



DARTMOUTH ROYAL REGATTA SAILING WEEK

**Organising Authority (OA):
Joint Regatta Sailing Committee
Royal Dart Yacht Club (RDYC)
Kingswear, Devon, TQ6 0AB**

Telephone: 01803 752496
email: info@dartmouthsailingweek.com

Thursday 25th August to Sunday 28th August 2022

YACHTS and DAY SAILING BOATS SAILING INSTRUCTIONS (SIs)

The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

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


1 RULES

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

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 08:30 on the day it will take effect, except that any change to the schedule of races will be posted before 20:00 on the day before it will take effect.

3 COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the official online notice board accessible on the Racing Rules of Sailing App for mobile devices, or at  www.racingrulesofsailing.org/, and also via www.dartmouthsailingweek.com/official-noticeboard

3.2 The race office is located at the Royal Dart Yacht Club (RDYC).

- 3.3 On the water, the race committees intend to monitor and communicate with competitors on the following VHF channels:

Course area	VHF channel
Outer	77
Inner	72

Reserve channel – 37A (M1)

- 3.4 The following communications will be made by the race committee on the above VHF channels:

- Time Checks
- Changes to starting sequence
- Courses & first leg bearing

- 3.5 The following communications may be made by the race committee and in addition to flag signals where appropriate:

- Change of finishing window times
- Change of course
- Recalls
- Shortening course
- Postponement
- Abandonment
- Time of first finisher (to calculate finishing window)
- No more racing today



4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall place any advertising provided by the OA with care in accordance with any instructions for its use and without interfering with its functionality.


5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the signal mast of the RDYC. Signals defined in NoR 5.3, 5.4, flag L (drawing attention to SI 2.1) and flag Y (personal flotation to be worn at all times while afloat) may also be repeated at the Darthaven Marina flagpole (situated adjacent to the berthing office on the pontoon access bridge).

- 5.2 Signals applying only to specific course areas will be beneath the following flags or on an immediately adjacent halyard:

Outer Course	Flag E	
Inner Course	Flag G	

- 5.3 AP (postponement): “The warning signal will be made not less than 90 minutes after AP is removed”. Boats are recommended not to leave the harbour prior to this.

- 5.4 When flag K  is displayed ashore the Bay race will take place on that day – see SI 6.6 and Appendices B & C for further details. The signal may be displayed before 09:00 on either Friday or Saturday.

6 SCHEDULE OF RACES & CLASS FLAGS

- 6.1 Addendum 1 (issued separately) contains divisions of classes, class flags, allocation to course areas and starting sequences for all races.
- 6.2 The following first warning signal times shall apply:

Course	All days except Sunday	Sunday
Inner	10:25 (except Bay Race day 10:55)	10:25
Outer	10:55	10:25

- 6.3 There will be two scheduled races per day except for the Bay Race.
- 6.4 The race committee reserves the right to run one additional race per day according to weather conditions or for any other reason. Additional races will be notified by VHF radio. At the finish of the last race of the day signal AP over A will be flown by the finishing vessel.
- 6.5 Second or subsequent races will be signalled as soon as possible after completion of the previous race.
- 6.6 The Bay Race: Boats may sail the Bay Race as signalled in SI 5.4. There will be only one race on the chosen day. The Bay Race may not be held as detailed in NoR 8.4.

7 RACING AREAS

SI Appendix B sketch chart shows the two racing areas for Appendix A courses. The Bay Race courses may include both areas.

8 COURSES

- 8.1 The diagrams in SI Appendix A show the courses, including the approximate angles between legs, the order in which marks are to be passed and the side on which each mark is to be left.
- 8.2 In addition to VHF radio communication (SI3.4) the course and first leg bearing may also be displayed on a banner on the side of the race committee signal vessel remote from the start line.
- 8.3 For the Bay Race, boats should refer to Appendix B sketch chart and Appendix C to these SI's.

9 MARKS

Marks are described in the respective appendices.

10 OBSTRUCTIONS

- 10.1 While racing boats shall not pass between any of the following:

The shore and each of the following: Mewstone Rocks, West Rock Buoy, Western Blackstone Rocks, Coombe Rocks, Dancing Beggars Rocks.

It is strongly recommended these areas are also avoided when not racing.

- 10.2 [DP] When returning to the harbour after racing, boats passing through any course area shall not interfere with boats still racing in that area and shall not pass through any course area start or finish line. This adds to RRS 23.1.
- 10.3 See also SI 11.4 and Appendix A preamble.

