be thrown overboard, at any time of the skipper's choosing, and recovered under sail, during each leg of the race and before proceeding to the next mark. **The race is to be ONE Class**

"MILE OUT" TROPHY

This Trophy is to be awarded annually to the person who has experienced the most embarrassing sailing incident during the season.

OLD SALTS RACE

As the name implies, this trophy is expected to be competed for by older members of the Club.

1. Each boat competing must be helmed by a person at least 50 years old.
2. There should be not more than one other active crew member aboard who may be of any age.
3. Any other person on board should be deemed to be a passenger and shall not take any active part in sailing the boat.
4. The race shall be over any course considered suitable by the Sailing Committee.
5. Handicaps shall be the WBYC handicap as issued by the Sailing Committee adjusted by PLUS 10 points for every year over 50 of the helm's age and Plus 10 points for every year over 50 of the crewman's age and similarly MINUS 10 points for every year below 50.



6. This event is restricted to bona fide members of WBYC.
7. Apart from the above the standard WBYC Rules apply.
8. **The race is to be ONE Class**

PILL POUNDER TROPHY

The Pill Pounder Trophy will be awarded annually to the boat which attends most open events held under the auspices of the BCYC, excluding WBYC's own Regatta. An application for the Trophy must be made to the sailing Committee by 1st December.

PROGRESS TROPHY

This Trophy shall be awarded to the person who, in the opinion of the Sailing Committee, has made the most progress in any activity of the Club. The activity is not restricted to sailing.

SANSOM TROPHY

The Sansom Trophy is awarded annually to members of WBYC in order to encourage an early start to the cross channel sailing season. The Rules covering this event are:-

- 1 The Trophy is awarded to the helm or owner of the first boat to reach Barry Harbour at the start of each year's sailing season.
- 2 For reasons of safety, no boat is eligible to enter which is less than 16ft overall, (excluding bowsprit, bumkin or part of the rigging).
- 3 No boat may leave Weston Bay (within a line from the seaward end of Brean Down to the seaward end of Birnbeck Island) before 0001 hours on Easter Saturday morning.
- 4 On arrival at Barry the helmsperson must record the time of arrival (GPS time) in the boat's Log and present a copy to the Sailing Committee.
- 5 In order to be considered for the Sansom Trophy the helm or owner must submit a brief log of the voyage, including the evidence mentioned in 4 above, to a member of the Sailing Committee of the WBYC within 14 days of completion of the passage.
- 6 The logs will be considered by the Sailing Committee of the Club and their decision will be based on them.
- 7 Entrants who use any form of propulsion, other than sails, must declare it in their log with a note of the reason and the time that the alternative form of propulsion was in use. Engines or oars may only be used to avoid grounding or collision.



SCARWEATHER

Entries will be accepted at the discretion of the Committee. The race is to be for TWO Classes for Monohulls, and a Multihull Class.

SINGLE-HANDED RACE

Competing boats shall have only one person on board. The race is to be for TWO Classes.

SPONSORED EVENTS

Where races are sponsored by individuals who donate prizes, in cash or kind, special conditions may be applied (e.g. The race may be one class or two, or with a minimum number of entries required for the event to be valid). In such cases any special conditions will be displayed on the club notice board at least one week before the event.

GENERAL NOTES

1. All of the above Races are held in accordance with the Rules of Weston Bay Yacht Club. The Sailing Committee's decision will be binding.
2. **VISITORS are welcome to take part** in Club events. However, **to be eligible** for any of the trophies associated with the above events, **the following conditions apply :-**
 - a) The participating boat must be owned in whole or in part, by a Full Member of WBYC
 - b) There must be at least one Full Member of WBYC in the crew, who will be nominated as the helmsman or helmswoman for the event.
3. **TIME LIMIT ON CLAIMS FOR TROPHIES**
The SANSOM, PILL POUNDER, LOG OF THE YEAR and BILL MEAKIN Trophies all require claims, with supporting evidence, to be submitted within specified time limits. These conditions must be observed.



RACING INSTRUCTIONS

No.	RULES and INSTRUCTION	PAGE No.
1	Sailing Rules That Apply	23
2	Decision to Race	23
3	Course Notification	23
4	Radio Use: Starting – Finishing and Retirement	23
5	Starting	24
6	Race Signals (Announcements) and Pre-Start Timing	25
7	Finishing and Alternative Finishes	27
8	Course Details	28
9	Declarations and Protests	30
10	Safety Rules and Insurance	30
11	Infringements	30
12	Scoring	31
13	Number of Entries	31
14	Additional Instructions	31
15	Time Limits for Races	31
16	Use of Engines	31
17	Portsmouth Numbers	32
18	Regatta – Special Note	32
19	Safety Equipment Regulations as Per Rule D3 of WBYC	32

OTHER INFORMATON

1	Co-ordinates of Buoys	34
2	Channel Buoy - Location Chartlet	35
3	Table of Advised Courses	36
4	Provisional Organisers	37
5	Boat / Owner list & PYNs and/or Byron	37
6	Sailing Programme	39



RACING INSTRUCTIONS

1 SAILING RULES THAT APPLY

Races will be sailed under ISAF Racing Rules of Sailing (RRS) and RYA Prescriptions with the exceptions given below

- (a) RRS 29.1. The signals for Individual Recalls do not apply
- (b) Under RRS Part 2 Preamble, RRS 48 and RRS J 2.2(3), the International Rules for Preventing Collisions at Sea will prevail instead of RRS Part 2 between the hours of sunset and sunrise.

2 Decision to Race. The responsibility for a boats decision to Participate in a race or to continue racing is hers alone.

