

The Dartmouth Classic Weekend Dartmouth

Friday July 6th - Sunday July 8th 2018

SAILING INSTRUCTIONS

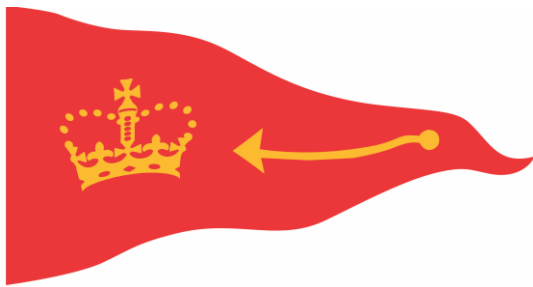
The Dartmouth Classic Weekend 2018

Under the Joint Burgees of the

Royal Dart Yacht Club

and

The British Classic Yacht Club



Organising Authority

The Royal Dart Yacht Club

WELCOME TO THE DARTMOUTH CLASSIC WEEKEND 2018

SECTION A : GENERAL - SATURDAY JULY 7TH AND SUNDAY JULY 8TH 2018

1. GENERAL

1.1. The Regatta will be governed by the 'rules' as defined in the WS Offshore Special Regulations for Category 5 (Monohulls) for 2018-2019 and the WS Racing Rules of Sailing (RRS) 2017-2020

- RRS Rule 29.1 and RRS 30.2. ("Z" Flag Recall) are changed as defined in 12.2.
- Rule 33 (Course Changes) is changed as defined in 11.3.
- RRS Rule 35 (Time Limit) is changed as defined in 16.
- RRS Rule 44.1 (Penalty Turn) is changed as defined in 14.1.
- Rule A4.2. (Scoring) is changed as defined in 19.2.

1.2 Sailing Instructions 8.2, 12.2 & 12.3 are non-protestable by competitors. Failure to comply with these Sailing Instructions will not be grounds for protest by Yachts. This changes RRS 60.1 and 62.

1.3. If there is a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions will prevail.

2. ELIGIBILITY

2.1. **Class 1:** Yachts designed before the 31st December 1968 which are maintained to their original design without any significant changes. (Yachts built in a limited series are eligible, but those built in an industrial scale series are excluded from Class 1, but are eligible in Class 3.)

2.2. **Class 2:** Yachts as per Class 1, but which have had significant changes made to their original design and/or materials. Replicas built to an original design created before December 31st 1968 are also eligible in Class 2. Note: In both Classes 1 and 2, changes in the material of spars, hull, ballast and major changes in the sail plan are considered as significant changes.

2.3. **Class 3:** Yachts designed between December 31st, 1968 and December 31st, 1974 built as a one-off or in series production and Yachts designed before December 31st 1974 built in an industrial series. Yachts designed after 31 December 1974 whose design and build, including hull, spars, rig, sails, etc., are considered equivalent to pre-1968 classic Yachts may be eligible in Class 3. All Yachts potentially eligible for class 3 must be of an approved classic design and are subject to acceptance by the regatta organisers. The number of series production Yachts first launched after December 31st 1974 may be limited by the regatta organisers. The Race Committee may add an additional rating to any Class 3 yacht to allow fair competition with other yachts from Class 1 & 2.

2.4. **Class 4:** Any Yacht with high tech sails (that is any material other than woven cloth with traditionally sewn panels and homogeneous colours) or any other material than wood, aluminium or steel for spars other than top masts, will sail in class 4 regardless of year of design.

2.5 Subject to the approval of the Race Committee any yacht type which has previously sailed in a Dartmouth Classic Weekend or a Classic Channel Regatta will be grandfathered into the 2018 Regatta regardless of whether she meets the above criteria. Any yacht type which does not meet the above criteria but in the opinion of the Race Committee is suitable to race as a classic may be accepted. In either case the Race Committee may add an additional rating to that obtained via the JCH system.

2.6. For the Dartmouth Classic Weekend 2018 Class 1 & 2 will be amalgamated. Class 4 yachts will be amalgamated into Class 3 with an additional 8% added to their JCH rating.

