



DARTMOUTH ROYAL REGATTA SAILING WEEK

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

Telephone: 01803 752496
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Wednesday 28th August to Saturday 31st August 2024

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).

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

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*. Other rules are defined in the NoR.

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09:00 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 and also via www.dartmouthsailingweek.com/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
Middle	72
Inner	37A (M1)

If a problem is experienced on one of the above channels, the respective committee vessel will display flag L (with a sound signal) and then communicate on VHF channel 6. This adds to the meaning of Flag L in RRS Race Signals.

- 3.4 The following communications will be made by the race committee on the above VHF channels. Other VHF communications may be made where appropriate:

- Time Checks
- Change of finishing window time
- Changes to starting sequence
- Courses & first leg bearing

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE


- 5.1 Signals made ashore will be displayed on the signal mast of the RDYC. Signals defined in SI 5.3, 5.4, flag L (drawing attention to SI 2) 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).

An alert that signals ashore have been made may be broadcast on the three course channels (see SI 3.3).

- 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	
Middle Course	Flag F	
Inner Course	Flag G	

- 5.3 AP (postponement): "One minute" is replaced by "not less than 90 minutes" in RRS Race Signals AP. Boats are recommended not to leave the harbour prior to removal of AP.

- 5.4 When flag K  is displayed ashore the Bay race will take place on that day – see SI 6 and Appendices B & C for further details. The signal may be displayed before 09:00 on Thursday, Friday or Saturday. The Bay Race will also be announced on the on-line notice board by the same time.

6 SCHEDULE OF RACES & CLASS FLAGS

- 6.1 Addendum 1 (issued separately) contains the allocation of divisions/classes to course areas, their class flags and default starting sequence. The starting sequence may be changed by the race committee – see SI 3.4.
- 6.2 The following first warning signal time shall apply:

Course	All days except Bay Race	Bay Race
Outer	10:25	10:55
Middle	10:25	10:55
Inner	10:25	10:55

- 6.3 The following are the number of scheduled races per day:

Course	Scheduled Races per day		
	Wed/Thur/Fri	Saturday	Bay Race
Outer	3	2	1
Middle & Inner	2	2	1

The Bay Race: Boats may sail the Bay Race as signalled in SI 5.4. There will be only one scheduled race on the chosen day. The Bay Race may not be held as detailed in NoR 8.4.

- 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.

7 CLASS FLAGS

Class flags are shown in Addendum 1.

8 RACING AREAS

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

9 COURSES

- 9.1 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.
- 9.2 In addition to VHF radio communication (SI 3.4) 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. Whether a division or class uses the long or short windward leg will not be displayed visually.
- 9.3 For the Bay Race, boats should refer to Appendix B sketch chart and Appendix C to these SI's.

10 MARKS

- 10.1 Marks for the Inner Course and Bay Race are described in the respective appendices.
- 10.2 The Outer & Middle Courses will use robotic self positioning marks (MarkSetBots) – an example is shown in the picture below. The marks may display sponsors advertising and may be a different colour to the picture. These marks will also form part of the Bay Race course.



11 OBSTRUCTIONS

- 11.1 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.

- 11.2 [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.

12 THE START

- 12.1 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).

- 12.2 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.
- 12.3 [NP][DP] No boat after its 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 triangle will be protested by the race committee.
- 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 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

13 CHANGE OF NEXT LEG OF COURSE

- 13.1 **Outer and Middle Courses:** To change the next leg of the course the existing robotic mark will be repositioned. A 'Reserve' mark may be used as described in Appendix A "Marks Employed" and the robotic mark removed. The race committee will communicate details of a change to the course using VHF. This changes RRS33 (a) & (b)
- 13.2 **Inner Course:** To change the next leg of the course, the race committee may 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.
- 13.3 Minor changes of mark position may not be communicated. This changes RRS33.

14 THE FINISH

- 14.1 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.
- 14.2 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)).

15 PENALTY SYSTEM

- 15.1 RRS 44.1 and 44.2 shall apply. RRS44.3(a) & (b) shall not apply
- 15.2 Post-Race Penalty:
- 15.2.1 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.

15.2.2 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.

16 TIME LIMITS

16.1 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 two more than the number of boats that finished within the Finishing Window and did not subsequently retire or were disqualified. This changes RRS 35, A5.1, A5.2 and A10.

