



Dieppe Dash

Motor Cruising Yacht Cruising Yacht Racing

Friday, 3 May 2024

Safety for All Boats

FINAL-20240125-0

Brighton to Dieppe in Company of Friends

Event and Entry Details can be found at: 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





DIEPPE DASH 2024

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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 – **Website:** dieppedash.com

SCOPE OF THIS DOCUMENT

Rules and guidance contained in this Safety For All Boats document shall prevail over Dieppe Dash Race 2024

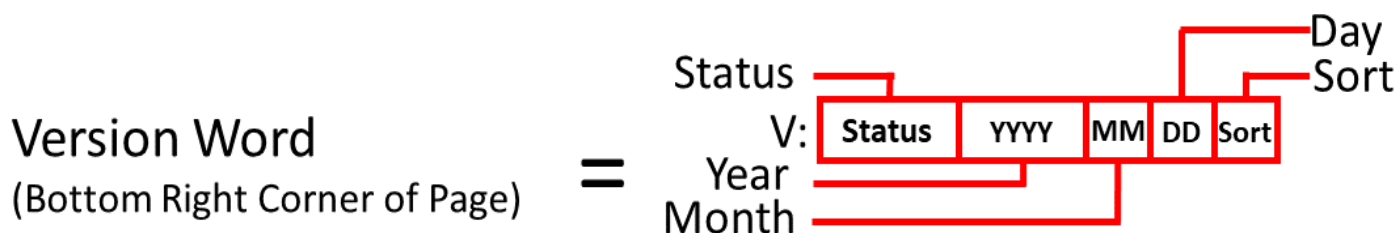
HOW TO USE THIS DOCUMENT

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.



DIEPPE DASH 2024

SAFETY FOR ALL BOATS

SAFETY PLANNING

INTRODUCTION

Dieppe Dash is an exciting annual cross-channel boating event conceived as a means of meeting like-minded people, sharing the enjoyment of boating interests, and providing support in crossing the English Channel; Dieppe Dash includes pre-event talks, an outbound sail/motor cruising rally or yacht race, shore side events in Dieppe and a cruise or race return passage.

Dieppe Dash takes place in the English Channel between Brighton/Newhaven area of the south coast of England, and Dieppe in the Normandy region on the northern coast of France, the outbound passage on Friday, 3 May 2024. The main fleet will make the return passage on Sunday, 5 May 2024. If weather conditions do not permit making passage on the Sunday, there is provision to make arrangements to stay longer in Dieppe or return to Great Britain via ferry and recover the boat at a later date.

Dieppe Dash is the perfect event for your first time '*across the channel*' passage, you are more likely to make a passage if you have planned it with other boat owners and make the passage in company. For those interested in racing, Dieppe Dash provides the perfect offshore challenge.

Dieppe Dash Safety Plan provides guidance for you, the Person-in-Charge to create your sea-safety plan, and a check-in and check-out scheme (SOSDAS) to monitor your 'at sea' status.

Supporting Information, including safety and guidance documents, and Online Entry may be obtained via the [Dieppe Dash website](#).

PURPOSE AND USE

It is stressed that owners and crews participating in Dieppe Dash 2024 are expected to observe and embrace the safety provisions of the **Safety For All Boats** document.

[UK Maritime Law requires an element of planning](#) for even the simplest and shortest of passages ensuring the boat is equipped, provisioned and in suitable condition to put to sea, taking into consideration the number of persons aboard, charted information, tidal information, training, weather, and forming the passage plan for a period longer than the anticipated duration, just in case... [The RYA strongly recommends that you always have a plan](#)

The purpose of the **Safety For All Boats** document is to establish and inform minimum standards for inclusion in forming your sea-Safety plan for your boat engaged in Dieppe Dash 2024; I.E. the **Safety For All Boats** document must not replace your Sea Safety Plan for your boat, rather is intended to supplement the requirements of Code(s) of Practice, UK Governmental Authority, and the Guidance of the National Governing Body for sailing and motor cruising in the UK, the RYA, as an aid in forming your sea-safety plan.