3. OFFICIAL NOTICE BOARD

3.1. The Official Notice Board is located in the Cadet Room of the Royal Dart Yacht Club.

4. NOTICES TO COMPETITORS

4.1. Notices to Competitors will be posted on the Official Notice Board and may be sent by eMail. Failure to send or receive an email shall not be grounds for redress. This amends Rule 62.

5. CHANGES TO SAILING INSTRUCTIONS

5.1. Any change to Sailing Instructions will be posted on the Official Notice Board before 0800 on the day that it will take effect except that any change to the schedule of races will be posted by 1900 on the day before it will take effect. These may also be eMailed to Competitors. Failure to send or receive an email shall not be grounds for redress. Changes may also be broadcast by VHF on channel 72. Failure to broadcast or receive a VHF transmission shall not be grounds for redress. This amends Rule 62.

6. SIGNALS MADE ASHORE

6.1. Signals made ashore for all Yachts will be displayed on the signals mast located outside the Royal Dart Yacht Club.

6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in RRS Race Signals, Postponement Signals, AP.

6.3. When flag Y is displayed ashore or on any committee vessel afloat, Rule 40 applies at all times when afloat except briefly while changing or adjusting clothing or personal equipment by all competitors. This amends and adds to the preamble to Part 4 of the RRS, rules 27.1 and 40.

7. SCHEDULE OF RACES

7.1. The scheduled time of the warning signal of the first start of each day for each division is set out in relevant section of these Sailing Instructions.

8. CLASS FLAGS

8.1. The Flags are as follows for all Races;

Division	Flag
Division 1	Numeral Pennant 1
Division 2	Numeral Pennant 2

An additional Division 3 may be formed from similar day boats if numbers allow. This class will use Pennant 3.

8.2. The distribution of Yachts into divisions depends on their JCH time correction factor (tcf). A list of the Yachts and their divisions will be displayed on the Notice Board by 19:00 on the day before the first scheduled race. Yachts should ensure they have both numeral pennant 1 and numeral pennant 2 onboard.

8.3. All Yachts shall display their Division Flag on the backstay at least 2m above deck. The flag shall have minimum hoist length of 20 cm.

9. RACING AREAS

9.1. The racing areas for each event are described in the relevant section of these Sailing Instructions. Maps and charts are not to scale.

9.2. The list of charts provided, while not exhaustive, will identify the location for each event.

9.3. The list is a guide and entrants are reminded that it is each skipper's sole responsibility to ensure that all necessary charts, corrected up-to-date, are carried on board.

10. MARKS

The marks of the course for each event are described in the relevant section of these Sailing Instructions.

11. COURSES

11.1. The courses to be sailed are set out in the relevant section of these Sailing Instructions. The course diagrams are representational only and are not to scale.

11.2. No later than the warning signal, the race committee signal boat will display the approximate compass bearing of the first mark. This information may also be broadcast on VHF Ch 72. Failure to transmit or receive this information though shall not constitute grounds for redress. This amends Rule 62.

11.3. Legs of the course will not be changed after the preparatory signal. This changes Rule 33.

11.4 Courses may be signalled either by course boards and/or VHF

12. THE START (RRS RULE 26)

12.1. The initial preparatory signal will be a "Z" flag in accordance with RRS Rule 30.2.

12.2. There will be no individual recalls and Yachts that are judged to be OCS under the "Z" flag will have a 10 minute penalty. Deliberate early starting to gain an advantage (as judged by the race committee) will also get the 20% scoring penalty. This is non-protestable and changes RRS Rule 29.1 and RRS 30.2.

12.3. All Yachts shall pass close to the Committee Boat for identification prior to the initialisation of the start procedure. Any Yacht not displaying her sail number correctly (see Notice of Race) shall be scored as "DNS" regardless of whether her name is identifiable.

12.3. Yachts whose warning signal has not been made shall keep clear of the Start Line and of all Yachts whose warning signal has been made.