16.2 The default Finishing Window times are given below

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

	Finishing Window
Appendix A courses	30 minutes
Bay Race	1 hour

17 HEARING REQUESTS

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

17.2 All RRS part 2 protests will initially be dealt with by the RYA Arbitration Procedure. after which the protest hearing schedule will be posted on the official notice board. The time of arbitration meetings will be posted daily on the official notice board. Hearings will be held in the protest room, located on the ground floor of Kingswear Village Hall.

17.3 Registration of a hearing request can be made via mobile devices using the Racing Rules of Sailing App. 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 www.dartmouthsailingweek.com or www.rya.org.uk

- 17.4 The protest time limit for each racing course is 60 minutes after the last boat finishes the last race on that course or the race committee signals no more racing today, whichever is later.
- 17.5 Notices of protests by the race or protest committee will be posted to inform boats under RRS 61.1(b).
- 17.6 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.

18 SAFETY REGULATIONS

- 18.1 Safety regulations are detailed in NoR 1.7.

***ADVISORY NOTE:** National Squib, open decked boats and boats not having a pulpit, stanchions and lifelines are reminded it is mandatory for competitors in those boats to wear a personal flotation device at all times while afloat except briefly as detailed in RRS40.1*

- 18.2 In the event of injury to any crew member, the person in charge is responsible for taking appropriate action.
- 18.3 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

19 OFFICIAL VESSELS

Official Vessels will be identified with a yellow flag.

20 REFUSE DISPOSAL

Refuse disposal facilities are available ashore or in the skips on the Dart Harbour pontoon immediately North of the Fuel Barge. There is no refuse facility 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 may 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 with the following exception:

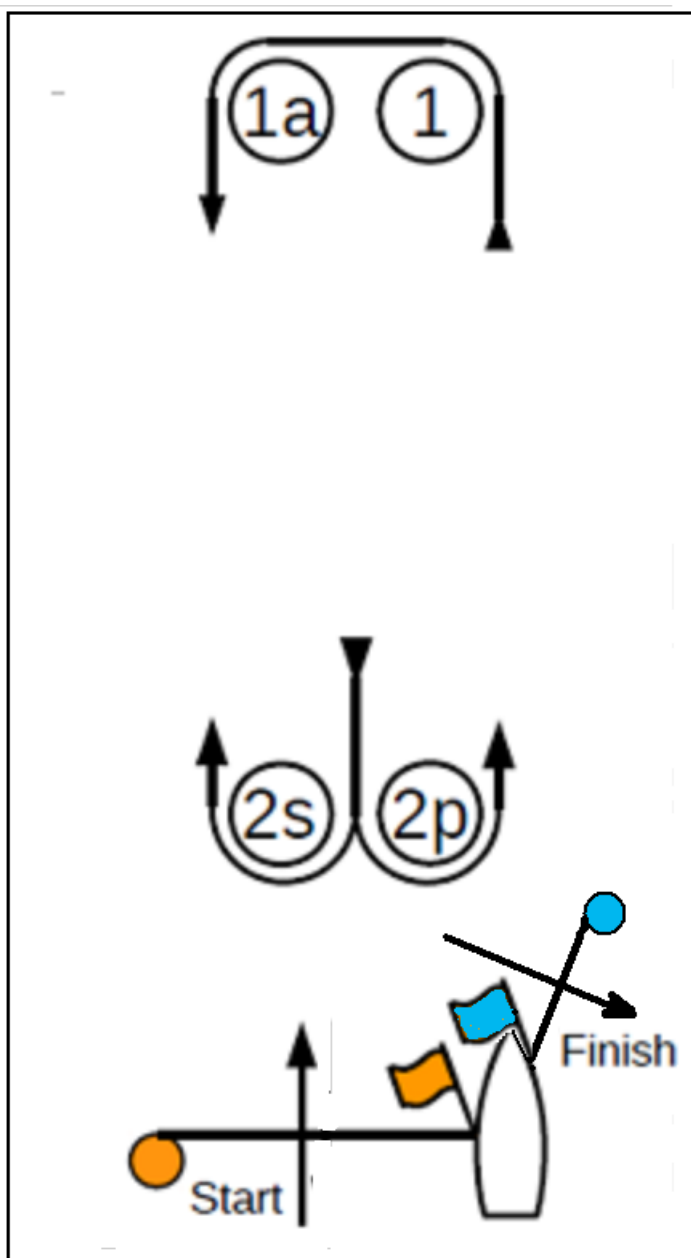
For the courses using robotic marks (see SI10.2), the long and short windward marks locations will be broadcast on VHF radio by bearing and distance from the start line.