11 THE START

- 11.1 The races will be started using RRS 26.
- 11.2 The starting line is between the staffs displaying orange flags on the race committee signal vessel at the starboard end and a race committee boat at the port end.
- Or: The starting line is between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end starting mark (ODM).
- 11,3 A starting inner limit mark buoy (ILM) may be placed off the race committee signal vessel. The ILM will not necessarily lie on the start line.
- 11.4 [NP][DP] No boat after it's preparatory signal shall enter the triangle formed by the bow of the race committee signal vessel on station, the inner limit mark and the stern of the same vessel. A boat entering this obstruction/triangle will be protested by the race committee and cannot exonerate under RRS31.
- 11.5 Attention is drawn to the *RRS definition* of a mark. Therefore fenders, buoys or other boats intentionally attached to the race committee signal vessel constitute part of that vessel and RRS 31 applies.

- 11.6 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.7 If any part of an identified boat's hull is on the course side of the starting line during the two minutes before her starting signal, the race committee may attempt to broadcast her sail number on the VHF channel designated for that course area. Failure to make the broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).
- 11.8 A boat that does not start within 4 minutes of her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

12 CHANGE OF NEXT LEG OF COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be by the original mark.

13 THE FINISH

- 13.1 The finishing line is between the staff displaying a blue flag on the race committee finishing vessel and the course side of the finishing mark.

Or: The finishing line is between the staff displaying a blue flag on the race committee finishing vessel and the staff displaying a blue flag on a race committee boat.

- 13.2 Shortening the course to the normal finish line: The race committee signal vessel will display flag C and flag S (and class flags as appropriate) and make repetitive sound signals. Boats to which the signal applies shall sail directly from the gate 2s/2p or mark3, as applicable, 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) or (c)).

14 PENALTY SYSTEM

- 14.1 RRS 44.1 and 44.2 shall apply. RRS44.3(a) & (b) shall not apply

- 14.2 Post-Race Penalty:

- 14.2.1 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

14.2.2 When a Post-Race Penalty is accepted:

- (a) Neither the boat nor a protest committee may then revoke or remove the penalty.
- (b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

15 TIME LIMITS

15.1 The Finishing Window is the time for boats to finish after the first boat in that class or division 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 for finishing two more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

15.2 The default Finishing Window times are given below

These times may be varied by the Race Officer and announced prior to the warning signal by VHF radio.

	Finishing Window
Appendix A courses	30 minutes
Bay Race	1 hour


16 HEARING REQUESTS

16.1 The Post-Race Penalty, Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures shall apply. The outcome of a RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. See the Official Notice Board for details.

16.2 All RRS part 2 protests will initially be dealt with by the RYA Arbitration Procedure daily at 18:00 on Thursday, Friday and Saturday, after which the protest hearing schedule will be posted on the official notice board. On the last day the arbitration time will be published on the official notice board.

Hearings will be held in the protest room, located on the ground floor of Kingswear Village Hall.

16.3 Registration of a hearing request can be made via mobile devices using the Racing

Rules of Sailing App . The same facility is available on the website www.racingrulesofsailing.org/. Competitors are encouraged to use this facility whenever possible.

Hearing request forms are available from the race office at RDYC or can be downloaded from dartmouthsailingweek.com/race-documents/ or www.rya.org.uk.

- 16.4 For each class the protest time limit is two hours after the last boat has finished the last race of the day for that class or the race committee signals no more racing today, whichever is later.
- 16.5 Notices of protests by the race or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.6 RRS 64.2 is changed: Except for infringements to parts 1 and 2 of the RRS, in the case of an infringement to the RRS the protest committee may decide what penalty to apply, including no penalty.

17 SAFETY REGULATIONS

- 17.1 Safety regulations are detailed in NoR 1.7.

ADVISORY NOTE: Day sailing boats and National Squibs are reminded it is mandatory for competitors in those classes to wear a personal flotation device at all times while afloat except briefly as detailed in RRS40.1

- 17.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18 OFFICIAL VESSELS

Official Vessels will be identified with a yellow flag.

19 REFUSE DISPOSAL

Refuse disposal facilities are available ashore or in the skips on the Dart Harbour pontoon immediately North of the Fuel Barge. No refuse is to be disposed of at RDYC.

APPENDIX A – COURSE DIAGRAMS

The course numbers are shown in the mark rounding order tables adjacent to the diagrams.

