

# THE DARTMOUTH CLASSICS

JUNE 23rd TO JUNE 25th 2023

Organising Authority



## SAILING INSTRUCTIONS

The notation [DP] in a rule of the SIs means that the penalty for a breach of that rule may, be at the discretion of the protest committee, be less than disqualification.

The notation [NP] in a rule of the SIs means that a boat may not protest another boat for breaking that rule. This changes RRS60.1(a).

All times in this document are BST (UTC+1)

Advisory note: The Sailing Instructions must be read in conjunction with the Notice of Race – items are not duplicated unless with additional information.

### 1. RULES

1.1. Races will be governed by the rules as defined in The Racing Rules of Sailing.

1.2. World Sailing Development Rule DR21-01 will be used at the start. The Definition of Start is therefore changed as follows:

*Start:* A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start to the course side either:

(a) at or after her starting signal, or

(b) during the last one minute before her starting signal.

A boat starting under condition (b) will receive a time penalty added to her elapsed time, without a hearing. This changes RRS 63.1, 35 and A5.

When a boat starts in accordance with item (b) of the definition Start she shall not return to the pre-start side of the line.

1.3. If there is conflict between the SIs and NoR the SIs take precedence.

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted (on the online official notice board) before 08:00 on the day it will take effect.
- 2.2. Changes to the sailing instructions may be made on the water, verbally or on VHF radio in accordance with RRS90.2(c).

## 3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the online official notice board <https://royaldart.co.uk/dartmouth-classics-noticeboard>. A WhatsApp group message will be sent to alert boats to a new posting.
- 3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72. The committee boat call sign will be "Classics Race Officer". If the race committee boat displays flag L, alternative VHF channel 77 will be used. This adds to the meaning of flag L in Race Signals. Failure to receive any transmission shall not be grounds for redress. This changes RRS 62.1(a).

3.3. The following communications will be made by the race committee on the above VHF channel:

- Time Checks
- Alert that a race or sequence of races will begin soon
- Courses & first leg bearing

Other VHF communications may be made when appropriate

- 3.4. [DP] 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 the designated race control VHF channel shall be limited to those pertaining to the race(s) taking place at the time.

## 4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. [DP] Competitors shall abide by the RYA Racing Charter.

## 5. SIGNALS MADE ASHORE

The following pre race flag signals may be displayed on the RDYC signal mast:

Flag	Meaning
Y	Each competitor shall wear a personal flotation device in accordance with RRS 40 and in particular 40.2(b)
AP	When AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. Boats are recommended not to leave the harbour until AP is removed

Other RRS Postponement and Abandonment signals may also be made ashore

## 6. GROUP FLAGS

- 6.1. Based on their CCR classification and JCH handicap, each boat will be allocated to a Group which will be advised at registration. Groups may be amalgamated at the OA's discretion. Not all groups in the table below may be used.
- 6.2. A list of boats and their Group will be available on the on-line notice board by 19:00 on 23<sup>rd</sup> June.
- 6.3. [NP][DP] Boats shall display their group numeral pennant from the backstay at a height of approximately 1.5m above the gunwale. In the absence of a backstay the pennant shall be displayed on the after part of the boat in an easily visible location.

## 7. SCHEDULE OF RACES

- 7.1. **Friday 23<sup>rd</sup> June** - A briefing will be held at 18.30 at the RDYC. One member of the crew may attend.
- 7.2. **Saturday 24<sup>th</sup> June** - There will be two scheduled 'Round the Cans' races for each Group round specially laid marks, the second race following as soon as practicable after the finish of the first. The first warning signal for Group A will be at 10:25. The remaining Groups will start in sequence.
- 7.3. **Sunday 25<sup>th</sup> June** - There will be one longer 'Bay Race' around specially laid marks, navigation marks and permanent racing marks in Start Bay. The first warning signal for Group A will be 09:55.

Group	Flag
A	Numeral 9
B	Numeral 8
C	Numeral 7
D	Numeral 6

The remaining Groups will start in sequence.

