

# The Dartmouth Classic Weekend

Dartmouth

Friday July 6<sup>th</sup> - Monday July 9<sup>th</sup> 2018

## NOTICE OF RACE



### **The Dartmouth Classic Weekend 2018**



**Under the joint burgees of  
the Royal Dart Yacht Club  
and the British Classic Yacht Club**

**WELCOME TO THE DARTMOUTH CLASSIC  
WEEKEND 2018**

# To our Classic Yacht Competitors

We are once again delighted to be running the Dartmouth Classic Weekend. The weekend is all about first class racing for Classic Yachts and we will do our utmost to ensure that competitors will enjoy a memorable Regatta.

Registration and a skippers briefing will take place on Friday 6<sup>th</sup> July at the Royal Dart Yacht Club.

During the following 2 days we will be racing around courses set in Start Bay, an area renowned for providing excellent racing. Prior to racing on the Sunday a Parade of Sail will be organized within Dartmouth Harbour.

The programme will also see the weekend's regatta linked to the Plymouth-Brest-La Rochelle race with a passage race from Dartmouth to Plymouth via an overnight stop in Salcombe, arriving with plenty of time to prepare for the cross-channel race. We look forward to yachts participating in the La Rochelle Race extending their sailing by joining us in Dartmouth on the previous weekend for a friendly, but keenly contested, Regatta.

The Regatta is complemented by a full programme of social events. All competitors are invited to a complimentary Welcome Reception on the Friday evening at the Royal Dart Yacht Club. A buffet dinner will be held on the Saturday and the Regatta rounded off with a BBQ and Prizegiving following Sunday's racing.

The River Dart is a welcoming place for sailors with 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 first class shoreside facilities including good hotel and bed and breakfast accommodation with a full range of restaurants. So those not sailing, especially families and friends of competitors, are very welcome to support the racing and join the social programme.

On behalf of the Royal Dart Yacht Club and the British Classic Yacht Club.

I look forward to welcoming you in July 2018 to a first class Regatta.

Peter Batts  
Chairman



## INTERPRETATION

Throughout the documentation relating to this event the words “yacht” and “boat” are interchangeable. The words “shall” and “must” are mandatory and the words “should” and “may” are permissive. “WS” and “JCH” mean World Sailing and Jauge Classic Handicap

## THE EVENT

1.1. The Dartmouth Classic Weekend consist of up to two races in Start Bay on the Saturday (7th) and the Bay Race on Sunday (8th) There will be a passage race to Plymouth via an overnight stop in Salcombe on the 9th to feed into the Plymouth La Rochelle Race taking place later that week.

## 2. ORGANISATION

2.1. The organising authority for The Dartmouth Classic Weekend is the Royal Dart Yacht Club

## 3. THE EVENT

3.1. The events will be governed by: The ‘rules’ as defined in The Racing Rules of Sailing (RRS) for 2017-2020. Any changes which modify the existing rules as applied to this Regatta will be notified as an amendment to this NOR).

3.2. The prescriptions of national authorities will not apply.

3.3. Race Categories. The Dartmouth Classic Weekend is run under The WS Offshore Special Regulations for Category 5 (Monohulls) for 2017-2020, except for the passage race with is a Cat 4 Race.

3.4. All boats must carry a VHF transceiver capable of receiving and transmitting on Ch16 and 72. It shall be capable of transmitting on a power of 25 watts or for races within Start Bay a minimum of 5 watts power.

3.5. Except where otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between sunset and sunrise and shall be replaced with the corresponding rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).

3.6. Safety and Life-Saving Equipment

3.6.1. Skippers shall draw their crew members’ attention to RRS 1.2 Life-Saving Equipment: ‘Each competitor is individually responsible for wearing personal buoyancy adequate for the prevailing conditions.’

3.6.2. Specifically A lifejacket and harness shall be worn when on deck: when ANY of the following apply

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile
- Attention is also drawn to NOR 4 (Yachts without guardrails)

3.7.Crew Numbers. At no time shall the number of crew exceed the number of crew the yacht was designed for, the amount of per person safety equipment and the liferaft capacity where applicable.

### 3.8. Other Governing Rules

- The Notice of Race and any amendments thereto.
- The Sailing Instructions
- The rules of the currently in force of the JCH Classic Handicap; full information on this handicap, and how to get a rating (which is free and straightforward) is on the JCH web page, <http://www.jch-online.org>
- Notices to Competitors

3.9. When there is a conflict, succeeding items in the above list shall take precedence.

3.10. 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 2017-2020).

## 4. MODIFICATION TO RULES

4.1. It is acknowledged that many classic yachts, having been built before the introduction of the WS Special Regulations, have difficulty in complying fully with the structural requirements of these rules. Owners of yachts which do not fully comply with the structural requirements are therefore 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).

4.2.Any boat wishing to enter a race where the category of race requires them but has no guardrails must apply to the Organising Authority for a Special Dispensation as outlined in 4.3 below.