Use of the **Safety For All Boats** document does not guarantee total safety of the boat and crew. Particular attention is drawn to the description of **offshore sailing** which includes that consideration must be given to: (i) the design, construction, and maintenance of the boat, also (ii) equipment, safety procedures, welfare provision, and training, are adequate for prevailing and predicted weather conditions for a passage >12NM Offshore, <Ocean, together with immediate means of self-rescue at all times when underway, all of which represent minimum, yet essential attributes of your boat's sea-safety plan.

n.b. The Safety For All Boats document is available to download from the documents page of Dieppe Dash website.

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RESPONSIBILITY OF PERSON IN CHARGE

Under Maritime Law, the responsibility for a boat's decision to put-to-sea, to continue at-sea, and the safety of the boat and the crew is the sole and inescapable responsibility of the person-in-charge who shall make best endeavours to ensure that the boat is adequately found, thoroughly seaworthy and operated by an experienced crew who are appropriately trained and physically able to face predicted weather. The person in charge shall also assign a person to take over responsibilities in the event of incapacitation.

Neither the establishment of the **Safety For All Boats** document, nor use by participating boats engaged in Dieppe Dash 2024, in any way limits or reduces the complete and unlimited responsibility of the person in charge.

By participating in a Dieppe Dash 2024, each participant, whether boat owner or crew, agrees to reasonably cooperate with the Dieppe Dash Team in promoting Safety at Sea to best endeavours of all persons concerned.

TRAINING

At least two crewmembers are required to have undertaken training:

- within the twelve-month period before Monday, 6 May 2024 - the crews shall practice the drills for:
 - crew-overboard recovery, and
 - abandoning the boat.
- within the three-year period before Monday, 6 May 2024 – First Aid Training:
 - Training in First Aid procedures, to include: Cardio-Pulmonary Resuscitation, Drowning, Hypothermia, and relevant communications systems.

DIEPPE DASH 2024 SAFETY PLAN

The spirit of Dieppe Dash places safety at a highest priority. The Organising Authority wishes to stress that owners and crews participating in Dieppe Dash 2024 are expected to observe and embrace the provisions of the Dieppe Dash Safety Plan:

- Dieppe Dash Rally and Dieppe Dash Race is formed of a passage at sea classified as “Offshore”, I.E. >12nm Offshore, <Ocean.
- SOLAS V Regulation 34 requires the person-in-charge to [ensure the passage has been planned](#).
- The Application and General Requirements of [World Sailing Special Regulations Category 3 + Category 2 life-raft](#) apply in respect of Construction and Maintenance.
- In addition to the Construction and Maintenance requirements:
 - **For Motor Cruising Boats**, the Organising Authority strongly recommend compliance with the Dieppe Dash Safety Plan, especially carrying the safety equipment onboard in [compliance with SOLAS Chapter V Regulation 34](#), with exception of attributes forming Storm & Heavy Weather Sails.
 - **For Sail Cruising boats**, the Organising Authority strongly recommend compliance with the Dieppe Dash Safety Plan, especially carrying the safety equipment onboard in [compliance with SOLAS Chapter V Regulation 34](#).
 - **For Racing Boats**, it is a requirement of Racing Rules applicable to the Dieppe Dash Race to comply in full with provisions of [World Sailing Special Regulations Category 3 + Category 2 life-raft](#), especially to carry the safety equipment onboard, in [compliance with SOLAS Chapter V Regulation 34](#).
- The Organising Authority wishes to stress the Person-in-Charge must understand and adapt the provisions of the **Safety For All Boats** document toward compliance to suit specific aspects of the boat.
- Owners and/or crew shall not seek to make changes to design of fixed or portable equipment forming the boat where such changes are engineered at the expense of removing or reducing safety features or may compromise Safety at sea.

