



# Dieppe Dash

Motor Cruising Yacht Cruising Yacht Racing

Friday, 3 May 2024

## Notice of Race

FINAL-20240122-0

**Brighton to Dieppe in Company of Friends**

Event and Entry Details can be found at: [dieppedash.com](https://dieppedash.com)



Dieppe Dash is a Brighton Marina Yacht Club Event





# DIEPPE DASH 2024

## WELCOME

I am very proud to be able, as the Commodore of Brighton Marina Yacht Club, to invite you to enter your boat in this flagship event which has been part of my life, as a competitor, for many years.

We are delighted to share with you that support for Dieppe Dash from our key stakeholders, Ports de Normandie, Cercle de la Voile de Dieppe, and Premier Marinas (Brighton) will continue for 2024. It is only with such support we are able to keep our entry fee low in these times of financial unrest.

We are all aware that putting to sea onboard a private leisure craft carries a responsibility to embrace best practice in terms of safety and welfare, participating in such an international event as Dieppe Dash is no exception.

The Person-in-Charge is required to read the document 'SAFETY FOR ALL BOATS' which contains a lot of practical guidance in preparing the boat and crew for the passages, including our Sign-On, Stand-Down, Abandon-Safe procedure (SOSDAS) at the heart of Dieppe Dash sea-safety planning. You will find this document along with other guidance on the [documents page of Dieppe Dash website](#).

The Safety Briefing is a key part of our event management for which the Person-in-Charge, or a representative, is required to attend this briefing at Brighton Marina Yacht Club from 19h30hrs on Thursday, 2 May 2024. Essential last-minute information will be passed over at this time.

Please note the mandatory requirement for the Person-in-Charge to elect a shore-side contact person. The shore-side contact forms a link helpful to authorities, such as HM Coastguard, if an emergency should arise.

Please keep in mind we British are no longer part of the EU, we must be prepared to follow immigration procedures on arrival at Port de Dieppe. The Dieppe Dash Team is working with the local authorities to simplify this process.

Understandably, we must be strict on our procedures - any person declining to comply will be deemed not part of Dieppe Dash; if we can all follow the guidance, we can all continue to enjoy our event, yes, your event and mine...

It is our intention that Dieppe Dash continues to improve and develop; to that end, I welcome your feedback on any aspect of your Dieppe Dash experience, it is best to [contact me via email](#).

Finally, I ask, while enjoying yourself please show respect for our hosts at Cercle de la Voile de Dieppe, without whom Dieppe Dash would not exist - We are guests representing British Yacht Sailing abroad.

I wish you all great sailing, the team are looking forward to welcoming friends, old and new on your arrival in Dieppe.

Paul Dupret

Commodore

Brighton Marina Yacht Club



Brighton Marina Yacht Club is an RYA Affiliated Member Organisation

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## ORGANISING AUTHORITY

The Organising Authority for Dieppe Dash is the Dieppe Dash Team of Brighton Marina Yacht Club Ltd, who may be contacted at:

Brighton Marina Yacht Club, Western Concourse, Brighton Marina, Brighton, East Sussex, BN2 5UP

WhatsApp: Dieppe Dash - Email: [admin@dieppedash.com](mailto:admin@dieppedash.com) – Website: [dieppedash.com](http://dieppedash.com)

## SCOPE OF THIS DOCUMENT

Rules and guidance contained in this Notice of Race shall prevail over Dieppe Dash Race 2024