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

Windward/Leeward Courses:

Windward/Leeward, reaching finish	
<i>Course</i>	<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

At the discretion of the race committee, mark 1a and/or mark 2s may not be used and this will be announced by VHF radio.

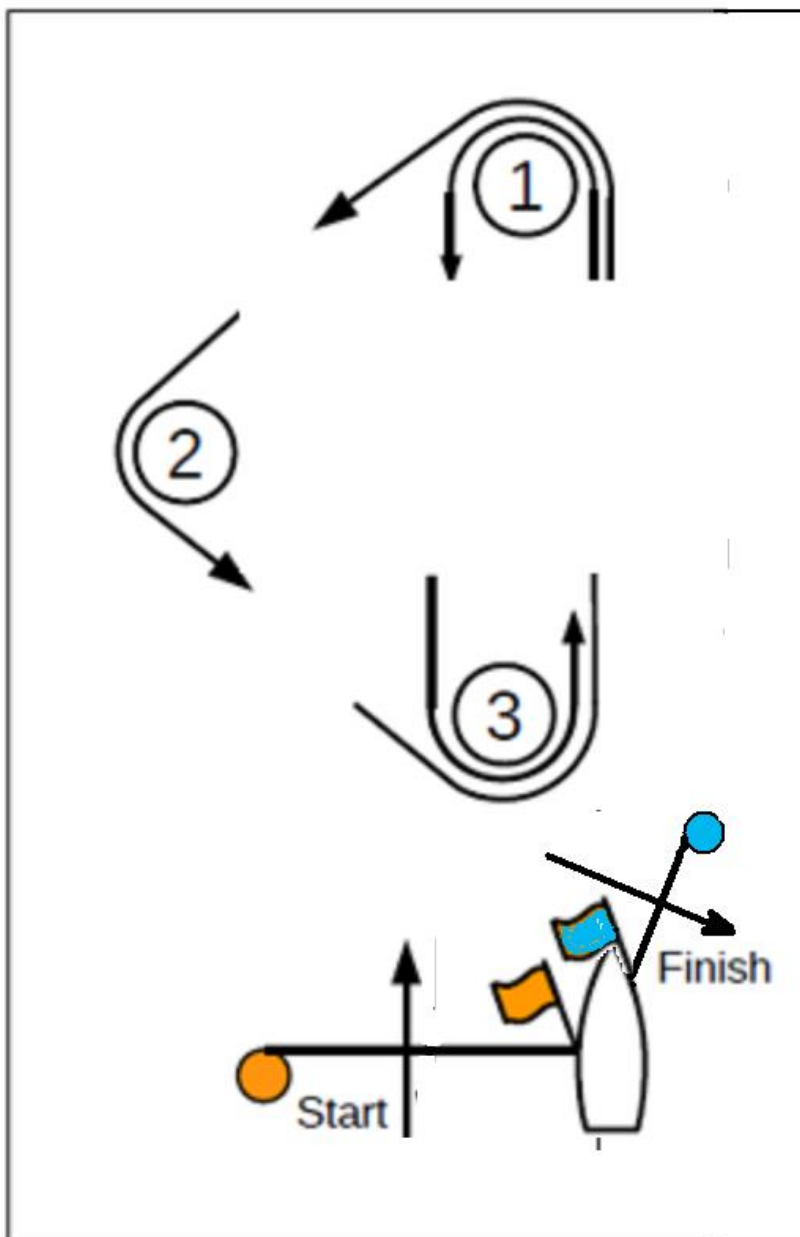


Triangle Courses:

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

Advisory note: T3 is NOT triangle/windward-leeward/triangle

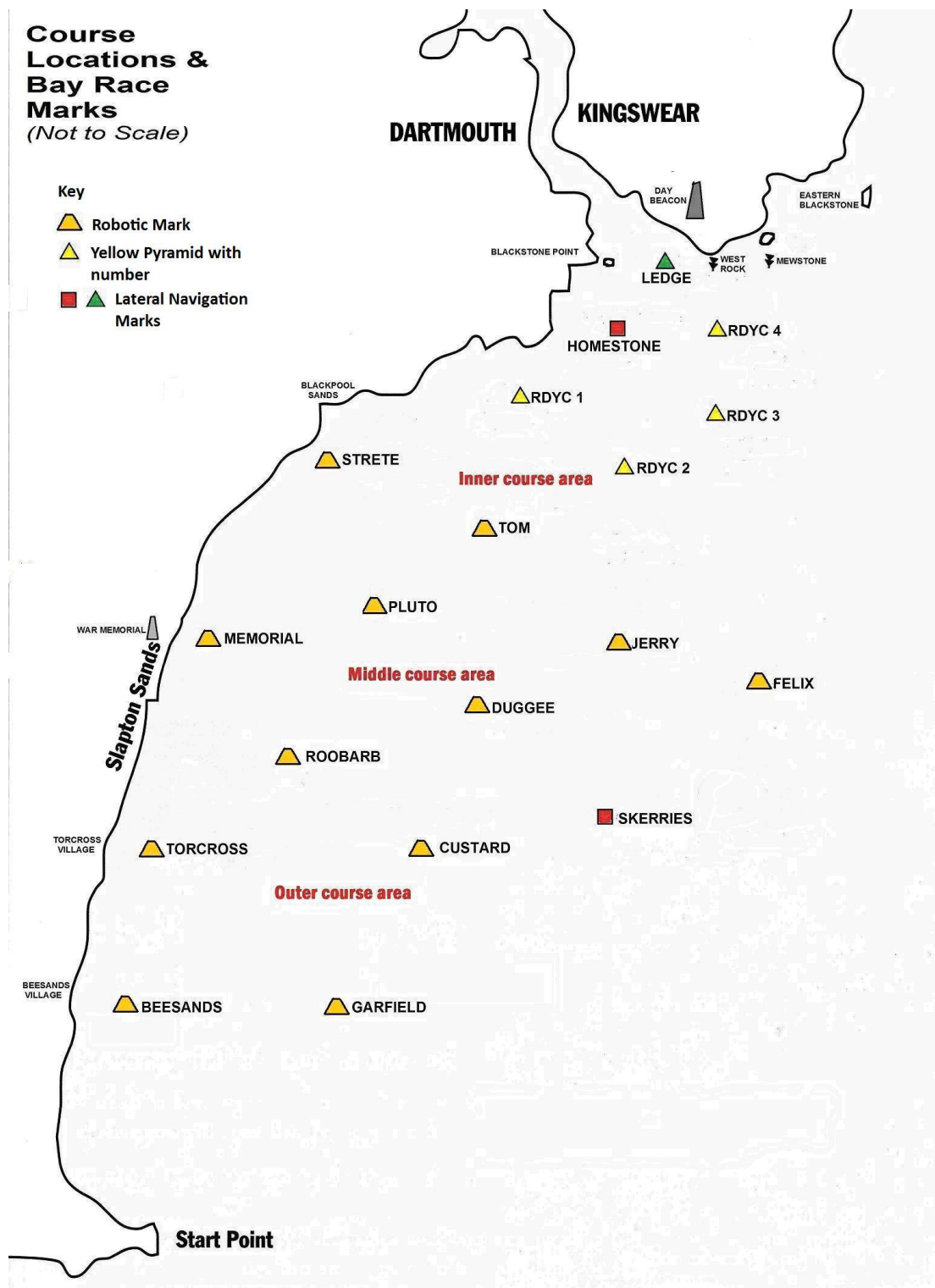
COURSE T



Marks Employed

	Outer Course	Middle Course	Inner Course
Committee Boat	Greyhound	Susan Ayu	Vital Spark
Starting ODM	Robotic mark (See SI10)	Robotic mark (See SI10)	Orange 1.3m tetrahedral
Start line ILM (if used)	Orange spherical buoy	Orange spherical buoy	Orange spherical buoy
Mark 1 Short Course	Robotic mark (See SI10)	Robotic mark (See SI10)	Yellow 1.3m tetrahedral
Mark 1a (if used) Short Course	Robotic mark (see SI10)	Robotic mark (See SI10)	Not used
Mark 1 Long Course	Robotic mark (See SI10)	Robotic mark (see SI10)	Orange 1.3m cylindrical
Mark 1a (if used) Long Course	Robotic mark (See SI10)	Robotic mark (See SI10)	Not used
Mark 2 or 2s	Robotic mark (See SI10)	Robotic mark (See SI10)	Black 1.3m tetrahedral
Mark 3 or 2p	Robotic mark (See SI10)	Robotic mark (See SI10)	Red 1.3m tetrahedral
Finish ODM	Robotic mark (See SI10)	Robotic mark (See SI10)	Blue 1.3m tetrahedral
Reserve(s)	Orange tetrahedral Blue tetrahedral	Orange tetrahedral Blue tetrahedral	Orange 1.3m tetrahedral