If conditions are unsuitable for this type of race, at the race officer's discretion, the Saturday schedule may be repeated (except for the earlier warning signal). The Race Officer's decision to change the schedule is final and shall not be subject to redress - this amends RRS 62.1(a).

- 7.4. On both days, at the race officer's discretion an interval may be included between the start of a preceding group and the warning signal of the next group. This will be announced by VHF radio before the first warning signal of a sequence of starts
- 7.5. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound signal at least five minutes before a warning signal is made. A VHF radio announcement will also be made.
- 7.6. No warning signal will be made after 14:30 on either day.

## 8. RACING AREA

The racing area is Start Bay - The committee boat will broadcast its location on VHF radio at least 30 minutes before the first warning signal of the day.

## 9. COURSES

The 'Round the Cans' courses scheduled for Saturday are detailed Appendix A

The 'Bay Race' course scheduled for Sunday is detailed in Appendix B

## 10. MARKS

Marks are described in the respective appendix to the Sis.

## 11. OBSTRUCTIONS

While racing, boats shall not pass between any of the following and the shore: Western Blackstone Rock, West Rock Cardinal Buoy, Mew Stone Rocks, Combe Rocks, Dancing Beggars Rocks.

Boats are strongly advised to avoid these areas when not racing.

## 12. THE START

12.1. On arrival in the starting area, boats shall pass close to the committee boat (on the side remote from the starting line), displaying their group pennant and to enable their sail number to be verified against the entry list.

12.2. Races will be started using RRS26 with the warning signal made 5 minutes before the starting signal.

12.3. The starting line for all races will be between a staff displaying an orange flag on the committee boat at the starboard end and the course side of the port end starting mark.

12.4. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.5. [NP] After her warning signal no boat entirely on the course side of the starting line shall cross it in the direction from the course to the pre-start side. The penalty for infringement of this rule will be disqualification without a hearing, even if the race is restarted. This changes RRS63.1 and A5.

12.6. [NP] A boat considered to have started under provision (b) of World Sailing Development Rule DR21-01 (See SI 1.2 Rules) shall not return to the pre-start side of the line and will receive a time penalty, without a hearing, of 10% (rounded to the nearest minute) added to her elapsed time. This changes RRS 63.1, 35 and A5. No individual recall will be signalled. This changes Race Signals.

12.7. [DP] Boats failing to start within one minute of the next start in the sequence must not impede boats starting that race and are briefly permitted to use propulsion by an engine or any other method to keep clear in accordance with RRS 42.3(i).

12.8. In the event of a General Recall, the group or groups recalled will start in the same order after the last scheduled start of that sequence of starts.

## 13. THE FINISH

13.1. The finishing line is between a staff displaying a blue flag on the committee boat at the starboard end and the course side of the port end finishing mark.

13.2. Shortening the course to the normal finish line (for Appendix A courses only): The committee boat will display flag C over flag S (and group flags as appropriate) and make repetitive sound signals. Boats to which the signal applies shall sail directly from mark 3 to the finish line. This amends change of course and RRS32.2. A race may also be shortened at any mark of the course in accordance with RRS 32.2(a).

#### **14. PENALTY SYSTEM**

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

14.2. Post-Race Penalties: RRS Appendix T1 applies.

#### **15. TIME LIMITS**

15.1. The default Finishing Window time is 30 minutes. This time may be varied by the Race Officer and announced by VHF radio prior to the warning signal.

15.2. The Finishing Window is the time for boats to finish after the first boat in that group sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points one more than the number of boats finishing within the Finishing Window and not subsequently retiring or disqualified. This changes RRS 35, A5.1, A5.2 and A10.

15.3. If all boats in a group have completed a round of the course, but no boat has finished and the weather conditions change, such as to affect the fairness of the competition, the Race Officer may retrospectively shorten the course by an announcement on VHF radio. The result will be taken on the last round completed by all boats in the group. The Finishing Window will not apply.

#### **16. HEARING REQUESTS**

16.1. The protest time limit for each group is 1 hour after the last boat in that group has finished the last race of the day, or the race committee signals no more racing, whichever is later. This changes RRS 61.3. Boats intending to protest should advise the race committee on finishing, if practicable.

