

# BRIEFING FOR CORINTHIAN CLASS RACING

## PART 1 (NoR)

This Briefing applies to **Corinthian Class** races organised by RDYC as shown in the Corinthian Class Racing Programme. It does not apply to the Dartmouth Royal Regatta.

### 1. Rules

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.

### 2. Communication

2.1 All boats shall carry a marine VHF radio.

2.2 Pre-race information may be broadcast on the WhatsApp group '**Corinthian Racing**'.

Membership of the group can be arranged via R. Balfry or C. Mackie.

2.3 On the water, racing information, e.g. the course to be sailed, will be broadcast on VHF radio. The channel will be stated in the SIs.

### 3. Eligibility, Entry and Fees

3.1 Races are open to all RDYC full members.

3.2 All boats competing in any races in this programme shall complete an online Race Entry Form no later than 1800 on the day before their first race. The link to the online form is <https://forms.office.com/e/3QY6yuRy5i> and is also available from the RDYC website. Early completion before 1<sup>st</sup> April 2024 would be appreciated.

3.3 All boats shall, by entering any race, confirm their acceptance of and compliance with the Safety Requirements in Appendix A and understanding of the Safety Briefing in Appendix B.

3.4 Each boat shall obtain an RYA YTC handicap. If this is not possible (e.g. for multihulls) a suitable handicap will be allocated by the organisers.

3.5 There are no race fees.

### 4. Classes, Handicaps and Series

4.1 The **Corinthian Class** will have 2 divisions:

- Doublehanded (only 2 crew allowed on board, including the helmsman).
- Family and Friends (No crew limits)

4.2 Results will be based on RYA YTC handicaps. Handicaps may be adjusted by the organisers to maintain close racing.

4.3 All races will be restricted to 'White sails only'. This means that only sails complying with the boats 'Upwind Sail Area' may be used.

4.4 All Crew shall remain in the cockpit, except briefly to perform a necessary task (this changes rule 49.2).

### 5. Schedule of Races

5.1 The schedule can be found in the **Corinthian Class Racing Programme**.

### 6 Courses

6.1 Courses are described in the **Corinthian Class Course Appendix**.

### 7. Penalty System

7.1 Rule 44.1 applies.

### 8. Scoring

8.1 Results will be posted on the RDYC Website <https://royaldart.co.uk/racing-results>.

### 9. Manual Power

9.1 RRS 52 shall not apply (Auto pilots and electric winches are permitted).

**10. Risk Statement: All crew shall read this statement.**

Rule 3 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 acknowledges that:

- a. They will abide by social distancing regulations in force at the time of the race.
- b. 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 while taking part in the event:
- c. They are responsible for the safety of themselves, their crew, their boat and other property when afloat or ashore:
- d. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions:
- e. Their boat is in good order, equipped to sail in the event and they are fit to participate:
- f. The provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- g. Patrol boats and safety boats are not provided.
- h. 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 read the Safety Briefing on page 8.
- i. For offshore races 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.

**11. Privacy Statement**

The personal information you provide to the organizing authority will be used to facilitate your participation in the events. 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. Insurance**

12.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million per incident or the equivalent.

**13. Prizes**

Prizes may be awarded.

## Part 2 (Sailing Instructions)

### 1 Changes to Part 2

1.1 Changes to Part 2 will be advised on the WhatsApp group.

1.2. Changes to Part 2 may exceptionally be made on the water by communicating verbally or on Channel 72 by the duty boat.

### 2 Communications with Competitors

2.1 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72. Alternative channels may be used to avoid interference.

2.3 The following communications may be made:

- Course information
- Shorten course signals.
- Starting signals, recalls, postponement and abandonment signals.
- Time checks.
- Mandatory requirement to wear personal flotation devices.

2.4 Flag signals will not be used.

### 3 Signals Made Ashore

3.1 Pre-race information such as postponement or abandonment will be communicated on the 'Corinthian Racing' WhatsApp group.

### 4. Schedule of Races

4.1 The schedule can be found in the **Corinthian Class Racing Programme**.

4.2 All races will be Pursuit races except for Coastal Series races which will be Elapsed Time races. Pursuit and elapsed time race procedures are described in **Corinthian Class Racing Procedures**.