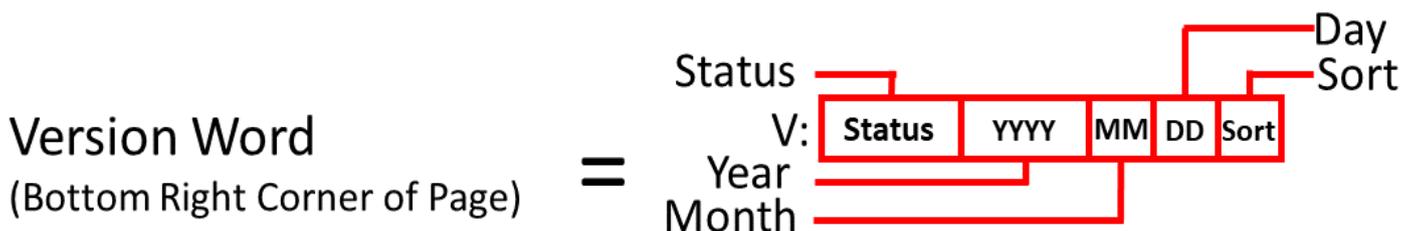
## HOW TO USE THIS DOCUMENT

### Articles

- Articles of this publication are formed in sections consisting of rules, guidance, and information on a common theme of the section, structured by a title with articles and sub-articles descending in chronological order.
- Articles of this publication are reflected in the '[Contents](#)' table as hyperlinks to aid navigation within this publication. Clicking/Tapping a hyperlink will change the display to the linked page.
- Hyperlinks within an article point to:
  - [Original content referenced in this publication](#)
  - [External content referenced in this publication](#)
- Single border at left and right margins marks content first published in this revision.
- Highlight in RED marks content published earlier and amended in this revision.
- Double bordered at left and right margins marks content previously published in two or more sections in earlier revisions and combined to form a single section in this revision.
- Italic text in this document forms guidance notes; I.E. does not form a rule of this document, the text is intended for assistance purposes only. A protest or request for redress based on guidance notes will be denied.*
- Obsolete content is removed from this revision without reference.

## VERSION

- Version referencing of this publication is formed of individual elements assembled to form a 'Version Word':



*n.b. Document Status will be Draft or Final - A 'Final' version is a version published outside of the revision team. A protest or request for redress based on content published under DRAFT status will be denied.*

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# NOTICE OF RACE

## 1 RULES

1.1 Racing will be governed by the rules as defined in the most recent publications stated below:

*n.b.: a link pointing to the resource location of the publication may be displayed with the publication title.*

- a) World Sailing [Racing Rules of Sailing 2021-2024](#) and,
- b) Dieppe Dash 2024 [Sailing Instructions](#).
- c) Supported by the most recent publications stated below:
  - (i) [Safety for All Boats](#);
  - (ii) The [RYA Racing Charter](#);
  - (iii) The [BMYC National Handicap for Cruisers scheme](#) (NHC);
  - (iv) [IRC Rules and Definitions 2024](#).

*n.b. References 'World Sailing Racing Rules of Sailing' and the abbreviation 'RRS' hold the same meaning and are interchangeable in this document.*

*n.b. There is no substitute for learning the procedures in the rules and knowing when and how to act to maintain fair competition and good conduct on-the-water - Competitors are encouraged to download and carry aboard copies of the publications stated in [article 1.1](#).*

1.2 Class Association Rules shall not apply.

1.3 The person-in-charge shall ensure a copy of the boat's most recent Insurance Certificate is registered with the Organising Authority to confirm:

- a) the name of the boat, the name of person-in-charge, and the name of any surrogate,
- b) dates of the period of cover,
- c) the boat is insured for racing,
- d) a minimum third-party liability cover of £3,000,000 per event or the equivalent.

*n.b. In event Insurance cover lapses, is withdrawn or not valid for any reason the boat shall not compete.*

1.4 A boat's sail number displayed on sails shall remain consistent with the sail number stated on supporting documentation registered at time of entering Dieppe Dash 2024. Boats displaying a sail number, other than the boat's registered sail number, without permission of the Organising Authority shall be deemed not part of Dieppe Dash 2024. This changes [RRS Rule 63.1](#)

*Notwithstanding article 1.4, where a submission in writing is received by the Organising Authority requesting to display a sail number on the genoa and/or spinnaker other than the boat's registered sail number, and the Organising Authority grants dispensation regarding article 1.4 prior to the change of Sail Number, the boat may display a sail number stated in the submission. This changes [RRS Rule 77](#) and [RRS Appendix G](#).*

1.5 Where safety rules conflict, the specification determined by the Organising Authority in breaking the conflict shall prevail.

1.6 In the event of conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall take precedence.

1.7 Where a conflict arises due to differing languages, the English language will take precedence.

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## 2 RULES CHANGED

2.1 Specific [World Sailing Racing Rules of Sailing](#) changed or enacted by this document:

2.1.1 [RRS Definition of Start](#), is changed in that:

- a) a boat starts when, the hull having been entirely on the prestart side of the starting line during the start sequence, any part of the hull crosses the starting line from the pre-start side to the course side either:
  - (i) during the last minute of the start sequence (before the starting signal), or
  - (ii) at or after the starting signal.
- b) If any part of the hull crosses the starting line from the pre-start side to the course side during the start sequence in accordance with item a)(i), or a)(ii) of the definition Start, the boat:
  - (i) shall not return to the pre-start side of the starting line, and
  - (ii) shall receive a Starting Penalty calculated in accordance with [RRS 44.3\(c\)](#) of 5% of the passage elapsed time, rounded to the nearest second, added to his elapsed time without a hearing.
- c) If any part of the hull crosses the starting line from the pre-start side to the course side during the start sequence and prior to item a)(i) of the definition Start, the boat shall be scored via the scoring abbreviation OCS. This changes [RRS Appendix A 5.1](#)

*n.b. The Terms 'Start' and 'Race Start' are interchangeable and refer to the Start Time for the specific class of Entry.*

2.1.2 [RRS Definition of Finish](#), is changed in that:

- a) a boat finishes when, after starting and sailing the course, the hull having been entirely on one side of the finish line, crosses the permissible finish line completely, presenting the Starboard, or Port, side of the hull to the Race Officer Location.
- b) However, the boat has not finished if after crossing the finishing line the boat:
  - (i) takes a penalty under rule 44.2, or
  - (ii) corrects an error in sailing the course made at the Finish Line.
- c) The definition “continues to sail the course” is not applicable at the Finish.

*n.b. See the article FINISH in the Sailing Instructions.*

2.1.3 [RRS Rule 32](#) - Course to Sail, is changed in that: the course will not be shortened.

2.1.4 [RRS Appendix A2, and A8](#) – Series Scores, shall not apply.

2.1.5 Other changes to the [World Sailing Racing Rules of Sailing](#) will be detailed in the Sailing Instructions.

2.2 Specific [IRC Rules and Definitions 2024](#) changed or enacted by this document:

2.2.1 [IRC Rule 22.4](#) – Crew Number/Weight, is changed in that: ‘Subject to: (i) rules forming the Dieppe Dash document [Safety For All Boats](#), and (ii) a decision by the person-in-charge, no restriction will apply to the maximum number of crew that may sail aboard a boat; no restrictions on crew weight will apply’.

*n.b. Competitors are encouraged to hold a clear understanding where national rules are changed by [Dieppe Dash Race Management Documents](#) – In many situations it is simply a matter of communicating with the Organising Authority when considering how rules apply to your boat – If in doubt, ask questions at the Safety Briefing.*

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### 3 ADVERTISING

#### 3.1 Boats competing in Dieppe Dash 2024:

- a) shall not display advertising without agreement of the Organising Authority, where advertising challenges agreements between [BMYC](#) and our sponsors permission to display shall be denied, and
- b) may be required to display event specific advertising provided by the Organising Authority as a condition of competing.

*n.b. It is best to discuss advertising matters with the Organising Authority prior to displaying advertising.*

### 4 COMMUNICATION

*n.b. Failure to observe currency of a race management document shall negate grounds to protest/request redress.*

#### 4.1 It shall remain the sole responsibility of the person-in-charge to ensure:

- a) the currency and content of race management documents and instructions is communicated to crew, and
- b) the boat is able to maintain two-way communication with Organising Authority via marine band VHF radio on the race frequency:
  - (i) from 15 mins prior to the published start time until one minute after the start signal, and
  - (ii) from 30 mins prior to the finish line until the boat is berthed.

*n.b. The Organising Authority have set in place primary and secondary means of communication to provide a wider means of communication between the Organising Authority and competitors. A protest or request for redress based on any party failing to explore communication via all means will be denied.*

#### 4.2 Communication between the Organising Authority, and competitors shall be as defined in the tables of [article 4.2](#):

##### 4.2.1 Background support and admin, including but not limited to changes to documents, race results and general information, will be communicated as per [Table 4.2.1](#):

**Table 4.2.1**

Description	Primary Means	Secondary Means
Race Management Documents	<a href="#">Dieppe Dash Website</a>	<a href="#">Email</a> , WhatsApp Group
Race Results	<a href="#">Dieppe Dash Website</a>	<a href="#">Email</a> , WhatsApp Group
General Information	<a href="#">Dieppe Dash Website</a>	<a href="#">Email</a> , WhatsApp Group

##### 4.2.2 Communication whilst the race fleet is ashore during Dieppe Dash will be as per [Table 4.2.2](#):

**Table 4.2.2**

Description	Primary Means	Secondary Means
Postponed Race Start	IC Flag Lima, Notice Board	WhatsApp Group, <a href="#">Email</a>
Competitor Instruction	IC Flag Lima, Notice Board	WhatsApp Group, <a href="#">Email</a> , <a href="#">Website</a>
SOSDAS	SMS	