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GENERAL PRESCRIPTIONS

All boats shall comply with the following safety requirements:

- The boat is equipped, and provisioned, for a passage of duration longer than anticipated.
- The boat shall be seaworthy; this includes both construction and maintenance such that the boat may be declared as seaworthy at all times whilst under way.
under circumstances whereby the condition of a boat ceases to be seaworthy the boat shall retire from Dieppe Dash with immediate effect and make for safe haven.
- A Boat shall be essentially watertight:
 - all openings shall be capable of being immediately secured and sealed.
 - moveable equipment passing through the hull shall not open into the interior of a hull, except via a watertight maintenance hatch with the opening entirely above the waterline.
- With exception of single-handed entries, boats shall have a minimum of two persons aboard meeting the [training](#) requirements, and skilled/experienced sufficient to warrant as competent at sea under the predicted conditions:
 - at least one of whom must be over 18 years old, and both:
 - familiarised with the location of safety equipment aboard, and know how to use safety equipment, and
 - know how to access, publicly available, broadcast, weather and maritime safety information, and
 - familiar with international maritime distress procedures, and summoning assistance.
- The person in charge shall assign a member of the crew aboard to immediately take over responsibilities as the person-in-charge in the event of incapacity; the nomination of a surrogate shall be communicated to all persons aboard prior to putting to sea.

n.b. The World Sailing Offshore Safety Regulations 2024/25, Category 3 + Category 2 Liferaft is considered to be the minimum standard for a passage at sea classified as "Offshore", I.E. >12nm Offshore, <Ocean.

WELFARE POLICY

The ever-international presence and risk of contracting, and spreading disease, no matter how small you perceive this risk to be, is managed differently in France to practices you may experience at home.

- It remains a possibility that rules may be brought in at short notice which may affect travel to and within France.
- All persons travelling to France are advised to check latest information prior to departing UK:

[HM Gov Website.](#)

[Department of Health \(Travel\) Website.](#)

[French Government website.](#)



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RYA SafeTrx

[RYA SafeTrx](#) is a safety oriented smart technology tool for boat owners, incorporating a [personal account registered on the RYA website](#) and a [smartphone app](#). Information about the boat, number of persons onboard and passage plan are filed voluntarily by the RYA SafeTrx account holder.

On 4 July 2018, [HM Maritime & Coastguard Agency \(MCA\)](#) approved RYA SafeTrx as HM Coastguard's new official voluntary safety identification scheme; the CG66 procedure is now withdrawn.

n.b. Dieppe Dash organisers recommend that each boat be registered with SafeTrx.

COLREGS

The International Regulations for Prevention of Collision at Sea (IRPCS), known as COLREGs, make clear a required response for you, the person-in-charge, to make when meeting other vessels under way, together with information designed to clarify each class of vessel by unique Day Shapes, and unique Light signatures.

It is imperative the person-in-charge of a private leisure craft understands actions required under specific circumstances.

The main navigational hazard of crossing the English Channel enroute between Brighton and Dieppe (or vice-versa) is the boat will cross the Southeast Traffic Separation Scheme (TSS), known as the '*shipping lanes*', operated by jointly by Dover Maritime Rescue Coordination Centre (MRCC) and CROSS Gris Nez in France.

The requirement is to cross the '*shipping lanes*' on a heading as near to perpendicular (90 degrees) as is practicable (present the bow of your boat at right angle) to the direction of major traffic in the TSS in order your boat presents the largest possible target to radar and line-of-sight visibility.

Care must be exercised when approaching a vessel. Whether the vessel is making way within, or outside, of a TSS, attention to COLREGS must be exercised when taking action.

For the avoidance of confusion:

- IRPCS applies to all Vessels at all times whilst in navigable waters (including Private Leisure Craft).
- DO NOT take avoiding action as an instinctive response.
- Under IRPCS your boat may be the 'Stand-On' Vessel; to alter your course instinctively, for what is assumed to be taking avoiding action, may put your boat on collision course with TSS traffic..! Stand-On if you are required to do so, but be prepared to take action at the last minute to avoid a collision...