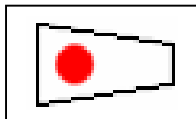
ISAF Part 1 Rule 4

- (a) Start Times & Tidal Information

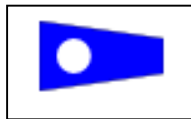
3 COURSE NOTIFICATION

- 3.1 The course to be sailed will be signalled on boards displayed on the front of the Clubhouse, each course being represented by letters and/or numbers as detailed in Racing Instruction 8. Where **Class 1, Class 2a and Class 2b** courses differ, the appropriate Number Pennant will be displayed to identify the difference. **Differences for Class 2a and 2b will be identified by Number Pennant 2 and 3 respectively.** It is the responsibility of skippers to note this information when leaving the river.

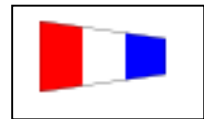
Red Circle on White
No. 1 - Class 1



White Circle on Blue
No. 2 - Class 2a



Red/White/Blue
No. 3 - Class 2b



- 3.2 Any changes of course will be notified by the OOD using VHF radio Channel 37 (M1).

4 RADIO USE FOR STARTING – FINISHING AND RETIREMENTS

- 4.1 All boats entering a race must be equipped with a VHF radio with Channel 37 (M1) capability.
- 4.2 **A listening watch** must be kept on this channel **from 20 minutes before the published start time** until the boat concerned has either retired or finished the race. The precise protocol for starting is given in Racing Instruction 6.



- 4.3 **RETIRING** boats shall notify their retirement to the OOD by radio, and where possible avoid calling at times when other boats are about to finish.
- 4.4 A boat **FINISHING** will call the OOD on CH37 (M1) approximately 3 minutes before it expects to finish and make the following call:
RACE CONTROL – THIS IS *Boat Name* APPROACHING THE LINE OVER.
The OOD will respond as follows:
***Boat Name* – THIS IS RACE CONTROL – STANDING BY.**
- 4.5 In cases where two or more boats are approaching the line in quick succession, the protocol will be for boats to call in, in order of approach, so that the leading boat's call is not blocked.
- 4.6 On crossing the line each competing boat will call the OOD on CH37 (M1) and announce it's finish with the following call:
RACE CONTROL – THIS IS *Boat Name* CROSSING THE LINE - NOW - OVER.
The OOD will respond as follows:
***Boat Name* – THIS IS RACE CONTROL – TIME TAKEN - OUT.**
- 4.7 All finishing boats will record their own "GPS" finishing time at (or soon after) crossing the finishing line transit, and be prepared to confirm that time to the OOD if required to do so.
- 4.8 **Boats that have finished should avoid requesting further finishing information.**
- 5 **STARTING**
- 5.1 The **normal** "Start Gate" for A, B and Bay series races is marked by pair of buoys, the seaward of these being "Buoy X" (as shown on the inset Chartlet provided on page 16). The "Start Line" will be a transit of the landward buoy shown as Y on the same Chartlet) and the central pyramid of the roof of the Sealife Centre. These marks also define the normal Finish Line for B and Bay Series races. In cases where Buoy X is off station and not in transit, with the inner mark and the Sea Life Centre, starting boats, must not pass abeam of Buoy X before the start is signalled.
- 5.2 If the OOD deems that the buoy X is too far off station and unfair advantaged may be gained by a boat or boats, he / she will start the race in such a direction that the line will need to be passed before that buoy.



- 5.3 At the OOD's discretion, due to other events in the Bay or prevailing conditions, the Start for A, B and Bay series races, may be at Safe water Juicy Buoy (B). In such cases the "Gate" is between the Buoy and Brean Down. The **Start Line** will be **Juicy Buoy**, in **transit** with the **outer end of Birnbeck Island**.
- 5.4 The **start** (and normal finish) **for the Frost Bite (winter) series** will be at **Juicy Buoy 'B'** (unless the OOD decides weather conditions are not suitable). The start line and gate will be as described in Racing Instruction 5.3, between Juicy Buoy and Brean Down.
- 5.5 The Officer of the Day may elect an **Anchored Start** for any race if he/she deems the weather to be suitable. An Anchored Start will be signalled by radio before the start of the 10 minute count down. For an Anchored Start the following special conditions apply:-
- Yachts must be anchored behind the Start Line so that no part of the yacht including its ground tackle is over the line.
 - All sails must be lowered or furled with at least two ties securing the mainsail to the boom.
 - All crew members must be in the cockpit at the time of the starting announcement.
 - Anchors must be recovered before finishing the race.
 - Any yacht failing to comply with any of the above instructions will be penalised by adding 30 minutes to its time.
- 5.6 Boats waiting **or proceeding (late)** to the start must keep clear of boats which have started.
- 5.7 The start of any class A race may be given a two hour start gate as long as it is published.

6 RACE SIGNALS (ANNOUNCEMENTS) AND PRE-START TIMING

All announcements will be made by the OOD by radio from a Committee Boat, which may itself be a competitor, on VHF CH37 (M1). **Timing will be by GPS time.**

- 6.1 Any postponement of the start (normally of 15 minutes duration) will be announced by radio, 10 minutes before the published start time.
- 6.2 There will be an announcement and count down to the 10 minute warning: **Weston BAY BOATS STAND BY FOR YOUR 10 MINUTE WARNING** (a short pause) **(105-4-3-2-1-0)**.

The 10 minute warning announcement will be made either on the hour, or at intervals of 5 minutes after the hour.



- 6.3 There will be an announcement and count down to the 5 minute warning: **WESTON BAY BOATS STAND BY FOR YOUR 5 MINUTE WARNING** (a short pause) (105-4-3-2-1-0).
- 6.4 There will be an announcement and count down of to the Start: **WESTON BAY BOATS STAND BY TO START** (a short pause) (10-5-4-3-2-1- Start).
- 6.5 **A recall of boats on the Course Side** of the line at the time when the starting announcement is made will be by VHF CH37 (M1). **Boats on the Course side at that time must return to the pre-start side of the line, by sailing around either end of the line (RRS 30.1).** If a skipper knows that he/she has crossed the line prematurely, but does not receive a call from the Committee Boat, he/she should act as if he/she had received that call.