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4.2.3 Communication whilst the race fleet is on the water during Dieppe Dash will be as per [Table 4.2.3](#)

**Table 4.2.3**

Description	Primary Means	Secondary Means
SOSDAS	SMS	
Race Signals	Flags ( <a href="#">Race Signals</a> )	VHF Ch77
Course Announcement	Marine Band VHF Ch77	
Instructions	Marine Band VHF Ch77	

*n.b. The race management call-sign shall be 'Dieppe Dash Control'. The fleet call-sign shall be 'Dieppe Dash Fleet'.*

## 5 JOINING-IN

- 5.1 Entry is via the [online entry portal on Dieppe Dash website](#).
- 5.2 Dieppe Dash Race 2024 shall consist of a single race between Brighton, UK, and Port de Dieppe, France:
- 5.3 The course to sail shall be declared in the Dieppe Dash Sailing Instructions.
- 5.4 The Low Point scoring as set out under [RRS Appendix A](#) shall apply with exceptions as defined in [article 2](#) of this document.
- 5.5 Applications are invited to compete in the Dieppe Dash Race 2024 in IRC class, or NHC class, for boats that hold a current:
- 5.6 IRC (Rating) Certificate; or,
- 5.7 NHC Base Number ([See article 1.1\(c\) \(iii\) of this document](#)).

*n.b. , Where a boat wishing to enter the NHC Race, and NOT holding and NHC Base Number, an application for a NHC Base Number may be submitted via the [online electronic NHC Base Number Form before Monday, 29 April 2024](#).*

5.8 Entry Fees per competing boat shall be:

<b>Standard Entry</b>	On or before 17h00 Monday, 15 April 2024	£ 115.00
<b>Late Entry</b>	After 17h00 Monday, 15 April 2024	£ 148.00

- 5.9 Until such time the requirements of article 5.5, and article 5.8, are fulfilled the application shall be deemed incomplete. Incomplete entries will be charged the applicable entry fee commensurate with the cut-off time as stated in article 5.8 of this document.
- 5.10 Where multiple fleets are formed within a class of entry, the Organising Authority reserve the right to assign a boat to a fleet within the class of entry.
- 5.11 Between the date of completing online entry (Sea Safety Registration) and 17h00 on Thursday, 2 May 2024, any changes to the registered Sea Safety Information shall be notified to the Organising Authority via the [Sea Safety Online Portal](#).

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- 5.12 The Organising Authority reserve the right to check measurements and compliance with Dieppe Dash Safety Regulations; [Safety For All Boats](#).
- 5.13 Berthing is arranged for Dieppe Dash participants at Brighton Marina from Wednesday, 1 May 2024 to Saturday, 4 May 2024 inclusive; please register using the [Dieppe Dash Berthing Form](#).
- 5.14 Reduced rates berthing is available for Dieppe Dash participants at Brighton Marina for non-Premier Marina berth holders from Saturday, 27 April 2024 to Tuesday, 30 April 2024 inclusive; please confirm berthing requirement via [Dieppe Dash Berthing Form](#).

*n.b. Boats wishing to berth at Brighton Marina, other than as stated in Articles 5.13 and 5.13, must make berthing arrangements with Premier Marinas, Brighton.*

*n.b. Berthing is arranged for Dieppe Dash participants at Port de Plaisance de Dieppe from noon on Friday, 3 May 2024 to noon on Sunday, 5 May 2024. In event of poor weather on Sunday, 5 May 2024 one concessional day is granted. Boats not departing Port de Plaisance de Dieppe before noon on Monday, 6 May 2024 must make berthing arrangements at Port de Plaisance de Dieppe office.*

- 5.14.1 Boats berthing at Brighton Marina, and/or Port de Plaisance de Dieppe, shall be kept in their assigned berths.
- 5.14.2 Competitors shall obey instructions from Premier Marinas Berthing Master, and Port de Plaisance de Dieppe staff. See [Behaviour](#) in this document.

## 6 BEHAVIOUR

- 6.1 The person-in-charge of a boat competing in Dieppe Dash 2024, and/or sailing under the [BMYC](#) banner will, at all times, be held responsible for the behaviour and actions of all crew during the racing and shoreside activities forming Dieppe Dash.