[COLREG - Preventing collisions at sea \(imo.org\)](#)

VHF PROCEDURES

Dieppe Dash Team	VHF Ch77	Brighton and Dieppe - Call Sign Dieppe Dash Control.
All Boats	VHF Ch16	Observe all instructions given by maritime emergency services.
All Boats	VHF Ch77	Boat to Boat communication (contact via CH16, then transfer to Ch77).
Port de Dieppe	VHF Ch12	All Traffic (Ships and Private Leisure Craft) to monitor.



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SEA SAFETY REGISTRATION

Sea Safety Registration is key to the Dieppe Dash Sea Safety Plan. Sea Safety Registration may be completed during Online Entry, or after; however, **must be completed before 17h00 on Thursday, 2 May 2024** (Cut-Off Date).

Between the date of completing Sea Safety Registration and the Cut-Off Date, any changes to the Sea Safety Information you have registered must be notified to the Dieppe Dash Team via the [Sea Safety Online Portal](#).

- Dieppe Dash organisers require the person-in-charge to ensure key safety information is registered:
 - information about the Boat, the Person-in-Charge, and Number of Persons Aboard.
 - name and contact details of a Shoreside Contact Person; I.E. a person who will remain ashore and contactable via telephone at all times whilst the boat is underway.
- The person-in-charge must furnish the shoreside contact with an up-to-date list of names and contact details of a person for each crew member aboard who may be contacted in event of an emergency.

Dieppe Dash organisers do not require crew names and personal details, nor crew emergency contact information.

- Unless Dieppe Dash organisers have issued dispensation to the contrary, every competing boat must have at least [two competent persons on board, at least one of whom shall be aged 18 or over](#).

Single-handed entries are accepted subject to approval of the Organising Authority – See Dieppe Dash Organisers

PRE-DASH OPEN AFTERNOON - Saturday, 16 March 2024 from 14h00

A key part of Dieppe Dash is preparation. To assist boat owners and crew who are contemplating or have started planning participation in Dieppe Dash 2024 we will host a relaxed drop-in afternoon at Brighton Marina Yacht Club. Feel free to pop-in, learn about Dieppe Dash, ask questions, and enjoy the club facilities for as long as you please...

SAFETY BRIEFING – Thursday, 2 May 2024 @19h30

A Safety Briefing is a key part of Dieppe Dash Safety Plan, essential last-minute information will be passed over at this time. The Person-in-Charge, or a representative from within the crew making the passage aboard the same boat, is required to attend this briefing at Brighton Marina Yacht Club from 19h30hrs on Thursday, 2 May 2024.

n.b. It is the responsibility of the person-in-charge of the boat to assess a forecast of prevailing conditions, and to confirm the experience and training of individual crew members, when making the decision to put to sea.



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SAFETY EQUIPMENT

Safety Equipment discussed is extracted from [World Sailing Offshore Safety Regulations 2024/25 \(OSR\)](#), [Category 3 + Category 2 Life Raft](#), and represents the minimum safety equipment to carry onboard for a passage at sea classified as “Offshore”, I.E. >12nm Offshore, <Ocean.

Safety equipment carried aboard shall:

- be of a type, and size/capacity adequate for the boat, purpose, number of persons onboard, and passage duration,
- be serviceable,
- be regularly checked, cleaned, and serviced (at least once annually) and certified in date,
- when not in use, stowed in conditions under which deterioration is minimised,
- be readily accessible,
- be commensurate with the premise of self-rescue.

[OSR Ref.](#)

LIFEJACKET

5.01

A lifejacket which shall:

- if manufactured before 2012 comply with ISO 12402-3 (Level 150) or equivalent, including EN 396 or UL 1180 and:
 - if inflatable have a gas inflation system, and
 - have crotch/thigh straps (ride up prevention system).
- if manufactured after 2011 comply with ISO 12402-3 (Level 150) and be fitted with a whistle, lifting loop, reflective material automatic/manual gas inflation system:
 - crotch/thigh straps (ride up prevention system),
 - have an emergency position indicating light in accordance with either ISO 12402-8 or LSA code 2.2.3,
 - be clearly marked with the boat's or wearer's name,
 - have a sprayhood in accordance with ISO 12402-8.
- All lifejackets, if inflatable, be regularly checked for air retention.
- A boat shall carry at least one gas inflatable lifejacket spare cylinder and, if appropriate, spare activation head for each type of lifejacket on board.
- The person in charge shall personally ensure each lifejacket is checked at least once annually and in date.