Boats that do not comply will be penalised and given a given a severe time penalty, one minute longer (corrected) than the slowest boat in the class.

- 6.6 A **General Recall** will be indicated by radio and subsequently initiate a new 5 minute count down as detailed above.
- 6.7 **Shortening** of the course will be signalled by radio.
- 6.8 A race **cancelled or abandoned** on the day of the event, will be signalled by displaying code flag 'N' (with no other signal) on the Beach Clubhouse, from 45 minutes before the advertised start time until the start time. If the cancellation occurs later than 20 minutes before the start time, flag 'N' may (or may not) be displayed, however the cancellation will be notified by radio (VHF Ch 37 – M1) at approximately 5 minute intervals until 10 minutes after the published start time. If for unforeseen reasons a race is cancelled or abandoned before the day of the event, an email message to that effect will be sent to all members who have submitted their email address to the Sailing Secretary.

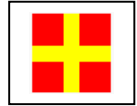
A copy of the cancellation notice will be posted, on the Beach Clubhouse and on the Sailing Committee notice board within the Clubhouse. (Colour – Blue & White)



- 6.9 The Officer of the Day may elect for an A or B Series race to be "a no GPS race". In no GPS races, each competing boat's GPS must be OFF from 5 minutes after the start announcement to 5 minutes before the boat expects to finish, except in the case of an emergency. Any such case of emergency must be reported.



- 6.10 **No GPS races** will be announced by a display board carrying **Code Flag R** (Dead Reckoning) before the course number boards on the Clubhouse. (Colour - Yellow Cross on Red)



7 FINISHING & ALTERNATIVE FINISHES

- 7.1 The normal Finish Line for **“B” and Bay series races** is defined by a **transit** of the **landward buoy Y** and the **central pyramid of the roof of the Sealife Centre**. **All boats finishing must pass through the gate between buoy X and the landward buoy Y as indicated by the course boards or the alternative finish announced by the OOD.**
- 7.2 With the exception of when severe weather conditions prevail, the finish of a shortened race, **would not** normally take place until an hour after high water has elapsed.
- 7.3 The Officer of the day will endeavour to ensure, that where ever possible there is a result, and therefore may shorten course to take account of current conditions. In races run in the confines of Weston Bay, a minimum of three marks (including the start) must be passed for the result to count in any series. Where a shortened course is announced, alternative finish points as specified in the table below are to be used. Course changes will be announced by the ODD on VHF Channel 37 (M1).
- Note: Boats able to sail a course in very light airs, should be viewed as equally skilful and valid as those sailing in normal or heavy weather conditions.*
- 7.4 The **planned finish** for Frostbite (winter) series races will be at Juicy Buoy (B). Due to other events in the Bay, **‘B’ and Bay series races may also use the same planned finish**. In those cases the finish is as detailed in the table below.
- 7.5 In accordance with 7.3, the following, alternative finishes for B, Bay and Frost Bite (Winter) series races may be announced by the ODD. All boats finishing when an alternative finish has been announced, must pass through the appropriate gate as specified in the table below.
- 7.6 **The finish for the Frost Bite (Winter) Series races** will normally be at Juicy Buoy ‘B’ (unless the OOD decides weather conditions are not suitable). The gate and finish Line will be as specified in the table above.
- 7.7 **‘A’ Series races will finish at the Churchill Buoy (C)**. The finish line is a transit between that buoy and the Central Pyramid of the Sealife Centre. **Churchill Buoy is to be left to port.**



ALTERNATIVE FINISHES FOR BAY SERIES RACES		
MARK/ BUOY	GATE	FINISH LINE TRANSIT
A Uphill Boats	Buoy 'A' and the shore <i>(Beware of shallow water)</i>	'A' and the outer end of Brean Down
B (Juicy) Safe Water Mark	Juicy (B) & Brean Down	Juicy Buoy & outer end of Birnbeck Island
C Churchill	Seaward of Churchill Buoy (C)	Churchill Buoy and the Central Pyramid of the Sealife Centre.
D Milton	Milton Buoy (D) & Birnbeck	Milton Buoy & outer end of Birnbeck
E Dauncey	Dauncey Buoy 'E' & Marine Lake	E & centre of Black Rock

8.0 COURSE DETAILS

8.1 BAY COURSES

The course will be set by the ODD taking due account of sea and weather conditions. Courses for races in the bay may make use of seven race mark buoys identified as X, A, B, W C, D, E.

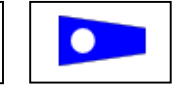
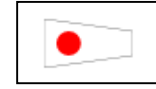
- a. Where **Class 1**, **Class 2a** and **Class 2b** have different courses or number of laps, this will be indicated by the relevant Class Number Pennant, as detailed in Racing Instruction 3.
- b. Course identification and instructions for races held in the confines of Weston Bay will be given by a series of red and green (port and starboard) boards carrying the appropriate buoy identification letter, together with a number board for the number of laps. These boards will be displayed on the Clubhouse.