12.4. The Start Line for each course is defined in the relevant section of these Sailing Instructions.

13. GENERAL RECALL (RRS RULE 29.2)

13.1. In the event of a General Recall a broadcast message may be transmitted on VHF Ch 72. Failure to transmit or receive any such transmission shall not constitute grounds for redress. This amends Rule 62.

13.2. The division or divisions recalled will start at 5 minute intervals after the last programmed start in the same order as that in which the General Recalls occurred.

14. PENALTIES AND RETIREMENTS (RRS RULE 44)

14.1. RRS Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14.2. When RSS part 2 rules are not applicable and are replaced by IRPCAS, RSS Part 2 rule 44.1 is not applicable and replaced by RSS Rule 44.3.

14.3. Replacing penalties for violation of rules other than those of RSS Part 2 or RRS Rule 31 may, after hearing, be attached a penalty ranging from 20% of the race time to disqualification.

14.4. A Yacht that has retired shall report her retirement as soon as possible and in any event within the protest time limit. Yachts that fail to do so will be scored DNE (Disqualification Not Excludable) unless the Race Committee accepts a satisfactory explanation of the delay.

14.5. Retirements may be reported by hail or by VHF Ch 72 (Call Sign "Regatta Race Officer") to the Committee Boat, or by telephone to the relevant Race Headquarters. Competitors' attention is drawn to the importance of notifying a retirement in the passage races as soon as possible so that the boat's safety, location and intentions are made known to the organisers.

14.6. The scoring or exoneration penalty of RRS 44.3 will be available and the penalty shall be 20%.

15. SHORTEN COURSE (RRS RULE 32)

15.1 The Race Committee may transmit a broadcast message on VHF Ch 72. The broadcast message may be repeated. Failure to receive such transmissions shall not constitute grounds for Redress. This amends RRS Rule 62.

16. TIME LIMITS (RRS RULE 35)

16.1. If one Yacht sails the course as required by RRS Rule 28.1 and finishes within the Time Limit, all Yachts that finish within the Time Limit Extension shall be scored according to their finishing place unless the race is abandoned. This changes RRS Rule 35.

16.2. If no Yacht finishes in accordance with Sailing Instruction 16.1, and if at least one Yacht completes at least one lap of the course, complying to that extent with RRS Rule 28.1 and completes that lap within the time limit, all Yachts that complete the same number of laps within the time limit extension shall be scored according to their places at the end of that lap unless the race is abandoned. This changes RRS Rule 35.

16.3. Yachts that stop racing in anticipation of the expiry of the Time Limit will be eligible to be scored in accordance with Sailing Instruction 16.2.

16.4. Yachts failing to finish within the Time Limit Extension will be scored DNF (Did Not Finish). This changes RRS Rule 35 and RRS Appendix A.

17. PROTESTS AND REQUESTS FOR REDRESS

17.1. Protest forms are available at the relevant Race Headquarters. Protests shall be delivered to the Race Office (Sailing Office RDYC) within the Protest Time Limit.

17.2. For all races the protest time limit is 2 hours after the last boat has finished.

17.3. Notices will be posted on the Official Notice Board within 30 minutes of the expiry of the Protest Time Limit to inform competitors of a hearing in which they are parties or witnesses. Hearings will be held in the Protest Room at RDYC clubhouse.

17.4. Notices of protests by the Race Committee will be posted to inform Yachts under RRS Rule 61.1 (b).

17.5. On the last day of the regatta a request for reopening a hearing shall be delivered;

- (a) Within the Protest Time Limit on that day if the party requesting reopening was informed of the decision on the previous day.
- (b) No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS Rule 66.

17.8. Any skipper lodging a protest is requested to donate £10 (€13) towards the Regatta Charity. Any Skipper challenging a protest is requested to do the same.

18. ARBITRATION

18.1. When a protest has been lodged for either a Part 2 infringement (with no significant damage or injury occurring as a result) or a Rule 31 violation, a party to the protest may request RYA arbitration (or the Protest Committee or the Race Committee may offer it) which would bring either an exoneration or a scoring penalty of 20%.