See 7.10 Safety Harness and Tethers of Structural and Portable Equipment List.

n.b. Personal lifeJacket may be included in the count of LifeJackets onboard but must comply with conditions set out above.



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[OSR Ref.](#)

SAFETY EQUIPMENT LOCATION CHART

4.12

A safety equipment location diagram in durable waterproof material, clearly displayed in the main accommodation, marked with the location of principal items of safety equipment.

BOAT NAME

4.17

The boat's name indelibly marked on miscellaneous buoyant equipment, such as lifejackets, cushions, lifebuoys, recovery slings, grab bags, etc.

RETRO-REFLECTIVE MATERIAL

4.18

Marine grade retro-reflective material on lifebuoys, recovery slings, liferafts and lifejackets.

LIFERAFT

4.20

- One or more inflatable liferafts with a total capacity to accommodate at least the total number of people on board which complies with:
 - LSA Code 1997 Chapter IV or later version, or
 - ISO 9650-1:2005, Type 1, Group A – Small Craft – Inflatable, or
 - ISAF liferafts manufactured before 2016 until replacement is due at end of service life, or
 - ORC liferafts manufactured before 2003 until replacement is due at end of service life.
- Minimum Liferaft Equipment:
 - a SOLAS liferaft shall contain as a minimum a SOLAS A pack,
 - an ISO 9650 liferaft shall contain as a minimum Pack 2 (less than 24 hours pack).

Liferaft Packing and Stowage

- Each liferaft shall be packed either in:
 - a rigid container securely stowed on the working deck, in the cockpit or in an open space, or
 - a rigid container or valise securely stowed in a dedicated weather tight locker containing liferaft and abandon ship equipment only which is readily accessible and opens onto the cockpit or working deck, or transom.
- The liferaft shall be readily deployable whether or not the boat is inverted.
- The end of each liferaft painter should be securely fastened to the boat.
- Each raft shall be capable of being moved to the lifelines or launched within 15 seconds.
- In a boat with series date before June 2001, a liferaft may be packed in a valise not exceeding 40 kg, securely stowed below deck adjacent to a companionway.

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Liferaft Servicing

- A liferaft shall be serviced at a manufacturer authorized service station at the following maximum intervals:
 - SOLAS liferafts annually,
 - ISO 9650 canister packed liferafts every 3 years,
 - ISO 9650 valise packed liferafts every 3 years except that hired liferafts shall be serviced annually,
 - ISAF liferafts annually,
 - ORC liferafts annually.
 - Servicing certificates (original or a copy) on board.