16.2. Protest forms are available from the race office at RDYC and also on the RYA website.

16.3. When a protest is lodged for an incident involving one or more rules of Part 2 or rule 31, and rule 44.1(b) does not apply, an RRS Appendix T2 Arbitration meeting will be held provided all parties agree.

16.4. When there is not agreement to use Arbitration, there will be a protest hearing.

16.5. Notices will be posted on the online official notice board within 30 minutes of the protest time limit to inform competitors of meetings/hearings in which they are parties or named as witnesses. The time and location of meetings/hearings (at RDYC) will be posted at the same time.

16.6. Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS61.1(b)

## 17. SCORING

- 17.1. The low point scoring system of RRS Appendix shall apply for each group except the Bay Race will count as a double score.
- 17.2. A boats series score shall be the sum of all her race scores. No score will be excluded
- 17.3. A boat that did not start, did not finish, retired after finishing or was disqualified shall be scored points equal to the number of boats entered in her group. This changes RRS A5.2.

## 18. SAFETY REGULATIONS

- 18.1. [DP] [NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 18.2. Coastal hazards exist in the race area. The safe navigation of a boat is the sole responsibility of the crew.

## 19. REFUSE DISPOSAL

Refuse disposal facilities are available ashore or in the skips on the Dart Harbour pontoon near the fuel barge. Refuse cannot be disposed of at RDYC

## 20. COMMITTEE BOAT - VITAL SPARK



## COURSE APPENDIX A

### “Round the Cans” races

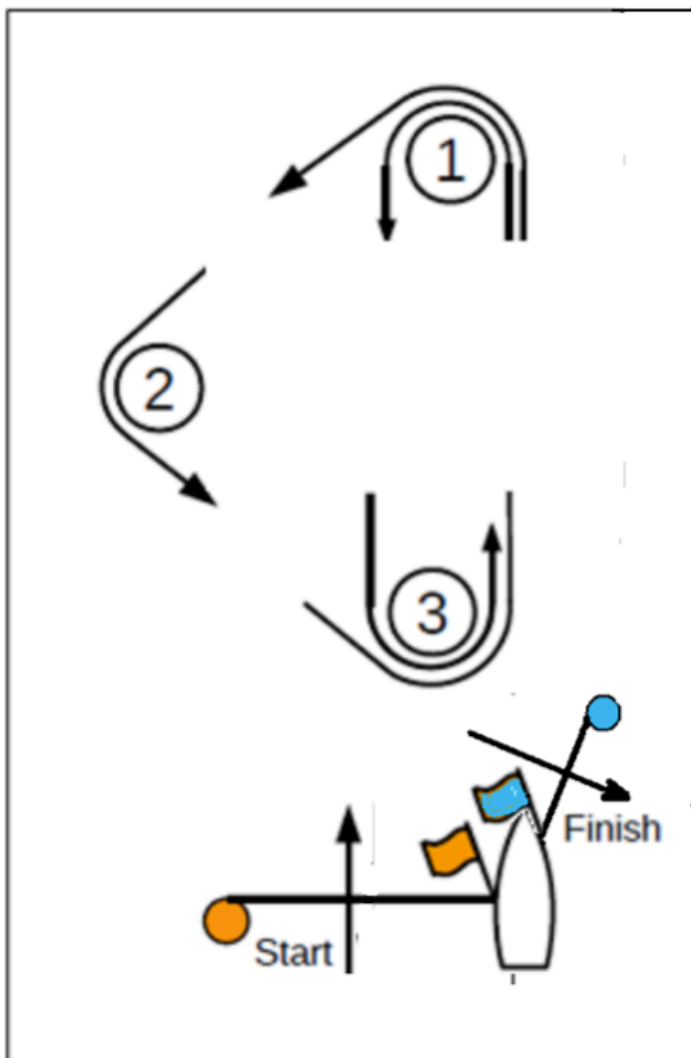
Triangle/Sausage, reaching finish	
Course	Mark rounding order for both Long & Short Courses
A	Start - 1 - 2 - 3 - 1 - 3 - Finish
B	Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - Finish

Triangle and Sausage Courses:

Two separate windward marks will be laid for all courses – a short course mark and a long course mark. These marks are described in the marks employed table at the end of this appendix.