19. SCORING

19.1. The Low Point scoring system of RRS Appendix A will apply.

19.2. A boat that did not start, did not finish, retired after finishing or was disqualified shall score penalty points for that race equal to the total number of Yachts entered in the corresponding class / division for the regatta. This modifies Rule A4.2.

20. RADIO COMMUNICATION

20.1. All Yachts must have a working VHF radio with a transmitter power of 25 watts and capable of operating on VHF channels 16 and 72. Yachts shall keep a listening watch on channel 72 at all times. A Yacht shall neither make radio transmissions while racing nor receive radio communications not available to all Yachts. This restriction also applies to mobile telephones.

20.2. The call sign of the committee vessel will be "Regatta Race Officer". Yachts may communicate with "Regatta Race Officer" only on Channel 72 and only for the following reasons;

- Emergency communications
- Requests for assistance
- Communication of retirement
- Communication of intention to protest.

20.3. Yachts must avoid transmissions during the starting procedure other than emergency ones.

21. RISK STATEMENT

21.1. RRS Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

21.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event
- b. They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore
- c. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d. Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e. The provision of a race management team, patrol Yachts and other officials and volunteers by the event organiser does not relieve them of their own responsibilities
- f. Patrol Boats and Safety Boats are not provided
- g. They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- h. They are aware that on a boat without guardrails or which does not fully meet the WS relevant safety regulation there is additional risk which should be considered in connection with RRS 4 above. (Attention is drawn to the NOR Section 4)

21.3 The safety of a Yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the Yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.

21.4 The boat is required to hold adequate insurance and in particular to hold insurance against third party claims for at least £3 million.

SECTION B : DARTMOUTH CLASSIC WEEKEND – SATURDAY JULY 7TH AND SUNDAY JULY 8TH 2018

1. RACE HEADQUARTERS

The Royal Dart Yacht Club
Kingswear
DEVON TQ6 0DL Tel : +44(0)1803752704

(Briefing - Please note there is a briefing for all races and classes at 1900 in the RDYC on Friday 6th July)

2. SAFETY

2.1. Yachts shall not pass between Western Blackstone and Blackstone Point, or between the Mewstone and the shore, or between West Rock South Cardinal Buoy and the shore at any time..

3. RACE CONTROL

3.1. Racing will be controlled by the Committee Boat when on Station.

4. LOCATION CHARTS

4.1. UKHO 1634 Salcombe to Brixham (for Start Bay)
UKHO 26 Harbours on the South Coast of Devon

5. RACING MARKS AND MARKS OF THE COURSE FOR THE SATURDAY AND SUNDAY RACES

Mark	Mark Type	Position
A1	Yellow Tetrahedral	To Windward of Committee Boat
A2	Red Tetrahedral	To Windward of Committee Boat
B	Orange Tetrahedral	If used as per diagram
C	Orange Tetrahedral	If used as per diagram
D	Blue Tetrahedral	If used as per diagram
E	RDYC 1: Spherical yellow Buoy with yellow flag	50° 19.11'N 003° 34.49'W
F	RDYC 2: Spherical yellow Buoy with yellow flag	50° 18.7'N 003° 33.4'W
G	RDYC 3: Spherical yellow Buoy with yellow flag	50° 19.0'N 003° 32.5'W
H	RDYC 4: Spherical yellow Buoy with yellow flag	50° 19.6N 003° 32.4'W
J	Castle Ledge: Green Conical Buoy	50° 19.99'N 003° 33.11'W
K	Homestone: Red Can Buoy	50° 19.61'N 003° 33.55'W
L	West Rock South Cardinal (always left to seaward)	50° 19.86'N 003° 32.47'W
M	Mewstone: South Cardinal Mark	50° 19.92'N 003° 31.89'W
N	Skerries: Red Can Buoy	50° 16.3'N 003° 33.78'W
P	East Blackstone Rocks	50° 20.2'N 003° 20.0'W
Q	Wave Buoy (3m SW of Homestone)	50° 17.50'N 003° 36.97'W
R	Orestone Rock	50° 27.4'N 003° 28.3'W
S	Orange Tetrahedral	Hallsand - Torcross Range
T	RDYC 5 (GPS Waypoint but may be an orange buoy)	50° 17.50'N 003° 31.50'W

