

THE DARTMOUTH CLASSICS

JUNE 23rd TO JUNE 25th 2023

To our Classic Yacht Competitors

After a break of 5 years it will be a real pleasure for the RDYC to be able to once again run the Dartmouth Classics in June 2023.

The Dartmouth Classics Regatta begins on Friday 23rd June with registration at the Royal Dart Yacht Club, a Skipper's briefing followed by a drinks reception and supper for Skippers and Crew.

On Saturday 24th there will be up to two races around fixed marks in Start Bay. In the evening there will be a Regatta Dinner at the RDYC.

On Sunday 25th, a Bay Race around Start Bay is planned followed by a Barbecue and the Prize giving on the RDYC terrace.

The Royal Dart Yacht Club invites all competitors to embrace the unique atmosphere both afloat and ashore. Classic boat enthusiasts, crew and supporters are all welcome to be part of the events

The River Dart is as always a welcoming place for sailors, it has 3 marinas, numerous harbour authority berths and a full range of services including a regular yacht taxi service. All sizes of yacht can be accommodated. There are excellent shoreside facilities including good hotel and bed and breakfast accommodation with a full range of restaurants some of them in buildings that were around when the Mayflower sailed. So shore parties are very welcome to support the racing and be part of this Classic Sailing Event

On behalf of the Royal Dart Yacht Club, we look forward to welcoming you in June 2023 and to a great Regatta.

Organising Committee



THE DARTMOUTH CLASSICS

NOTICE OF RACE 2023

Organising authority

THE ROYAL DART YACHT CLUB



THE EVENTS

The Dartmouth Classics.

ORGANISING AUTHORITY

The Organising Authority for the The Dartmouth Classics, is the Royal Dart Yacht Club.

DATES

The Dates of the Event are the 23rd June to the 25th June 2023.

LOCATION & COUNTRY

The Event is run on courses around Dartmouth and its near coastal region in the UK.

PREAMBLE

The Organising Authority implement the RYA Racing Charter and Competitors will be required to undertake to sail in compliance with the Charter which can be found at the front of the RYA rule book (Racing Rules of Sailing) and on the RYA website www.RYA.org.uk.

Throughout the documentation relating to this event the words “yacht” and “boat” are interchangeable. The words “shall” and “must” are mandatory. Other words and terms are used in the sense ordinarily understood in nautical or general use. Other words and phrases should be construed as their meaning in every day use.

The notation ‘[NP]’ in a rule in these or the Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation [DP] in a rule in this Notice of Race (NoR) means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1.

RULES

1.1. The events will be governed by: The ‘rules’ as defined in The Racing Rules of Sailing (RRS).

(The Racing Rules of Sailing are available at <https://www.sailing.org/documents/racingrules/index.php>)

1.2. The RRS are changed as follows:

1.2.1. RRS63 (Hearings) is amended to allow RYA arbitration.

1.2.2. As an alternative to hailing for room to tack or responding, a boat may communicate on VHF channel 72. This changes RRS 20.4(b).

1.3. The following Race and Applicable Categories of the World Sailing Offshore Special Regulations 2020-2021 will apply.

1.3.1. The Dartmouth Classics: The World Sailing Offshore Special Regulations, Appendix B for Inshore Racing.

(The WS OSR are available at <https://www.sailing.org/documents/offshorespecialregs/index.php>)

1.4. (NP) Safety Regulations

1.4.1. Boats shall comply with World Sailing Offshore Special Regulations, Appendix B for Inshore Racing.

(The WS OSR are available at <https://www.sailing.org/documents/offshorespecialregs/index.php>)

1.4.2. Each boat must have a working mobile phone capable of receiving text messages (SMS), kept charged. It should be switched on for the duration of the regatta. The number should be advised on entry and confirmed at registration.

1.4.3. All boats shall carry a Marine VHF radio either permanently installed or a waterproof portable. Boats shall monitor channel 72 at all times during the event.

1.4.4. Personal buoyancy shall be worn at all times on deck by crews of boats permitted to race without pulpits, stanchions or lifelines (See also NoR4.3.3).

1.5. (NP) Safety and Life-Saving Equipment

1.5.1. Skippers and Crew members' attention is drawn to RRS 1.2 Life-Saving Equipment: 'Each competitor is individually responsible for wearing personal buoyancy adequate for the prevailing conditions.'