STRUCTURAL AND PORTABLE EQUIPMENT

1	COMMUNICATIONS EQUIPMENT, AIS, GPS, RADAR	OSR Ref.
1.1	Marine VHF Hand-Held Radio Transceiver for each grab bag , watertight or with a waterproof cover. When not in use to be stowed in the grab bag – See 6.2.	3.29
1.2	Marine VHF Radio Transceiver, a second radio receiver, which may be the handheld VHF in 1.1 above, capable of receiving weather bulletins.	3.29
1.3	Marine VHF Radio Transceiver, with an emergency antenna when the regular antenna depends upon the mast.	3.29
1.3.1	If the marine radio transceiver is a VHF: <ul style="list-style-type: none"> a) a minimum rated output power of 25 W, b) if installed after 2015 be DSC capable, c) a masthead antenna and co-axial feeder cable with not more than 40% power loss, 	
1.3.2	DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GPS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station,	
1.4	An AIS Transponder which either:	3.29
1.4.1	shares the masthead VHF antenna via a low loss AIS antenna splitter, or	
1.4.2	has a dedicated AIS antenna not less than 38 cm (15”) in length mounted with its base not less than 3 m (10') above the waterline and co-axial feeder cable with not more than 40% power loss.	
1.5	A GPS.	3.29
1.6	GPS capable of recording a crew overboard position, within 10 seconds, and monitoring that position without having to go below deck.	4.22
1.7	Foghorn.	4.09
1.8	Radar Reflector. A passive radar reflector with:	4.10
1.8.1	octahedral circular plates of minimum diameter 30 cm (12”), or	
1.8.2	octahedral rectangular plates of minimum diagonal dimension 40 cm (16”), or	
1.8.3	a non-octahedral reflector with a documented root mean square minimum Radar Cross Section (RCS) area of 2 m ² (22 ft ²) from 0–360° of azimuth and ±20° of heel.	



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2	CREW OVERBOARD RECOVERY	OSR Ref.
2.1	A lifebuoy with a self-igniting light, a whistle, and a drogue within reach of the helm and ready for immediate use,	4.22
2.1.1	each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer's instructions.	4.22
2.2	A heaving line, no less than 6 mm (1/4") diameter, 15–25 m (50–75') long, readily accessible to cockpit.	4.22
2.3	A recovery sling which includes:	4.22
2.3.1	buoyant line of length no less than the shorter of 4 times LH or 36m (120'),	
2.3.2	buoyancy section (horseshoe) with no less than 90 N (20#) buoyancy,	
2.3.3	minimum strength capable to hoist a crewmember aboard.	
3	ENGINES, GENERATORS, FUEL	OSR Ref.
	Engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat.	
3.1	Internal Combustion Propulsion Engines	3.28
3.2	an engine which provides a minimum speed in knots of $(1.8 \times \sqrt{\text{LWL in metres}})$,	
3.2.1	either an inboard or outboard engine, with associated power supply systems, all securely fastened, or	
3.2.2	an inboard combustion engine shall have a permanently installed exhaust, cooling system, fuel supply, fuel tank(s) and shall have adequate heavy weather protection, or	
3.2.3	an inboard electrical engine, when fitted, shall be provided with a permanently installed power supply, adequate heavy weather protection and have an engine control system.	
3.3	Generator	3.28
3.3.1	If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines.	
3.4	Liquid Fuel Systems	3.28
3.4.1	all fuel tanks for storage of liquid fuels shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve,	
3.4.2	at the start a boat with a combustion engine shall carry sufficient fuel to meet charging requirements for the duration of the passage and to motor at the above minimum speed for at least 5 hours.	
3.5	Electric Propulsion Engine(s)	3.28
3.5.1	At the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the race and to motor at the above minimum speed for at least 5 hours.	
3.6	Battery Systems	3.28
3.6.1	batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape,	
3.6.2	a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator.	

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4	FIRE/FIRST AID	OSR Ref.
4.1	>=13.7m LOA - 4 Multipurpose fire extinguishers, in different parts of the boat:	
4.1.1	with a minimum fire rating of 13A/113B or a combination of smaller extinguishers giving equivalent fire rating; and	
4.1.2	the capability to deal with both Category A fires involving solid materials, and Category B fires, involving liquids or liquefiable solids; and	
4.1.3	of an approved type and/or technically equivalent to BS EN 3.	
	<i>n.b. Two extinguishers may be replaced by a fire pump (see the General Exemption in MGN 599 for the fire pump specification).</i>	
4.2	<13.7m LOA - 2 fire extinguishers, as specified in 4.1.1 to 4.1.3 above, in different parts of the boat.	4.05
4.3	All Boats - Fire blanket, adjacent to every cooking device.	4.05
4.4	First Aid Manual and First Aid Kit. The contents and storage of the First Aid Kit shall reflect the likely conditions and duration of the passage, and the number of crewmembers.	4.08
5	NAVIGATION	OSR Ref.
5.1	Marine magnetic compass capable of being used as a steering compass, permanently installed marine magnetic steering compass, independent of any power supply, correctly adjusted with deviation card.	3.24
5.2	A second compass, which may be hand-held and/or electronic.	
5.3	Navigation Equipment, Navigational charts (not solely electronic), light list and manual chart plotting equipment.	4.11
5.4	Depth, Speed and Distance Instruments:	4.13
5.4.1	A knot meter or distance measuring instrument (log).	
5.4.2	A depth sounder.	
5.5	Navigation lights that conform to the International Regulations for Preventing Collisions at Sea (Part C and Technical Annex I) and shall be exhibited as required by those regulations; mounted above sheerline and so that they will not be masked by sails or the heeling of the boat, plus spare bulbs.	3.27
5.6	Navigation Lights, Reserve lights having the same specifications as 5.5, and that can be powered independently, plus spare bulbs; if battery powered, plus spare batteries.	3.27