PLEASE NOTE THAT ANY OF THE ABOVE MARKS MAY BE USED TO LAY THE COURSE FOR BOTH DAYS RACING. SEE APPENDIX A FOR DIAGRAMATIC CHARTLETS (NOT TO BE USED FOR NAVIGATION)

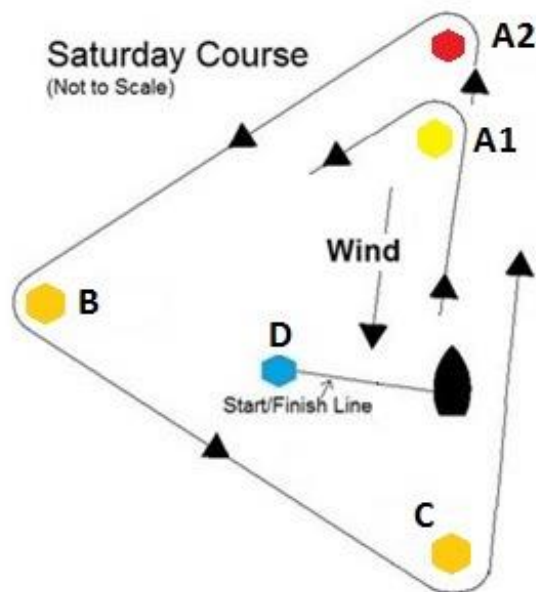
SECTION C : SATURDAY JULY 7TH RACES

6. SATURDAY : STARTING TIMES

Race 1	Warning Signal	Scheduled Start Time	Max No. of Laps	Time Limit & Extension
Division 1	Numeral 1	1100	2	1300 plus 30 mins
Division 2	Numeral 2	1105	2	
Race 2	Warning Signal	Scheduled Start Time	Max No. of Laps	Time Limit & Extension
Division 1	Numeral 1	1300	3	1500 plus 30 mins
Division 2	Numeral 2	1305	3	

7. SATURDAY : THE START/COURSE/FINISH

- The start/finish line will be between a committee boat displaying an Orange Flag and a Blue Tetrahedral Buoy in the vicinity of the RDYC Racing Marks
- The committee boat will display either a Red Flag to indicate a Port-handed course or a Green Flag to indicate a Starboard-handed course.
- The diagram is for a port-handed course. A starboard-handed course will be a mirror-image of this diagram.
- The approximate magnetic bearing of the Windward Marks and which Windward mark (either A1 or A2) is to be sailed by which classes will be displayed from a board from the committee boat.
- All boats MUST sail through the start/finish line to complete each lap.
- Marks A, B, C will be selected from the Mark list A-R above



8. SATURDAY : TIDAL INFORMATION

- 8.1. High Tide is predicted at 0014 & 1300
- 8.2. Low Tides are predicted at 0720 & 1851
- 8.3. Day Range is predicted as 1.7M - 3.9M Springs +7 Neaps -1

SECTION D : SUNDAY JULY 7TH RACE

9. SUNDAY : STARTING TIMES

Division	Warning Signal	Scheduled Start Time	Max No. of Laps	Time Limit & Extension
Division 1	Numeral 1	1200	2	1500 plus 60 mins
Division 2	Numeral 2	1205	2	