1.5.2. Specifically a personal buoyancy and harness shall be worn when on deck:

- When alone on deck.
- When Reefed.
- When the true wind speed is 25kts or above.
- When the visibility is less than 1 nautical mile.
- Attention is drawn to NOR Clause 4.3.3 (Yachts without guardrails).

2. SAILING INSTRUCTIONS

Sailing Instructions will be available at Registration and in provisional format prior to that date for those entering, before the 10th June 2023. Competitors who have registered will be advised by email that these are available.

3. COMMUNICATIONS

3.1. The online Notice Board can be found at <http://dartmouthclassics.org.uk>

3.2. All boats shall carry a working VHF Radio capable of communicating on Channels 06, 11, 16, 37, and 72. in conformity with the WS OSR for that category of race.

3.3. On the water the Race Committee will make courtesy and information broadcasts to competitors on VHF channel 72.

3.4. [DP] While racing from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. Any competitor transmissions on channel 72 shall be limited to those pertaining to the race(s) taking place.

4. ELIGIBILITY, ENTRY, MODIFICATIONS, SAIL NUMBERS

4.1. Eligibility

4.1.1. The events are open to Classic yachts defined below.

4.1.2. A yacht is probably eligible if it meets the following criteria:

4.1.2.1. Designed before 1969

4.1.2.2. Designed between 1969 and the end of 1974 – for this period only accepted classic designs are eligible.

4.1.2.3. Designed after 1974 as a near replica or in the style of a pre-1969 boat.

4.1.2.4. If it has not been inappropriately modified – modifications need to be sympathetic to the period of the design.

If you think your boat is a classic and it is in one of the above categories, then it probably is. If in doubt please ask the organisers. Acceptance of any boat is at the organiser's discretion

4.1.3. Yachts may be divided into groups according to the number of yachts entered in each and whether yachts are “one offs” or of an industrial series, according to the number of yachts entered in each.

4.1.4. The minimum length on deck for the inshore races at Dartmouth is 5.4 metres.

4.1.5. Yachts with sails which fall into the JCH Type 3 definition or have carbon spars (excluding spinnaker poles) may attract an additional penalty.

4.1.6. Subject to the approval of the Race Committee any yacht type which has previously sailed in a Dartmouth Classics or a Classic Channel Regatta will be grandfathered into the 2023 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.

4.2. Entry

4.2.1. Eligible yachts may enter by pre-registering on the Dartmouth Classics website at Entry forms will be emailed to all pre-registered owners and these must be completed and returned, together with the required entry fee, via email with the fee payable as per the instructions contained in the entry form, by the 7th of June. Any entries after that date will be liable to a surcharge fee of 50%

4.2.2. To be considered an entry in the Regatta, in whole or in part, a boat shall complete all registration requirements and pay all fees.

4.2.3. The Event organisers may limit the number of entries consistent with berthing availability. The event organisers reserve the right to change this as local conditions dictate.

4.2.4. Eligible yachts must have a valid JCH rating.

(The rules of the current JCH Classic Handicap; full information on this handicap, and how to get a rating which is free and straightforward is at <http://www.jch-online.org>).

4.3. Modification to the Rules

4.3.1. It is acknowledged that many classic yachts, having been built before the introduction of the World Sailing Offshore Special Regulations (WS OSR), have difficulty in complying fully with the structural requirements of these rules. Skippers will be required to state that their yacht complies fully with the applicable WS OSR. If they are unable to make such a declaration they must sign the General Dispensation form on registration stating that the yacht does not comply with the applicable WS OSR and providing a waiver of responsibility to the organisers.

4.3.2. Owners of yachts which do not fully comply with the structural requirements are required to make their best efforts to comply as fully as possible to the relevant requirements, with particular reference to cockpits (reg : 3.09), companionways and hatches (reg : 3.08), and pulpits stanchions and guardrails (reg : 3.14). Where the Owner is not the Skipper the Owner shall advise the Skipper where they believe the yacht does not comply before registration.

4.3.3. In the event of a boat without pulpits, stanchions or lifelines wishing to enter the Regatta the Skipper must apply for a Special Dispensation and they must sign a declaration stating that: “All crew will be fully briefed before each race on MOB drill and the importance and correct use of safety harnesses and lifejackets, that they will be required to wear and use them and be clipped on to clipping points or jackstays at all times while on deck when the vessel is underway be-

fore, during and after the race and special attention has been given to the correct use and placing of jackstays and static clipping points”.

4.4. Sail Numbers.

4.4.1. Competitors must have either a valid national sail number or recognised class number. (World Sailing and JCH rules). Further, they must comply with Rule 77 and Appendix G of the racing rules in respect of displaying these numbers on the mainsail and spinnaker.