For boats sailing on the long course, the short course windward mark is not a mark of the course. Other marks are common to both long and short courses.

### COURSE DIAGRAM



### Marks descriptions for Triangle/Sausage

Committee Boat	VITAL SPARK
Starting mark	Orange 1.3m tetrahedral
Mark 1 <i>Short Course</i>	Yellow 1.3m tetrahedral
Mark 1 <i>Long Course</i>	Orange 1.3m cylindrical
Mark 2	Red 1.3m tetrahedral
Mark 3	Black 1.3m tetrahedral
Finish mark	Blue 1.3m tetrahedral

### Courses

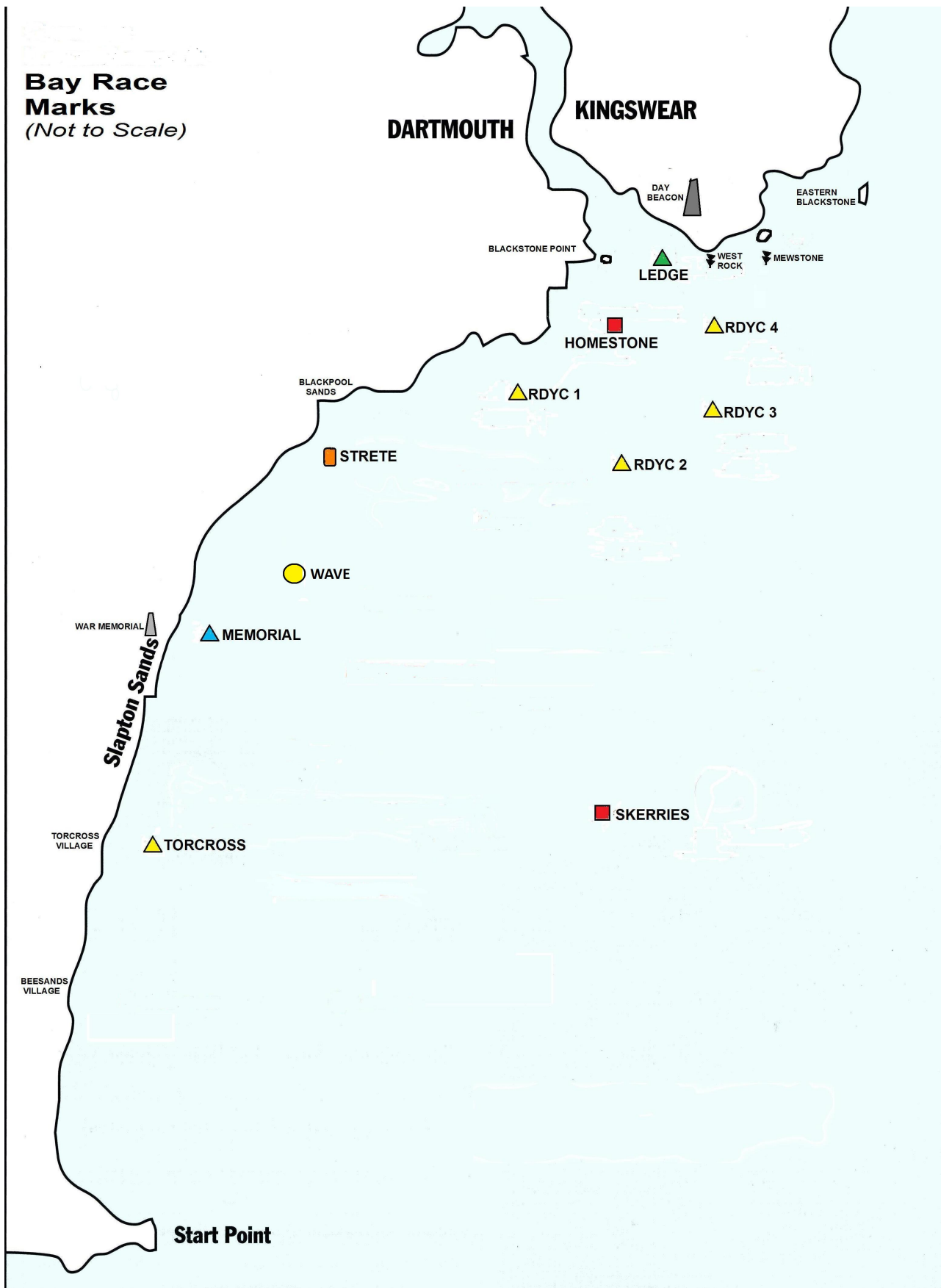
**“BAY RACE”**

- a) The Course will be based on a number of permanent navigation marks, fixed racing marks and laid marks. These are shown on the following sketch chart and are further defined in the table below. Not all marks listed below may be used.
- b) SI 12 shall apply. The port end starting mark will be an orange tetrahedral buoy.
- c) No later than ten minutes before the first warning signal, the Race Committee boat will display the courses as a series of letters/numbers representing the marks to be passed, in which order and the side on which each is to be left. This information will also be broadcast on VHF radio.
- d) The finishing line will be between a staff displaying a blue flag on the Race Committee finishing boat at the starboard end and the course side of the last mark to be passed (as defined in 3.0 above) at the port-end.
- e) The race may be shortened for some or all groups at any mark of the course in accordance with

Name	Description	Latitude/Longitude	Committee Boat designation
STRETE (laid mark)	Orange tetrahedral	50°18.7'N 03°36.6'W	S
MEMORIAL (laid mark)	Blue tetrahedral	50°17.2'N 03°38.0'W	M
TORCROSS (laid mark)	Yellow Tetrahedral	50°16.0'N 03°38.6'W	X
RDYC 1	Yellow buoy with number 1	50°19.1'N 03°34.5'W	1
RDYC 2	Yellow buoy with number 2	50°18.7'N 03°33.4'W	2