Two separate windward marks will be laid for all courses – a short course mark and a long course mark (and associated spreader or offset mark 1a where indicated). These marks are described in the marks employed table at the end of this appendix.

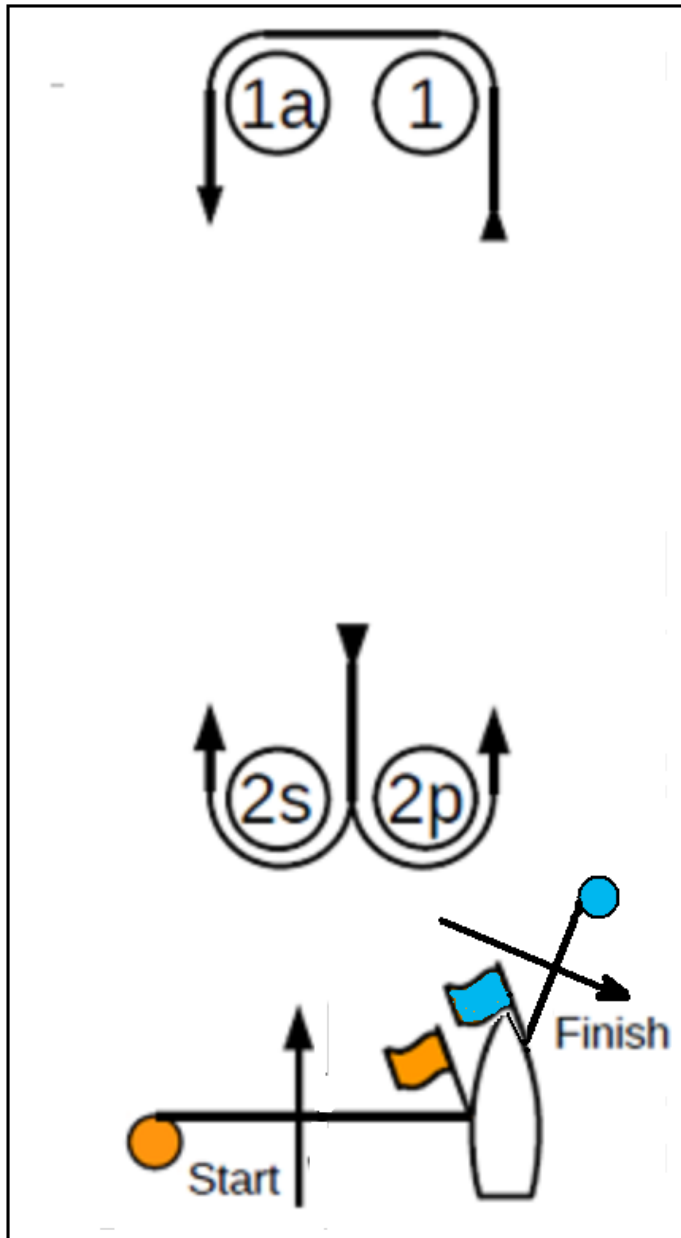
For boats sailing on the long course, the short course windward mark and associated spreader are not marks of the course, but boats shall treat the area between them as an obstruction and shall not pass through. Other marks are common to both long and short courses.

At the discretion of the Race Officer, mark 1a may not be used and this will be announced by VHF radio.

Windward/Leeward Courses:

Windward/Leeward, reaching finish	
Course	<i>Mark rounding order for both Long & Short Courses</i>
W2	Start – 1 – 1a – 2p/2s – 1 – 1a – 2p – Finish
W3	Start – 1 – 1a – 2p/2s – 1 – 1a – 2p /2s – 1 – 1a – 2p – Finish