4.3 Start times for the first start are in the Racing Programme.

### 5 Class Flags

5.1 Competitors shall fly NP 5 to identify them as racing. Ensigns shall not be worn.

### 6 Courses, Marks and Restricted Areas

6.1 Courses, marks and restricted areas are described in the Corinthian Class Course Appendix

6.2 Coastal hazards to navigation exist in the racing area. Safe navigation of the yacht is the crews' responsibility.

### 7 Penalty System After Finishing

7.1 RRS Appendix T1 applies.

### 8. Protests

8.1 The protest time limit is 2 hours after the finish of the race.

8.2 Protest forms are available from the online noticeboard <https://royaldart.co.uk/sail/racing-1/racing-noticeboard>.

8.3 Notices will be posted on the online noticeboard no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

8.4 When a protest is lodged, a boat may at the same time request Arbitration under RRS Appendix T2, or the protest committee or race committee may offer it.

## APPENDIX A: SAFETY REQUIREMENTS

### 1. Races East of Start Point

All yachts shall comply with World Sailing Offshore Special Regulations (OSR) Appendix B for inshore Racing.

**OSR Appendix B** includes (but is not limited to):

Personal flotation to 150N for each crew, bucket, anchor, compass, lifebuoy and heaving line.

Boats with electrical systems, cookers or engines must carry fire extinguishers.

Full requirements at [World Sailing - Offshore Special Regulations](#) .

### 2. Races Passing West of Start Point

All boats in Coastal Races shall comply with OSR Category 4 equipment. Yachts carrying an EPIRB, or a PLB attached to at least one crewmember, may choose to carry an Electronic Visual Distress Signal in place of pyrotechnic flares in accordance with current RYA advice.

**OSR Category 4; this includes (but is not limited to):**

Navigation Lights, anchor, VHF Radio, lifelines, 2 fire extinguishers, inflatable Lifejackets 150N, Bilge Pump, 2 buckets, flares, foghorn and first aid kit.

### 3. VHF Radios

All boats shall carry either a portable or permanently installed waterproof Marine VHF Radio and be receiving at all times whilst racing.

### 4. Engines

All yachts and keel boats shall have a working engine and fuel sufficient to get them back into the river against a foul tide and in the absence of wind, or their own support team.

## APPENDIX B: SAFETY BRIEFING

- a) All crew must read and acknowledge understanding of the Risk Statement in paragraph 11 of Part 1.
- b) The person in charge and their deputy shall be identified before participating in racing.
- c) Coastal hazards to navigation exist in the racing area(s). Safe navigation of the boat is the crews' responsibility.
- d) Competitors are reminded that patrol boats are not provided; therefore it is a condition of racing that all RDYC boats shall carry a VHF radio and a means of returning to the river (i.e. an engine or support boat).
- e) The safety equipment for the intended race area shall be identified. All equipment must function properly, be regularly checked, be suitable for the size and intended use of the boat, and the crew appropriately trained in its use.
- f) In the first instance, a yacht shall try to rectify a minor safety incident itself, without recourse to external help.
- g) If the safety incident cannot be rectified immediately by the boat itself, and always in the event of a man overboard, the yacht shall call for help, e.g. by VHF radio Channel 37a (M1).
- h) All competitors are bound to render assistance on receipt of such a call – RRS Rule 1.1.**  
(Yachts rendering assistance will be entitled to claim redress (RRS Rule 62.1(c)).
- i) If the victim yacht decides that help from another yacht is unlikely to rectify the situation, or help is not forthcoming, then the yacht shall escalate the situation by calling the Coastguard on Channel 16. A MAYDAY should be used if there is imminent danger to life. A Pan-Pan (urgency)

call is appropriate to inform the coastguard of the problem and what you are doing about it, and will speed the response if you later issue a MAYDAY.

- j) If a casualty has to be transferred ashore, unless instructed otherwise, the best access to the shore/ambulance is the inner visitors' pontoon at Darthaven. If giving directions to the ambulance service, postcode **TQ6 0SG** can be used. The Harbour Master has a reserved space here which is kept vacant. DHNA river officers are on duty (until 1900 in April and October and 2300 between May and September) and can be contacted on Channel 11 to help with berthing.
- k) A fuller Safety Briefing with examples of Safety Incidents and their resolution, can be found on the RDYC website [Safety-Briefing.pdf \(secureserver.net\)](#)