APPENDIX B – COURSE LOCATIONS AND BAY RACE MARKS



APPENDIX C – BAY RACE

The following clauses are specific to the Bay Race only.

C1 COMMITTEE BOATS & CLASSES

Divisions/Classes will start from the same committee boat and in the same sequence as given in Addendum 1, or as changed by the race committee (see SI 3.4). The first warning signal for all 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 30minutes 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 boats. The course(s) will be based on a number of permanent navigation marks, fixed racing marks and robotic racing marks. These are shown on the sketch chart in Appendix B. The positions are further defined below in Table 1. Not all marks shown will be used.

As soon as is practicable, when the committee boats are on station, the course(s) for each committee boat may be available as competitor information on the Racing Rules of Sailing App



No later than ten minutes before the first warning signal, each committee boat will broadcast its course(s) and the bearing of the first mark on VHF radio. Marks which are common to other 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 one or both other committee boats. This mark shall always be passed to port.

The race committee boats may also display their course(s) 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.

C4 THE START

SI 12 shall apply.

The start line marks are the same as for Appendix A courses

C5 THE FINISH

5.1 SI 14.3 shall apply. The finishing mark is the last mark in the sequence described in C3 above.

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

Table 1 Marks available to be employed

The yellow section shows permanent marks – either racing or navigation. The remaining twelve mark locations will only be on station if they are to be used.

Name	Description	Latitude	Longitude	Committee Boat Designation
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	Robotic mark (see S110)	50°18.7'N	03°36.6'W	S
Tom	Robotic mark (see S110)	50°18.4'N	03°34.8'W	T
Pluto	Robotic mark (see S110)	50°17.7'N	03°36.2'W	P
Jerry	Robotic mark (see S110)	50°17.5'N	03°33.5'W	J
Memorial	Robotic mark (see S110)	50°17.2'N	03°38.0'W	M
Felix	Robotic mark (see S110)	50°17.2'N	03°32.0'W	F
Duggee	Robotic mark (see S110)	50°17.0'N	03°35.0'W	D
Roobarb	Robotic mark (see S110)	50°16.5'N	03°36.8'W	R
Torcross	Robotic mark (see S110)	50°16.0'N	03°38.6'W	X
Custard	Robotic mark (see S110)	50°16.0'N	03°35.5'W	C
Beesands	Robotic mark (see S110)	50°15.0'N	03°38.5'W	B
Garfield	Robotic mark (see S110)	50°15.0'N	03°36.5'W	G

APPENDIX D – COMMITTEE BOAT IDENTIFICATION

Outer Course – Greyhound

VHF Ch 77



Middle Course – Susan Ayu

VHF Ch 72



Inner Course – Vital Spark

VHF Ch 37A (M1)



APPENDIX E – EMERGENCY PROCEDURES

SERIOUS INJURY or EMERGENCY

If in the judgement of the person in charge, the situation is a serious emergency, call the

Coastguard on VHF channel 16 or phone 999

and request immediate assistance. Unless otherwise instructed the boat should make best speed to the Darthaven Visitors Pontoon (see diagram below).

LESS SERIOUS INJURY

If in the judgement of the person in charge, medical attention of a less serious nature is required, telephone the following number:

Regatta Paramedics: 01626 245999 – select option 1

They will triage and direct the boat to either the Town Jetty or Darthaven Visitors Pontoon (see diagram below).

In either case when time permits the Race Officer should be advised.

Advisory notes:

Topography makes using VHF for communication with stations located in the River Dart unreliable, but there is good mobile phone coverage along the coast and in Start Bay, hence the phone numbers.

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.

Please make all the crew aware of these procedures.

Plan of Dart Harbour (not to scale)