RDYC 3	Yellow buoy with number 3	50°19.0'N 03°32.5'W	3
RDYC 4	Yellow buoy with number 4	50°19.6'N 03°32.4'W	4
Homestone	Red Lateral Navigation buoy	50°19.6'N 03°33.5'W	H
Castle Ledge	Green Lateral Navigation buoy	50°20.0'N 03°33.1'W	L
Mew Stone buoy	South Cardinal buoy	50°19.9'N 03°33.9'W	C
Eastern Blackstone	Rock	50°20.2'N 03°31.2'W	B
Skerries	Red Lateral Navigation buoy	50°16.3'N 03°33.8'W	Sk
Wave Buoy	Yellow spherical buoy with aerial. Two orange floats can lie up to 30m away and shall be considered an extension of the buoy and rounded accordingly.	50°17.5'N 03°37.0'W  <i>Note: The buoy has an underwater protective ring in addition to the outlying floats.</i>	D

RRS32.2(a).





## APPENDIX C – EMERGENCY PROCEDURES

**In the event of an injury to any crew member, the person in charge should inform the committee boat and Dart Harbour (VHF channel 11 callsign Dartnav)** to inform them of the need for medical assistance and, unless otherwise instructed, proceed to the inner short stay visitors pontoon at Darthaven Marina, where appropriate support will be available on arrival. Dart Harbour VHF reception can be constrained by topography when calling from beyond the river mouth – an alternative option is to phone Dart Harbour Office on 01803 832337.

If in the judgement of the person in charge, the situation is a serious emergency, then the Coastguard should be called on VHF channel 16 and a request made for immediate assistance from the emergency services. When time permits it is requested that the committee boat be advised of the boats retirement from the race.

All competitors are advised that the event official boats are manned by volunteers who are not trained to assist in emergency or medical situations. Their primary purpose is to assist the Race Officer in the management of the course.