4.4.2. Where class insignia and numbers or national numbers cannot, or the owner does not wish them to be for reasons of authentic appearance, be displayed on the sails as per Appendix G the entrant may apply for an exemption provided that the relevant identification laid out in Appendix G is displayed elsewhere on the yacht so as to be visible on both sides of the yacht in characters at least as high as those required on the sails. Such exemptions must be approved before the start of racing. This changes Rule 77.

4.4.3. Appendix G requires the height of letters to be no less than: 300mm for boats less than 8.5 m; 375mm for boats from 8.5 - 11 m; 450mm for boats over 11 metres. Sail numbers on an overlapping genoa greater than 130% are optional (not a requirement, this changes RRS Appendix G1.3(e)). If a boat is using a spinnaker with a different number, the organisers must be informed of that number before each race.

4.4.4. Boats without a national or class sail number must apply to their national authority for a number. In the case of French yachts a unique number for classic yachts may be obtained from the Yacht Club Classique online at <http://yachtclubclassique.com/wp-content/uploads/2014/02/Num%C3%A9ros-de-voile.pdf>. For UK yachts application may be made to the RYA.

4.4.5. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with Clause 4.4 will result in the boat being declared DNS - 'Did Not Start'. This changes rule A5.1

5. FEES

5.1. To be advised by the 15th April 2022.

5.2. Food at the Social events is normally charged in addition to the race entry fee.

6. CREW LIMITATIONS

6.1. Crew Numbers.

6.1.1. This should be minimum of 2.

6.1.2. At no time shall the number of crew exceed the amount of personal safety equipment and liferaft capacity where applicable. Each Skipper is responsible for ensuring that the number of crew carried does not exceed the design capacity of the yacht. Where that capacity is not known then the Skipper is responsible for ensuring that the yacht is capable of safely carrying the number of crew carried with their equipment.

7. ADVERTISING

The following are permitted:

7.1. Competitors may be required to display advertising banners and flags of the event's sponsors chosen by the organiser Committee in accordance the World Sailing Code.

7.2. One sailmaker's mark per sail and one builder's mark on the hull may be displayed on both sides of the sail or hull and shall fit within a 150mm x 150mm square.

7.3. All such advertising must comply with World Sailing Regulation 20.

7.4. Advertising of any other kind shall only be allowed be with the express approval of the Organisers.

8. SCHEDULE OF ENTRY AND RACING

8.1. Schedule : All hours are BST (UT+1) unless explicitly noted in FST (UT+2).

Friday 23rd June 2023

- 1200 to 1900: Registration at the Royal Dart Yacht Club (RDYC)
- 1830: Briefing for the Dartmouth Classic's at the RDYC

Saturday 24th June 2023

- 1030: First Start Dartmouth Classics Race 1&2.

Sunday 25th June 2023

- 1000: First Start Dartmouth Classics Race 3.
- 1800 Prizegiving

Warning Signals

- The First Warning Signal on each day is 5 minutes before the start of the first scheduled race of that day.

9. COURSES

9.1. For both days of The Dartmouth Classics: courses will be set around both navigational marks, fixed and specially laid racing marks in Start Bay and /or Torbay between Start Point and Babbacombe Bay.

10. PENALTY SYSTEM

10.1. RRS 44.1 is changed so that the Two Turns Penalty is replaced by the One Turn Penalty.

10.2. The scoring penalty, RRS 44.3, will apply and will be 20%.

11. SCORING

11.1. The JCH handicap system will apply to all races.

11.2. Separate scoring will be done for each group except where groups have been amalgamated.

11.3. Scoring will be done for each race: in the Dartmouth Classics.

11.4. An overall scoring system will be put in place for the complete regatta. This may be modified for the purposes of allocating overall prizes.

12. DATA PROTECTION

12.1. The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for

processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with the RYA, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

12.2. By participating in this event, competitors automatically grant to the organising authority the right to make use and show, at their discretion, any photograph, audio and video recordings and other reproduction of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

13.

RISK STATEMENT

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."

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 omissions.
- (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, committee boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- (f) Patrol boats are not provided.
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

14.

INSURANCE

14.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 (Three Million UK Pounds Sterling) per incident or at least the equivalent in another currency.

15.

COVID

15.1. Should conditions change then competitors will be required to comply with any Covid restrictions which may be in force at the time of the Event.

END OF NOTICE OF RACE