COURSE W

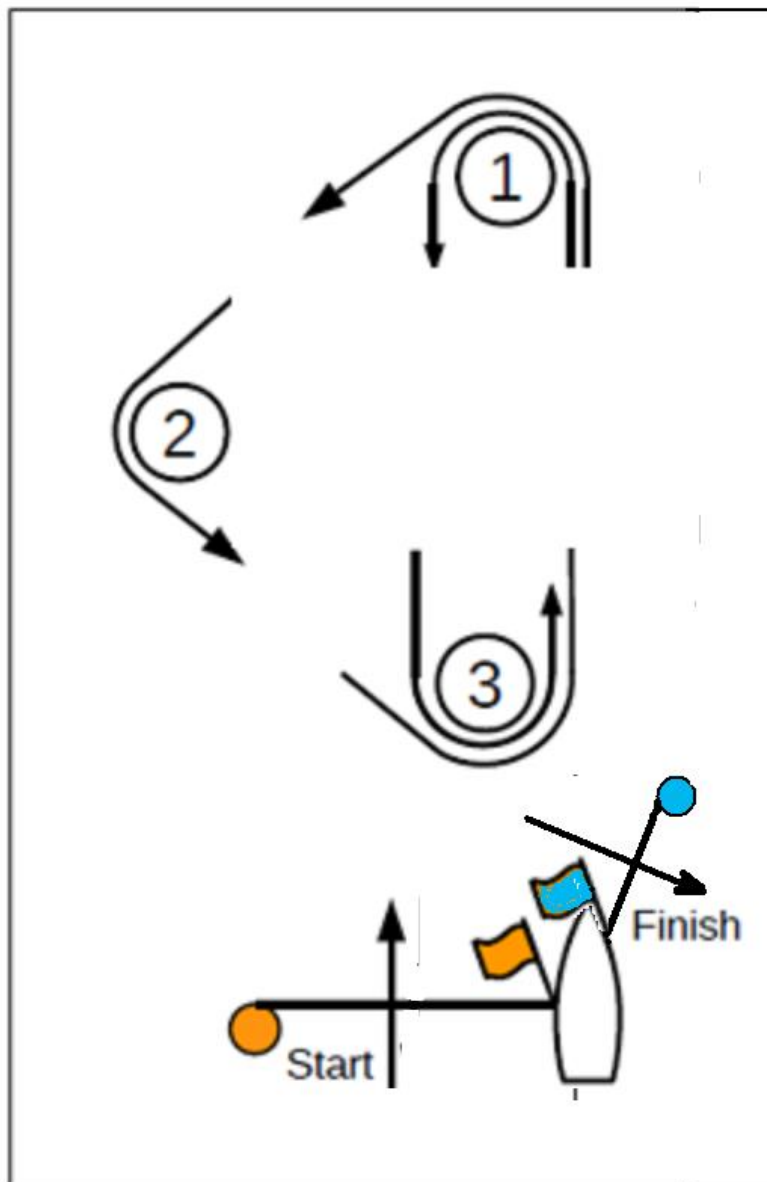


Triangle and Sausage Courses:

Triangle/Sausage, reaching finish	
Course	Mark rounding order for both Long & Short Courses
T2	Start – 1 – 2 – 3 – 1 – 3 – Finish
T3	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – Finish

Advisory note: T3 is **NOT** triangle/sausage/triangle

COURSE T



Marks Employed

	<i>Outer Course</i>	<i>Inner Course</i>
Committee Boat	<i>Greyhound</i>	<i>Vital Spark</i>
Starting ODM	Orange 1.8m cylinder with black hat	Black 1.3m tetrahedral
Start line ILM (if used)	Orange spherical buoy	Orange spherical buoy
Mark 1 Short Course	Tall blue 1.8m cylindrical	Orange 1.3m cylindrical
Mark 1a (if used) Short Course	Orange 1.8m cylindrical with blue band	Not used
Mark 1 Long Course	Yellow 2.8m tetra bottle	Yellow 1.3m tetrahedral
Mark 1a (if used) Long Course	Orange 1.5m dumpy cylindrical marked 'Seaflex'	Orange 0.7m dumpy cylindrical
Mark 2 or 2s	Orange 1.8m cylindrical	Orange 1.3m tetrahedral
Mark 3 or 2p	Orange 1.8m cylindrical with red/white top hat	Red 1.3m tetrahedral
Finish ODM	Blue 1.5m tetrahedral	Blue 1.3m tetrahedral
Reserve	Orange 1.8m cylindrical with blue band	Orange 1.3m tetrahedral