Any misbehaviour which is deemed likely to bring the name of Dieppe Dash, and/or Brighton Marina Yacht Club, into disrepute will render the boat, including all crew, disqualified from Dieppe Dash 2024 without a hearing; serious occurrences could result in the boat, including all crew, being barred from taking part in future events hosted by Brighton Marina Boat Club.

## 7 DISCLAIMER OF LIABILITY

- 7.1 Competitors participate in Dieppe Dash Race 2024 entirely at their own risk. See [RRS Rule 3](#), Decision to Race. The Organising Authority will not accept liability for material damage, or personal injury, or death, sustained prior to, during, and in conjunction with, Dieppe Dash 2024.

It is stressed that competing owners and crews are expected to observe and embrace the provisions in the document Safety for All Boats; available to download from the [Dieppe Dash website](#) - See [article 1.1\(c\)\(i\)](#).

The spirit of BMYC Racing requires that owners and/or crew shall not seek to make changes to design or installation of fixed or portable equipment forming the boat where such changes remove safety features or may compromise safety at sea. Any exploitation of the provisions of the Safety Regulations is discouraged; reported incidences of exploitation shall be subject to disciplinary hearing and may result in disqualification.

## 8 FURTHER INFORMATION

- 8.1 We would be pleased to assist with any queries you may have with regard to Dieppe Dash 2024; please [contact the Organising Authority](#).

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# APPENDIX A - SCHEDULE

*Entry Cut-Off, Sailing Instructions, Documents, Safety Briefing, Sign-On, Start, Declaration, Welcome in Dieppe, Prize Giving, Return Passage.*

- Saturday, 16 March 2024** 14h00 onward - Open Meeting, Brighton Marina Yacht Club. Your opportunity to ask questions and meet the Team...
- Monday, 15 April 2024** 17h00 - Standard Entry Closes.
- Monday, 22 April 2024** On or after 12h00, the sailing instructions will be posted to the email address registered at time of entry. In addition, the sailing instructions will be available to download from the documents page of the [Dieppe Dash website](#).

*n.b. It shall be the responsibility of the person-in-charge to receive the Sailing Instructions in electronic format and ensure distribution within the crew as required. Hard copies of the Sailing Instructions will not be available from Organising Authority.*

- Monday, 29 April 2024** No later than 17h00hrs:
- Submit a copy of the boat's Insurance Certificate – [See article 1.3](#)
  - Confirm Time Correction Factor for the boat and class of entry:
    - IRC – Submit a copy of the boat's Rating Certificate.
    - NHC – Confirm NHC Base Number shown in the RYA NHC Base Number List, or Complete and submit the [online electronic NHC Base Number Form](#).

*n.b. Where a current Rating, or current NHC Base Number, is held on record at BMYC the need to submit a Rating Certificate, or completed NHC Base Number Form, does not apply.*

*n.b. Any changes to the standard build of the boat, Rating Certificate, or an application for a NHC Base Number, shall be notified to the Organising Authority via email on or before 17h00hrs on Monday, 29 April 2024.*

- Thursday, 2 May 2024** 09h00 onward - Register the boat mobile phone – See [Safety for All Boats](#), SOSDAS.
- Thursday, 2 May 2024** A Safety Briefing will be held in the Clubroom at Brighton Marina Yacht Club commencing 19h30hrs; the person-in-charge (or their appointed surrogate) is required to attend this briefing.
- Friday, 3 May 2024** Sign-On on shall be via the SOSDAS procedure – See [article 4.2\(b\)](#) and [article 4.2\(c\)](#) of this document.
- Friday, 3 May 2024** 06h55 BST - First Warning Signal, subject to amendments to this Notice of Race or the Sailing Instructions or a decision taken on the day of the race by the Race Officer.
- Friday, 3 May 2024** Declaration shall be via the SOSDAS procedure – See [article 4.2\(b\)](#) and [article 4.2\(c\)](#) of this document.
- Friday, 3 May 2024** Welcome at Cercle de la Voile de Dieppe (CVD) (Yacht Club)
- Saturday, 4 May 2024** 13h00 BST, Prize Giving at Cercle de la Voile de Dieppe (CVD) (Yacht Club). Prizes will be awarded subject to discretion of sponsors.
- Sunday, 5 May 2024** Return passage to UK.

**END OF DOCUMENT**

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