



Notice of Race

Neyland Yacht Club & Pembroke Haven Yacht Club

2026

1. Organising Authority.

Neyland Yacht Club (NYC) and Pembroke Haven Yacht Club (PHYC), determined by which Club conducts the Starting sequence.

This NoR shall apply to all races / series / regattas scheduled by either club without a specific SI.

2. Rules.

Racing will be governed by the World Sailing Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of the RYA, and class rules where appropriate except where changed by the sailing instructions.

Competitors give their consent for NYC / PHYC, their Sponsors and affiliates to use their name, comments, photographs and likeness in any media or publication.

Advertising should be in accordance with World Sailing Regulation 20.

3. Eligibility.

All series, Regatta's and other Club races are open to all sailors who hold membership of an RYA affiliated sailing or yacht club. All boats will require a boat specific 2024, 2025 or 2026 Bryon James rating. Under agreement from the Race Committee, a class BJ rating may be used by members of other clubs taking part in the regatta.

4. Classes.

The Bryon James rating system will be used. The rating for a boat will need to be verified by the Race Committee and may be subject to independent verification.

Fast Division 1 – Pennant 1 – All yachts BJ 999 and below.

Slow Division 2 – Pennant 2 – All yacht BJ 1000 and above.

White Sail (No Spinnakers, etc) – Pennant 3 – all ratings.

Variations: Boats close to BJ1000 can opt to race in either fleet subject to agreement of the relevant Race Officer. If granted the choice shall apply for the whole of the races / series / regatta and is not changeable once the first race has been started.

5. Location.

The series will be run from Neyland Yacht Club or Pembroke Haven Yacht Club using a combination of fixed channel marks and club marks for the course(s).

6. Entries.

Entry fee to cover races in the series will be as follows:

£3 per race or £20 for Spring Wednesday Night series.

£3 per race or £20 for Summer Wednesday Night series.

£6 per race or £20 for the 4 races in the Keelboat Week

Other races entry fees will be notified on posters advertising race

7. Registration.

All helms must register their boat to race for all races covered by this NoR. A registration form can be found at <https://forms.gle/NJ1U33VTsenAmywp7>

8. Races

All races (Wednesday nights, Cruiser Week and regatta's) will be as stated in the NYC or PHYC or PYC calendar of races. Start times will be as stated in the SI's or relevant Race posters.

9. Briefing.

Before the first race each day, there will be a briefing over VHF channel 37 to explain the course and outline any applicable safety information.

9. Safety.

- a)** The safety of a yacht, her equipment and entire management including insurance is the sole responsibility of the owner/competitor who must ensure that there is adequate safety equipment on-board and ready for use. The OA may conduct random checks to ensure that provisions of 9 (d) are met
- b)** The decision on whether or not to start or continue in a race is that of the owner/competitor; the race organisers accept no liability for loss, injury or damage. The race officer has the authority on duty-of-care grounds to cancel, postpone or delay any planned race at any time.
- c)** The OA and Race Committee reserve the right and authority on grounds of duty-of-care to cancel, postpone or delay any race at any time. Moreover, every owner/competitor warrants the suitability of his yacht for the races.

d) Yachts must carry basic safety equipment equivalent to or exceeding the World Sailing Offshore Special Regulations Appendix B Special regulations for Inshore Racing. Minimum equipment shall be:

1. One strong bucket with a lanyard and of at least 9 litres (2.4 US Gal) capacity
2. One compass (a hand-held is acceptable)
3. One fire extinguisher required if electrical system, engine or stove on board
4. One anchor and warp suitable for size of yacht
5. A lifebuoy with a drogue
6. A heaving line, no less than 6 mm (1/4") diameter, 15 - 25 m (50 - 75') long, readily accessible to cockpit
7. A strong, sharp knife, sheathed and securely restrained shall be provided readily accessible from the deck or cockpit.

e) In addition all yachts shall carry:

- a. A minimum of 2 crew members.
- b. A minimum third-party insurance in the sum of £3,000,000.
- c. An engine capable of propelling the yacht at 4 knots in calm water and sufficient fuel for 2 hours of motoring. The engine and associated equipment must be fully functioning and in a safe working order before the starting procedure commences. Random checks may be carried out by the Race Committee.
- d. A VHF radio capable of transmitting and receiving on Channels 12, 16 and 37/M1. MHPA signal station wishing to communicate directly with a yacht will call on Channel 16 and request yacht(s) to switch to Channel 12. On completion of any such communication the yacht(s) concerned will resume dual watch on Channel 16 and Channel 37. The Club strongly advise all yachts to monitor commercial activity on Channel 12, especially when tankers are being berthed. Random radio checks may be carried out at the discretion of the Race Officer.
- e. Personal Floatation Devices for all persons on-board.
- f. Basic First Aid kit.
- g. Recommend that some form of man overboard retrieval system (i.e. ladder or other item).be carried.

10. COMMERCIAL SHIPPING

- a. All competitors shall comply with the International Regulations for Preventing Collisions at Sea 1972 and the Milford Haven Harbour Bye-Laws 1984 with respect to non-racing leisure and commercial traffic and shall not interfere with, obstruct or inconvenience any commercial traffic in any way.

Competitors shall comply with any directions given by Milford Haven Port Authority or vessel/persons acting on their behalf.

b . Milford Haven Port Authority, Maritime Coastguard Agency and the Marine Police Unit will be provided, on request, with a list of competitors and details.

c . Any competitor reported to have failed to comply with 11.a shall be disqualified, without protest. This changes RRS Rule 60.

d Competitors are advised to monitor shipping movements on VHF Ch. 12 during the race whilst maintaining a watch on VHF Ch. 37 (M1).

e. An announcement of expected commercial shipping movements may be made during the announcement of courses. The OA are not responsible for the accuracy of information provided, any inaccuracy is not grounds for redress'

11 RUBBISH AND WASTE

No competitor shall intentionally dispose of any rubbish or waste into the water that can be disposed of ashore.

12 RISK STATEMENT

a Sailing is by its nature an unpredictable and dangerous sport and therefore involves an element of risk. By entering in the event, all competitors acknowledge / confirm the following.

b Racing Rules of Sailing Rule 3 states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

c They are aware of the inherent risk involved in the sport and accept the responsibility for exposure of themselves, their crew and their boat to the inherent risk whilst taking part in the event.

d They are responsible for the safety of themselves, their crew, their boat and any other property whether afloat or ashore.

e They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

f Their boat is in good order, equipped to sail in the event and are fit to participate.

g The provision of a Race Management Team, Safety Boat and other Officials or Volunteers of the Organising Authority does not relieve them of their own responsibilities.

h The assistance provided by any Safety Boat is limited, particularly in extreme, dangerous or shallow water conditions, as can be practicably provided in the circumstances. The OA accepts no liability for any loss, injury or damage caused by any assistance provided to any competitor requiring/requesting/accepting assistance.

l They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather and sea conditions; that there is a crew sufficient in, number, experience and fitness to withstand such conditions and that their safety equipment is properly maintained,

stowed and in date and is familiar to the crew.