Committee Boats

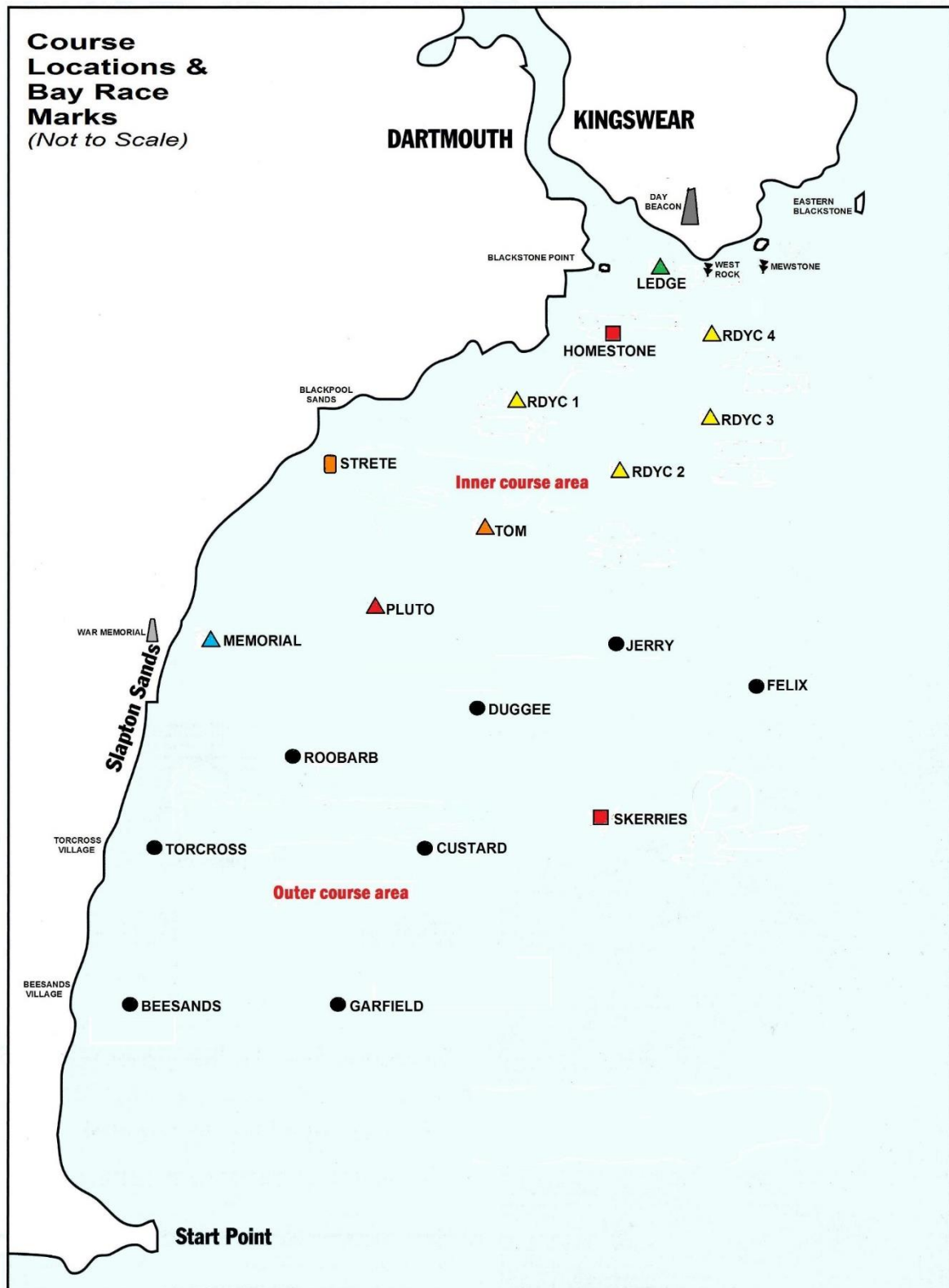
Outer Course : Greyhound



Inner Course : Vital Spark



APPENDIX B – Course Locations & Bay Race Marks



APPENDIX C – BAY RACE

The following clauses are specific to the Bay Race only.

C1 COMMITTEE BOATS & CLASSES

Classes will start from the same committee boat and in the same order as for Appendix A courses (detailed in Addendum 1 issued separately). The first warning signal for both committee boats will be at 10:55.

C2 COMMITTEE BOAT LOCATION

The committee boats will post their approximate intended locations on the on-line notice board no later than 09:30. They will broadcast their actual location on their designated VHF channel no later than 30 minutes before the first warning signal (or earlier if possible.)

C3 COURSES

Each committee boat will set their own course(s), parts of which may be common to boats starting from the other committee boat. The course(s) will be based on a number of permanent navigation marks, fixed racing marks and laid marks. These are shown on the sketch chart in Appendix B. The positions are further defined below in Table C1. Not all marks shown will be used.