Example:

The course chosen by the OOD to suit the wind conditions could be "Start X to port, E to port, A to starboard, B to starboard, Finish X to port, 2 laps for both Class 1 and Class 2. This course would be shown as follows:

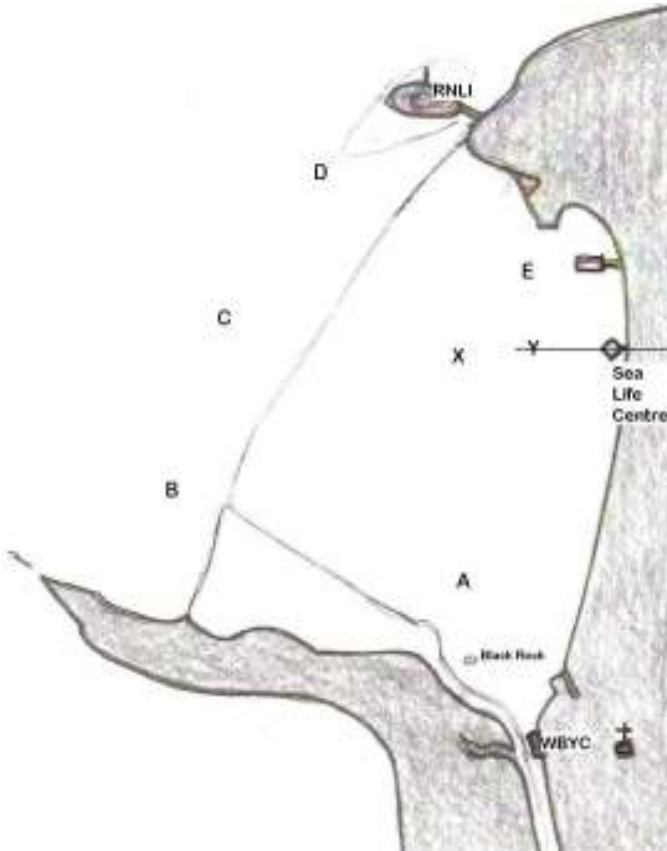


RED X RED E GREEN A GREEN B RED X WHITE No.2 CLASS 1 (Pennant) CLASS 2 (Pennant)



BAY RACING MARKS

Key



A – Uphill Boats

B – Safe Water Mark (Juicy)

C – Churchill
Transit Line

D – Milton

E – Dauncey

X – Beachlands

Y - Kim Brown

(Extracts from 5.1 & 7.1 The normal "Start Gate" (where this is the start and finish of races) for A, B and Bay series races is marked by pair of buoys, the seaward of these being "Buoy X" The "Start Line" and The "Finish Line" will be a transit of the landward buoy shown as "Buoy Y" on the chart above and the centre of the pyramid of the roof of the Sea-life Centre.)



8.2 CHANNEL COURSES (A and B SERIES)

- c. The Start and Finish of all races in these Series will be indicated as specified in Racing Instructions 5, 6 and 7 above.
- d. The courses for each Class will be indicated by number boards and will be chosen from the list of "Advised Courses" detailed on page 21.
- e. Where Class 1, **and Class 2** have different courses, this will be indicated by the relevant Class Number Pennant.
- f. In the list of courses, (P) and (S) mean that the mark should be left to Port or Starboard respectively.

8.3 REVERSE DIRECTION COURSES

- a) **Exceptionally** an A or B series course may be sailed in the **reverse direction** to that defined in the Table of Advised Courses. In such a case this will be indicated by a board carrying the **"First Substitute Pennant"** ahead of the course
- b) The OOD will make an announcement immediately After the 10 & 5 minute warning calls confirming the variation to the norm.



9.0 DECLARATIONS AND PROTESTS

- 9.1 Declarations of retirement must be notified to the OOD within 2 hours of the finish of the last boat.
- 9.2 Protests must be delivered to the Race Officer or to the OOD, within 24 hours of the last boat finishing, accompanied by a deposit of £10.

10.0 SAFETY RULES AND INSURANCE

- 10.1 Club Bylaw 6.3 applies to any dinghy events organised by the club (helm and crew members to wear lifejackets).
- 10.2 Boats taking part in club racing are required to meet applicable Safety Regulations as per Club Bylaw 6.4. These are given on page 27 of this Sailing Programme.
- 10.3 All boats must carry third party insurance.

11.0 INFRINGEMENTS

If a yacht touches a mark when rounding it, she may exonerate herself by, as soon as possible, sailing clear of all other competing yachts and making a 360° turn, including one tack and one gybe, before reaching the next mark (RRS 31.2).

If a yacht infringes a Rule in RRS Part 2, **"When Boats Meet"**, she may exonerate herself by, as soon as possible, sailing clear of all other yachts



and completing a 720° turn before reaching the next mark of the course. If in the incident she also touched a mark, an additional 360° turn is not required (RRS 44.1 and 44.2). If either of the above penalties result from an infringement at or near the finishing line, the yacht must complete the penalty turns **before finishing**.

12.0 **SCORING**

12.1 Unless otherwise specified in Sailing Instructions, the Yardsticks used for calculating the results of all events shall be based on the Portsmouth Numbers as identified in paragraph. 15 below.

All events shall be scored in accordance with RRS 88.3 and Appendix **A, Low Point System, except that 0.75 will be used for first place.**

12.2 For a Trophy depending on the results from a 'Series' of races, the number of results to count will be half the number of races held plus 1. In the event of an odd number of races the half shall be rounded down.

12.3 A helm carrying out OOD duties, and as a consequence not racing, may claim for that race the average of the points scored for the other races in the Series.

13.0 **NUMBER OF ENTRIES**

There shall be no minimum number of boats required to make a trophy or series race valid, provided that the course is completed.

14.0 **ADDITIONAL INSTRUCTIONS**

Additional instructions as necessary may be given in writing by the Sailing Committee and shall carry the same authority as these Sailing Instructions. A notice of such instructions shall be placed on the Club Notice Board 14 days before they become effective.

15.0 **TIME LIMITS FOR RACES**

The limit on all one-tide races will be 3.5 hours after the start time. The limit on all two-tide races will be 12 hours after the start time.

The limit on the Scarweather race will be 36 hours after the start time. Any yacht finishing after the appropriate limit will be deemed to have retired.