4.3. In the event of a boat without pulpits, stanchions or lifelines wishing to enter it must apply for a Special Dispensation and the skipper 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 before, 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. (WS 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 spinnakers. Where class insignia and numbers or national numbers cannot, or for reasons of authentic appearance the owner does not wish them to, 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.

4.4.2. 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 modifies 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.

4.4.3. 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/2016/02/Num%C3%A9ros-de-voile.pdf>. (For UK yachts application may be made to the RYA)

4.4.4. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with the above will result in the boat being declared DNS - 'Did Not Start'.

## 5. ADVERTISING IS LIMITED TO

- 5.1. Banners and flags of the event's sponsors approved by the organisers.
- 5.2. 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.
- 5.3. All such advertising must comply with WS Rule 20 – Advertising Code.

## 6. ELIGIBILITY

6.1. The events are open to Classic yachts of the classes defined below:

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

6.2.1. Designed before 1969 or Designed between 1969 and the end of 1974 – for this latter period only accepted classic designs are eligible. or designed after 1974 as a near replica of or in the style of a pre-1969 boat.

6.2.2. 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. For this edition of the Regatta Tofinous providing they have a valid JCH handicap will be accepted whatever the year of build.

6.3. Classes may be amalgamated or divided into divisions according to the number of yachts entered in each.

6.4. The minimum length on deck acceptable for the passage race is 7.5 metres. The minimum length on deck for the inshore races at Dartmouth is 5.4 metres.

## 7. AUTHORITY FOR ELIGIBILITY AND HANDICAP

7.1. The Organising Authority shall determine the eligibility of any yacht for the Regatta as a whole or for a particular class. Its decision is final.

7.2. The JCH Classic Handicap committee decision on JCH handicap numbers shall be final.

## 8. ENTRY

8.1. 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 or by post to the addresses below, by the 10th of June. Any entries after that date will be subject to a surcharge fee of 50%

8.2. Entry forms should be returned to Rozanthe Hine-Haycock, Royal Dart Yacht Club, Kingswear, Devon TQ6 0AB or emailed to [classics@royaldart.co.uk](mailto:classics@royaldart.co.uk)

## 9. SCHEDULE OF ENTRY AND RACING

### 9.1. Schedule (All times are BST - British Summer Time)

#### • 6th July 2018

- 1400-1800: Registration at the RDYC Sailing Office for The Dartmouth Classic Weekend and Feeder race.
- 1900 Skippers briefing for The Dartmouth Classic Weekend racing at the RDYC.

#### • 7th July 2018

- 0800 to 1000: Late Registration at RDYC Sailing Office. Last Registration is at 1000 for Saturday and Sunday racing.
- 1055 First Warning Signal : The Dartmouth Classic Weekend Race 1.

#### • 8th July 2018

- 1055 First Warning Signal : Start The Dartmouth Classic Weekend Race 3.
- 1500-1600 Registration for Passage Race only RDYC Sailing office
- 1630 Briefing for the Passage Race
- 1700 Prize giving

#### • 9th July 2015

- 0655 First Warning Signal : Passage Race to Salcombe, the first leg of the Race to Plymouth.

The Organisers reserve the right, if weather conditions dictate, to modify this schedule by adding or removing races on particular days.

(Sailing Instructions will be issued at Registration and in provisional format prior to that date for those entering before Sunday the 10th June 2018). They may also be downloaded from the RDYC Classic Website.:-  
<http://www.royaldart.co.uk/racing/detail/dartmouth-classics-2018>

## 10. FEES

10.1. The Dartmouth Classic Weekend Entry Fees: *To be advised by the 2nd April 2018.*

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

## 11. COURSES

11.1. The Dartmouth Classic Weekend courses will be set around both fixed and specially laid marks in Start Bay with the intention that Saturday's races (Races 1 & 2) will triangular courses and Sunday (Race 3) will be a "Bay Race". The Passage Race on Monday will be run from a start line in Start Bay to a finish off Salcombe. The second leg of the Passage Race will consist of a start off Salcombe to a finish in Plymouth Harbour.

## 12. SCORING

- 12.1. Separate scoring will be done for each class and division, except where classes have been amalgamated.
- 12.2. Scoring will be done for each race:
- 12.3. An overall scoring system will be put in place for the complete regatta. This may be modified for the purposes of allocating overall prizes .

## 13. RESPONSIBILITY & RISK STATEMENT

1. RRS 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."
2. 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 omission;
  - (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, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
  - (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
  - (g) 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.
  - (h) They are aware that on a boat without guardrails or which does not fully meet the WS relevant safety regulation there is additional risk which should be considered in connection with RRS 4 above.
  - (i) The safety of a yacht and her crew is the sole and inescapable responsibility of the person in charge who must do his best to ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. He shall also nominate a person to take over the responsibilities of the Person in Charge in the event of his incapacitation.
  - (j) Each participating boat must have adequate third party insurance which must also include third party racing risks for a minimum of £3,000,000