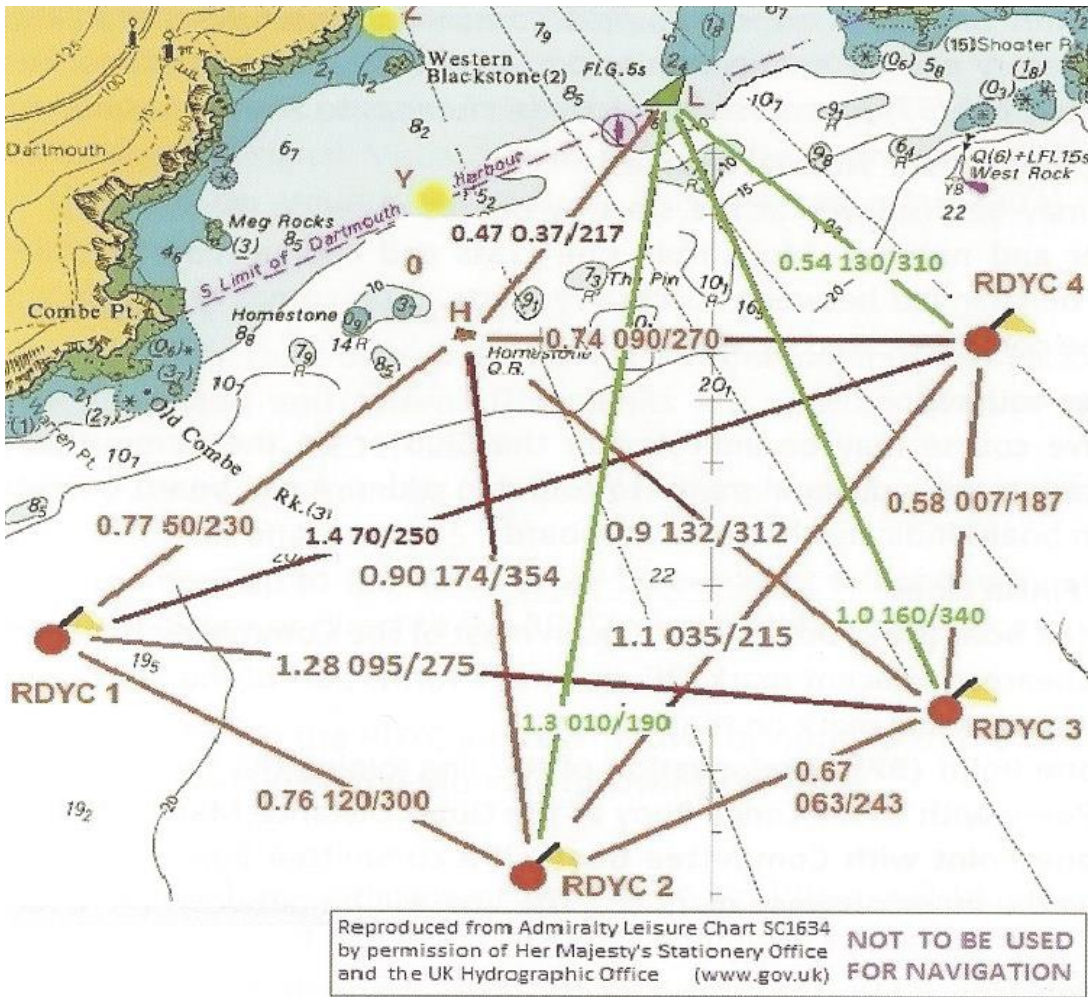
10. SUNDAY : THE START/COURSE/FINISH

- Start Line - The start line will be between a committee boat displaying an Orange Flag and a Blue Tetrahedral Buoy in the vicinity of the RDYC Racing Marks
- Course - Depending on the wind direction and strength a Course will be set around Start Bay, or up into Torbay and around the Orestone Rock using the marks listed in this section. Additionally a mark off Torcross-Hallsand (Orange Tetrahedral) at the southern end of Start Bay may also be utilised. (Mark "S")
- Finish Line - The finish line will be between a committee boat displaying an Orange Flag and a Blue Tetrahedral Buoy in approximately the same position as the start line, although the length of the finish line will be shorter.
- The course will be broadcast on VHF prior to the start. Failure to receive the broadcast will not be grounds for protest.

11. SUNDAY : TIDAL INFORMATION

- 11.1.High Tides are predicted at 0116 & 1407.
- 11.2.Low Tides are predicted at at 0737 & 2012
- 11.3.Day Range is predicted at 1.6m to 4.0m Springs -7 Neaps +0

APPENDIX A Chartlets - Not to scale and not to be used for navigation
Inshore Marks



Offshore Marks