15.1 The start of any race may be given a two hour start gate as long as it is published

16.0 **USE OF ENGINES**

Engines may be used anywhere up to the 5 minute preparatory announcement and at any time thereafter if, while approaching the start line, the yacht is south of a transit line subtended by the Tropicana. If a yacht uses its engine during a race for emergency purposes, the



Circumstances are to be logged and reported. Any resulting penalty shall be at the discretion of the Race Committee.

17.0 PORTSMOUTH NUMBERS

All WBYC boats will be given a Portsmouth Number based on that recommended in the current issue of RYA YR2. **However, where data for a particular class is not readily available through the RYA, the PYN will be derived through BYRON.** This number will be valid for all open events and will be the base for Club Races. For Club Races only, each individual boat's Portsmouth number may be adjusted; such variation will be decided by the Sailing Committee before the start of each season and will be based primarily on the results of the previous season. In exceptional circumstances, an additional adjustment may be made during the season. The object of this procedure is to encourage more boats to participate in Club events.

18.0 REGATTA – SPECIAL NOTE

Special rules apply for the Club Regatta. These are supplied to all competitors on payment of the entry fee.

19.0 SAFETY EQUIPMENT REGULATIONS AS PER RULE D3 OF WBYC

The following items of equipment, or facilities, are required. This is based on RYA document YR9/2003 "Racing Yacht Safety". For this purpose, all WBYC events sailed within Weston Bay and all "B" Series events are deemed to be ISAF Category 5. "A" Series events to be Category 4.

THE FOLLOWING IS A REQUIREMENT FOR ALL EVENTS

- 1 Manual bilge pump
- 2 Bucket of at least 7 litres capacity on a stout lanyard
- 3 Compass (hand-held is acceptable)
- 4 Fire extinguisher
- 5 Fire blanket
- 6 Lifebuoy with drogue
- 7 Buoyant heaving line, 15m minimum, readily accessible
- 8 Foul weather clothing each crew member.
- 9 Each crew member should wear a lifejacket and / or harness at all times
- 10 Suitable harness clipping on points
- 11 A VHF radio
- 12 Anchor and chain/warp suitable for the size of yacht
- 13 Strong attachment point suitable for anchoring or towing.



ADDITIONAL REQUIREMENTS FOR "A" SERIES EVENTS

- 14 Small jib and the ability to deep-reef the mainsail
- 15 Navigation lights
- 16 Chart of the area and chart table instruments
- 17 Tide table and navigation publications for the area
- 18 hand bearing compass
- 19 GPS
- 20 Echo sounder or a lead line
- 21 Radar reflector and a means of hoisting it
- 22 Minimum of 2 hand held red flares and 2 orange smokes
- 23 Sound signalling device and a torch
- 24 Materials and tools for simple rig, sail and engine repairs
- 26 First aid kit
- 27 Sufficient food and water for a possible extended stay at sea.

Note:

A list of Bristol Channel Yachting Association events can be found on the association web site: www.bristolchannel.co.uk and on the Club notice board.

TIMES OF HIGH WATER

High Water occurs at approximately the same time at Weston-super-Mare, Barry, Burnham-on-Sea, Cardiff, Penarth and Clevedon. To find the approximate time of high water at the following places, use the Weston time and add or subtract the number of minutes as shown:

DIFFERENCES FROM HIGH WATER WESTON SUPER MARE (mins)		
Appledore -60	Lynmouth -30	Portishead +25
Avonmouth +25	Milford Haven -35	Sharpness +70
Bude -75	Minehead -15	Swansea -30
Chepstow +45	Newquay -100	Tenby -50



Clovelly -70	Padstow -90	Worms Head 50	-
Ilfracombe -60	Porlock -25		
Lydney +60	Porthcawl 35		-

COORDINATES OF CHANNEL BUOYS				
Chart Datum	OSGB 36		WGS 84	
Newport Deep	51.29.32	2 59.05	51 29.36	2 59.12
North Elbow	51 26.94	2 58.58	51 26.97	2 58.65
North West Elbow	51 26.25	2 59.89	51 26.28	2 59.96
English Welsh G.	51 27.09	2 59.92	51 27.12	2 59.99
Hope	51 24.83	3 02.61	51 24.86	3 02.68
Tail Patch	51 23.49	3 03.53	51 23.52	3 03.60
Weston	51 22.59	3 05.68	51 22.62	3 05.75
Holm Middle	51 21.69	3 06.65	51 21.72	3 06.72
Mackenzie	51 21.72	3 08.17	51 21.75	3 08.24
Monkstone	51 24.86	3 05.95	51 24.89	3 06.02
North Cardiff	51 26.49	3 07.12	51 26.52	3 07.19
Mid Cardiff	51 25.57	3 08.01	51 25.60	3 08.08
Cardiff Spit	51 24.53	3 07,05	51 24.56	3 07.12
South Cardiff	51 24.15	3 08.50	51 24.18	3 08.57
Ranie	51 24.20	3 09.32	51 24.23	3 09.39
Wolves	51 23.10	3 08.81	51 23.13	3 08.88
Lavernock Spit	51 22.99	3 10.75	51 23.02	3 10.82
Merkur	51 21.85	3 15.88	51 21.88	3 15.95
North One Fathom	51 20.90	3 12.09	51 20.93	3 12.16
Breaksea	51 19.85	3 19.01	51 19.88	3 19.08
East Culver	51 17.97	3 15.37	51 18.00	3 15.44
West Culver	51 17.34	3 18.61	51 17.37	3 18.68



Gore	51 13.91	3 09.72	51 13.94	3 09.79
Kilve Patch DZ2	51 13.73	3 17.12	51 13.76	3 17.19
Breaksea Tower	51 22.49	3 24.47	51 22.52	3 24.54
West Scarweather	51 28.28	3 55.50	51 28.31	3 55.57
Sand Ridge	51 14.98	3 49.70	51 15.01	3 49.77
Copperas Rock	51 13.75	4 00.53	51 13.78	4 00.60

Correct to end of December 2007 watch Club notice board for later changes.