No later than ten minutes before the first warning signal, the race committee boats will display their course(s) as a series of letters/numbers on red or green backgrounds representing the marks to be passed, in which order and the side on which each is to be left. They may also display the bearing of the first mark. This information will also be broadcast on VHF radio. Marks which are common to both committee boats will be identified in this broadcast.

The first leg of the course will be to a windward mark which may be common to both committee boats. This mark shall always be passed to port.

C4 THE START

SI 11 shall apply.

The start line marks are shown below:

<i>Committee Boat</i>	<i>ODM</i>	<i>ILM (if used)</i>
Inner Course	Black 1.3m tetrahedral	Orange spherical buoy
Outer Course	Orange 1.8m cylinder with black hat	Orange spherical buoy

C5 THE FINISH

C5.1 The finishing line will be between a staff displaying a blue flag on a race committee finishing boat at the starboard end and the course side of the last mark to be passed (as defined in 2.0 above) at the port-end.

C5.2 The race may be shortened for some or all classes at any mark of the course in accordance with RRS32.2(a).

Marks available to be employed

Table C1

The **yellow** section shows permanent marks – either racing or navigation.

The **pink** section shows marks which will be laid regardless of whether they are incorporated into a course.

Up to six of the remaining eight mark locations will only be laid if they are to be used.

<i>Name</i>	<i>Description</i>	<i>Latitude/Longitude</i>	<i>Committee Boat Designation</i>
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
Skerries	Red Lateral Navigation buoy	50°16.3'N 03°33.8'W	Sk
Strete	Orange 1.3m cylindrical	50°18.7'N 03°36.6'W	S
Tom	Orange 1.3m tetrahedral	50°18.4'N 03°34.8'W	T
Memorial	Blue 1.3m tetrahedral	50°17.2'N 03°38.0'W	M
Pluto	Red 1.3m tetrahedral	50°17.7'N 03°36.2'W	P
Torcross	Up to a maximum of 6 of these mark locations may be employed. The description in order of utilisation is shown in Table C2. See the example below Table C2.	50°16.0'N 03°38.6'W	Tx
Roobarb		50°16.5'N 03°36.8'W	R
Duggee		50°17.0'N 03°35.0'W	D
Jerry		50°17.5'N 03°33.5'W	J
Felix		50°17.2'N 03°32.0'W	F
Custard		50°16.0'N 03°35.5'W	C
Beesands		50°15.0'N 03°38.5'W	B
Garfield		50°15.0'N 03°36.5'W	G

Table C2

<i>Order of utilisation</i>	<i>Description of mark employed</i>
1	Yellow 2.8m tetra bottle
2	Blue 1.8m cylindrical
3	Orange 1.8m cylindrical
4	Orange 1.8m cylindrical with blue band
5	Orange 1.8m cylindrical with red/white top hat
6	Blue 1.5m tetrahedral

Example Course - for illustration purposes only:

In this example only 4 of the 6 descriptions in Table C2 have been used.

On the day of the race, more or less may be used.

<i>Course displayed on Committee Boat</i>	<i>Name of Mark</i>	<i>Description of mark</i>	<i>Comment</i>
B	Beesands	1 in Table C2	
G	Garfield	2 in Table C2	
Sk	Skerries	Permanent mark	
J	Jerry	3 in Table C2	
P	Pluto	Laid mark in Table C1	
T	Tom	Laid mark in Table C1	
R	Roobarb	4 in Table C2	Finishing mark

APPENDIX D – EMERGENCY PROCEDURES

In the event of an injury to any crew member, **the skipper should inform the Committee boat and DHNA on Channel 11 (callsign Dartnav)** to inform them of the need for medical assistance and, unless instructed otherwise, make his way to the inner short stay visitors pontoon at Darthaven Marina, where appropriate support will be available on arrival (see Dart Harbour plan below for further location detail). DHNA VHF reception can be constrained by topography when calling from beyond the river mouth. **An alternative option is to call DHNA Office on 01803 832337.**

If in the judgement of the skipper, the situation is a serious emergency, then he should call the coastguard on Channel 16 and request immediate assistance from the emergency services. When time permits, the skipper is requested to advise the Committee boat of his withdrawal from the race.

All competitors are advised that Patrol boats for Dartmouth Royal Regatta Sailing Week are manned by volunteers who are not trained to assist in either emergency or medical situations. Their primary purpose is to assist Race Officers in the management of the courses.

Plan of Dart Harbour (not to scale)