Note:

Local charts are progressively being changed from the OSGB36 to WGS84 datum as they are reissued. The datum used is shown in the "Position" note under the Title at the top of the chart. **Know the Datum used by your GPS!**

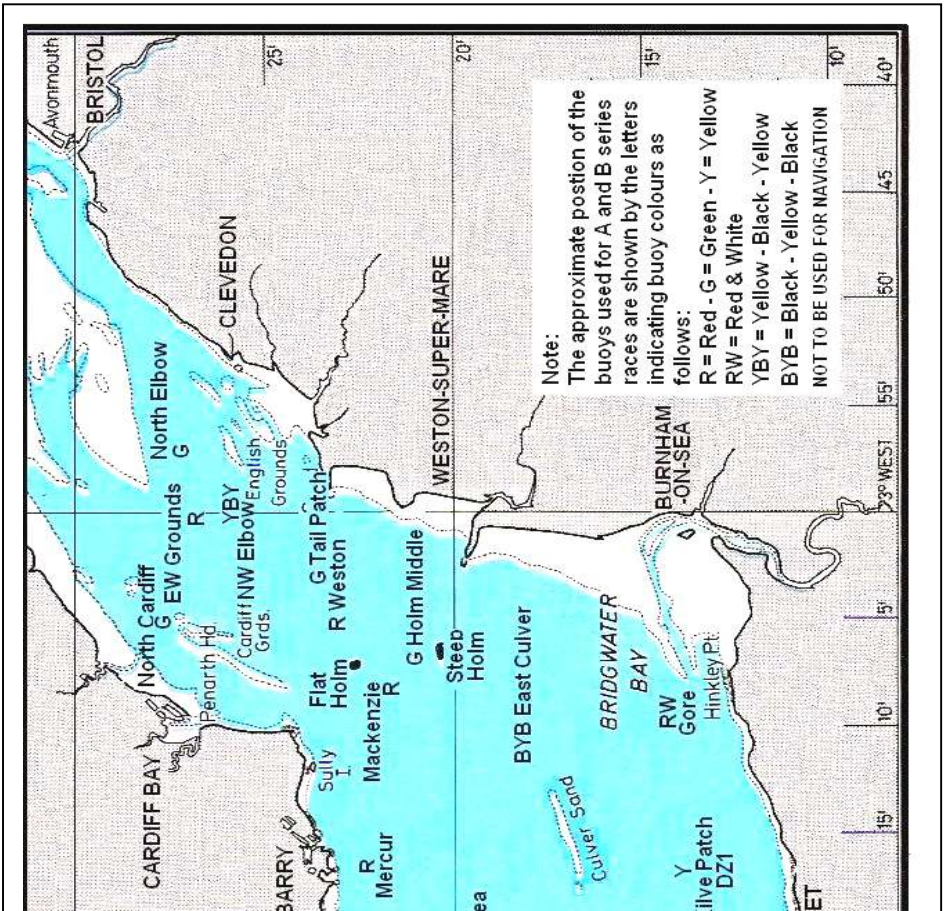




TABLE OF ADVISED COURSES FOR A & B SERIES RACES

		CLASS 1 BOATS		CLASS 2 BOATS	
RACE	SERIES	FORCE 4 & ABOVE	FORCE 3 & BELOW	FORCE 4 & ABOVE	FORCE 3 & BELOW
CHANNEL RACE	B	29	29	29	29
NORTH ELBOW	B	23	25	24	25
TAIL PATCH	B	26	28	27	28
WESTON RACE	B	18 or 20	22	19 or 21	22
BREAKSEA RACE	A	46	47	47	48
MERKUR RACE	A	49	50	50	51
NORTH CARDIFF	A	43	44	44	45
ROUND THE ISLANDS	A	40	41	41	42
No.	COURSE				
18	Holm Middle (S) - Flatholm (S) – Weston (S)				
19	Holm Middle (S) - Weston (S)				
20	Hope (P) - Weston (P) - Holm Middle (P)				
21	Hope (P) - Weston (P)				
22	Weston (P)				
23	Hope (S) - North Elbow (S)				
24	North-West Elbow (S) - North Elbow (S)				
25	North-West Elbow (P)				
26	North-West Elbow (P) - Tailpatch (P)				
27	Hope (P) - Tailpatch (P)				
28	Tailpatch (P)				
29	English and Welsh grounds (P)				
30	Steeholm (S) – (Should only use where “out” and “back” reaching winds are forecast)				
31	Steeholm (P) – (Should only use where “out” and “back” reaching winds are forecast)				
32	Steeholm (S) Flatholm (S)-Only use where “out” and “back” reaching winds are forecast)				
40	Flatholm (P) - N. One Fathom (S) - Merkur (P) - W. Culver (P) – Kilve Patch (DZ2) (P) -				



	E. Culver (S) – Steepholm (P)
41	Flatholm (P) - N One Fathom (S) - Merkur (P) - Breaksea Light Float (P) – W. Culver (P) - Gore (P) -Steepholm (P)
42	Flatholm (P) - N. One Fathom (P) - W. Culver (P) - Steepholm(P)
43	North Cardiff (P) - Churchill (S) – North One Fathom (P) - West Culver (P) Kilve Patch (DZ2) (P) - Steepholm (S)
44	North Cardiff (P) - Steepholm (S) - North One Fathom (P) - West Culver (P) - Steepholm (S)
45	South Cardiff (P) - Gore (P) – Steepholm (S)
46	Mackenzie (P) - East Culver (S) - Breaksea Water Tower (P) - West Culver (P) - Gore (P) - Steepholm (S)
47	East Culver (S) - Breaksea Water Tower (P) - East Culver (P) - Steepholm (S)
48	West Culver (S) - Breaksea Lt Float (S) - East Culver (P) - Steepholm (S)
49	Mackenzie (P) - Kilve Patch (DZ2) (S) – West Culver (S) - Merkur (S) - North One Fathom (P) - Steepholm (S)
50	Gore (S) - West Culver (S) - Merkur (S) - North One fathom (P) - Steepholm (S)
51	Merkur (P) - West Culver (P) - North One Fathom (S)
60	Scar weather West (P) - Copperas Rock Buoy (P) OR Copperas Rock Buoy (S) - Scar weather West (S)

SAILING PROGRAMME DAILS FOR PROVISIONAL ORGANISER / OOD

It is the Organiser's / OOD's responsibility to find a replacement if he or she is unable to fulfil there duty on the due day

I.D.	Name	Tel	Email
PJ	Pat Jensen		
JT	John Tyson		
RC	Rod Clayton		
BM	Bryan Mitchell		
MT	Martin Thomas		
JR	John Roberts		
LW	Les Willis		
PT	Paul Turner		
CP	Charles Porter		
RW	Ray Williams		
AT	Alan Tanner		

As of this year all Sailing Boats Racing will have to be given a Byron Handy Cap Number The race officer (John Tyson 07968853170) over the coming month or so will be helping each owner in the measuring there boat and sails so that next year we will all be sailing by one system

The Bristol Channel Yachting Association Considers This The Best Available

CLASS 1			
BOAT NAME	TYPE	BYRON or WBYC	OWNER
TRIVIAL PURSUIT	Corsair F27	798 Byron	Don Sutherland



JIMINY CRICKET	Hunter F28	924	Alan Tanner
JEHAD	Westerly J 24	936	Charles Porter
KRA	Endurance Mk II (40)	940 P	Terry Millier
MIDNIGHT EXPRESS	Westerly J 24	976 no spin	John Roberts
FLEURIE	Beneteau First 28	985 P	Colston Day
APPALOOSA	S&S 40	995	Ray Williams
JTEE	Feeling 286	1004	Frank Toman
SEA THRIFT OF RAME	Nicholson 38	1005 P	Pat Jensen
DASH II	Hunter Horizon 27	1057 Byron no spin	Martin Thomas
POLAR BEAR	Westerly GK 24	1042	Richard Buckley
SPIRIT OF BRAGANZA	Verle 790	1051	Bob Godbold
MOONSHINE	Club 19	1052	
SEHOLA	Achilles 24	1079	Rob Strawbridge
MAXIMUM	Maxi 77	1090	Dave Johnson
BOAT NAME	TYPE	BYRON or PY	OWNER
SPRAY	Elizabethan 31	1105	Richard Charles
BLUE SU	Elizabethan 31	1105	Kerry Williams
ROO	Hunter 701	1140	Jennie Williams
LASTEN	Shipman 28	1142	Paul Turner
MAC11	Jaguar 25	1145	Geoff Poole
GUNSMOKE	Sadler Frigate 27	1158 Byron	Tony Hoskings
FREEDOM III	Hunter 19	1160	Simon Lovell
MOTH	Westerly Konsort 29	1162	Les Willis
MANDALA	Hunter Duette	1163	John Bailey
REFLECTION	Mirage 28	1167	
ESCAPE	Jaguar 22	1168	Terry Helyar
BALTIC WANDERER	Invicta 26	1176	Barry Hobbs
IMAGINE	Hunter Europa 18	1180	
REDSTART	Prelude	1180	Tom Norman
SEASCAPE	Salty Dog	1181	Ray Munden
ELISE	Salty Dog	1181	Warwick Lawley
SANDPIPER	Pandora	1186	
MOJO'S	Drascombe Longboat	1191 Byron	John Tyson
FREEDOM 21	Freedom 21		George Robbins



CLASS 2 (FOR THE BAY SERIES ONLY)			
EVE TWO	Diamond Cat	1200	Mike Healey
KISKADEE	Catalac 9	1240	John Trimm
WANDERING STAR	Westerly Centaur 26	1246	P. Cook
			Ray Badman
AMANDA JOY	Westerly Centaur 26	1260	Alex Hollis
BLUE HAZE	Hurley 24/70	1264	Jim Ashford
MOONDARRA	Cobra 700	1265	Rory Cope
PROGRESS	Leisure 22	1270	Mick Aspell
MOON WHISP	Coribee	1325	Hedley Blackwell
ONOJO	Snapdragon	1325	Pete Jones
VIENTI PRESCO	Westerly Pageant 23	1325	Bill Garbett



SAILING PROGRAMME FOR 2011

DAY	DATE	EVENT	Provisional OOD	Series	START TIME	HW TIME	HW HEIGHT
Fri	22 APR	Good Friday				22:47	11.21
Sat	23	Sansom Trophy			00:01	11:11	10.58
Sun	24	Palm Sunday				11:58	9.67
Mon	25	Easter Monday				12:55	8.97
Fri	29	B/H Jubilee Cup / Bay Race 1		b		17:30	10.09
Sat	30	B/H Jubilee Cup / Bay Race 2		b		18:12	10.59
Sun	1 May	B/H Jubilee Cup / Bay Race		b		18:48	10.94
Mon	2	B/H Jubilee Cup / Bay Race		b		19:21	11.18
Sat	7	Dingy Race / Bay Race 3	JT	b		09:55	10.96
Sun	8	Bay Race 4				10:35	10.57
Sat	14	Weston Bay Regatta	JT			17:04	10.89
Sun	15	Weston Bay Regatta	JT			18:00	11.47
Sat	21	Dingy Race / Bay Race 5		b		10:12	11.29
Sun	22	Man Over Board				10:55	10.61
Sat	28	Tail Patch		B		16:33	9.47
Sun	29	North Elbow		B		17:24	9.97
Mon	30	B/H				18:08	10.45
Sat	4 June	Dingy Race/Cardiff Yacht Club Regatta				09:07	11.32
Sun	5	Dingy Race/Cardiff Yacht Club Regatta				09:48	11.29
Sat	11	Old Salts Race				15:26	10.08
Sun	12	Weston Race		B	15:00	16:33	10.41
Sat	18	Scar weather (Ski Race)			09:00	09:16	11.52
Sun	19	Scar weather (Ski Race)				09:57	11.27
Sat	25	Bay Race 6				14:23	8.82
Sun	26	Bay Race 7		b		15:31	8.94
Fri	1 July					19:47	11.47
Sat	2					20:30	11.77
Sun	3	Merkur 08:30 to 10:30 starting time		A	08:30 10:30	08:57	11.66
Sat	9	BCYA-Rally Mermaid Q				13:42	9.99
Sun	10	T4 on beach BCYA-Rally Mermaid Q				14:53	9.73
Fri	15					19:58	11.63
Sat	16					20:39	11.78
Sun	17	Round The Islands Race 08:30 to 10:30 starting time			08:30 10:30	09:01	11.50
Sat	23	Ladies Race				12:19	9.32
Sun	24					13:06	8.81
Fri	29	Bristol Festival				18:45	11.22
Sat	30	Bristol Festival				19:32	11.78
Sun	31	Bristol Festival				20:16	12.22



SAILING PROGRAMME FOR 2011

DAY	DATE	EVENT	Provisional OOD	Series	START TIME	HW TIME	HW HEIGHT
Sat	6 Aug	RNLI / WBYC Bay Race 8	JT	b		12:17	10.56
Sun	7	RNLI / WBYC Bay Race	JT	b		13:12	9.82
Fri	12	Crew Race				19:00	11.35
Sat	13	North Cardiff				19:42	11.72
Sun	14	Breaksea 08:30 to 10:30 starting		A		08:04	11.52
Sat	20	Dingy Race / Bay Race 8				11:02	10.20
Sun	21	Single Handed Race				11:31	9.57
Fri	26					17:30	10.47
Sat	27	Ilfracombe & Lundy				18:25	11.46
Sun	28					19:12	12.18
Mon	30			b	09:30	19:56	12.66
Sat	3 SEP	Dingy Race Newport Regatta				11:07	11.47
Sun	4	Newport Regatta		B3	15:45	11:52	10.54
Fri	9					17:54	10.79
Sat	10	Barry High Light Race				06:21	10.86
Sat	10	Barry High Light Race				18:41	11.48
Sun	11					07:02	11.39
Sat	17	Portishead Holmes Race				10:01	11.06
Sun	18					10:28	10.47
Sat	24					17:02	10.52
Sun	25					17:59	11.60
Sat	1 OCT	Frost Bite 1				10:02	12.35
Sun	2	RNLI Channel Race				10:45	11.54
Sat	8	Frost Bite2				17:27	10.65
Sun	9	Frost Bite 3				18:13	11.29
Sat	15	Frost Bite 4				09:04	11.54
Sun	16	Frost Bite 5				09:34	11.23
Sat	22	Frost Bite 6				15:13	9.56
						16:28	10.52
Mon	26 Dec	Around The Bay on Boxing Day				10:05	11.8

Cruising Away Dates For 2010

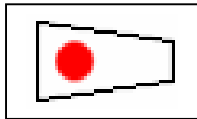
	1 May	Padstow May day					
	30 May	Semaine Du Golfe					
	5 June						
Sat	20 June	Cruise to Helford	PT				
		Race from Helford to L' Aber Wrach	LW				
		Cruise L' Aber Wrach to Scilly Isles	PJ				
Sat	3 July	Cruise Scilly Isles to Home					
	27Aug	Ilfracombe Lundy					
Sat	5 Nov	Barry Club Bristol Cruise					



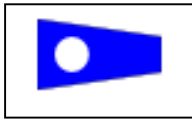
RACING INSTRUCTIONS – QUICK REFERENCE GUIDE TO FLAGS USED

3.1 Where **Class 1, Class 2a and Class 2b** courses differ, the appropriate Number Pennant will be displayed to identify the difference.

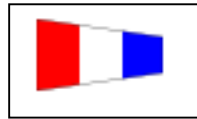
No. 1 - Class 1



No. 2 - Class 2a

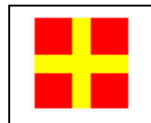


No. 3 - Class 2b



Differences for Class 2a and 2b will be identified by Number Pennant 2 and 3 respectively.

6.9 **No GPS Races** will be announced by a display board carrying **Code Flag R** (Dead Reckoning) before the course number boards on the Clubhouse.



6.10 A race **cancelled or abandoned** on the day of the event, will be signalled by displaying code flag 'N' (with no other signal) on the Beach Clubhouse, from 45 minutes before the advertised start time until the start time.



8.1 BAY COURSES

Course identification and instructions for races held in the confines of Weston Bay. The course chosen by the OOD to suit the wind conditions could be "Start X to port, E to port, A to starboard, B to starboard, Finish X to port, 2 laps for both Class 1 and Class 2. This course would be shown as follows:

RED	RED	GREEN	GREEN	RED	WHITE	CLASS 1	CLASS 2
X	E	A	B	X	No.2	(Pennant)	(Pennant)

8.3 REVERSE DIRECTION COURSE

Exceptionally an A or B series course may be sailed in the **reverse direction**indicated by a board carrying the "**First Substitute Pennant**" ahead of the course number boards.



Page 34 for the key to Provisional Organisers / O.O.D.

Editor John Tyson