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6	SEA SURVIVAL	OSR Ref.
6.1	A Liferaft .	4.20
6.2	Grab Bags:	4.21
6.2.1	A grab bag shall have inherent flotation, at least 0.1 m ² (1 ft ²) area of highly visible colour (e.g. dayglo yellow or orange) on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip. If a grab bag has to accompany a specific life raft, it shall be clearly marked with the identity of its corresponding raft.	4.21
6.3	Pyrotechnic and Light Signals.	4.23
6.3.1	Pyrotechnic signals shall be provided conforming to LSA Code Chapter III Visual Signals and not older than the stamped expiry date (if any) or if no expiry date stamped, not older than 4 years: a) 2 orange smoke LSA III 3.3, b) 4 red hand flares LSA III 3.2.	
7	SECURITY/STABILITY	OSR Ref.
7.1	2 un-modified anchors that each meet the anchor manufacturer's recommendation based on the boat's dimensions, with suitable combination of chain and rope, ready for immediate assembly, and ready for deployment within 5 minutes except that for a boat less than 8.5 m (28') LH there shall be 1 anchor meeting the same criteria.	4.06
7.2	Bucket, 2 qty strong buckets, each with a lanyard and of at least 9 L (2.0 Imp Gal) capacity.	3.23
7.3	Bilge Pump, permanently installed, manually operated, plus Handle (adjacent & ready for use).	3.23
7.3.1	All required bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity.	
7.3.2	Bilge pumps shall not be connected to cockpit drains and shall not discharge into a contained cockpit.	
7.4	Emergency Steering	4.15
7.4.1	An emergency tiller capable of being fitted to the rudder stock except when: a) the principal method of steering is by means of an unbreakable metal tiller, b) there are two methods (e.g. tillers, wheels) of controlling a rudder, neither of which shares components with the other except for the rudder stock.	
7.4.2	Steering - A proven method of emergency steering when the rudder is disabled.	
7.5	Hatches & Companionways	3.08
7.5.1	Hatch covers forward of the maximum beam station shall not open toward the interior of the boat, except hatches in the side of a coachroof or ports having an area of less than 0.071 m ² (110 in ²).	
7.5.2	A hatch, including a hatch over a locker shall be: a) permanently attached and capable of being firmly shut immediately and remaining firmly shut in a 180° capsize, b) above the water when the boat is heeled 90°.	
7.5.3	A boat may have a maximum of two hatches on each side of centreline that do not conform to the requirement in 7.5.2b), provided that the opening of each is less than 0.071 m ² (110 in ²).	3.08

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SECURITY/STABILITY – cont...

OSR Ref.

7.5.4 Hatches not conforming with 7.5.1 and 7.5.2 shall be clearly labelled and used in accordance with the following instruction “NOT TO BE OPENED AT SEA”.

7.5.5 Companionway hatches:

- a) fitted with a strong securing arrangement which shall be operable from the exterior and interior even when the boat is inverted,
- b) blocking devices:
- c) capable of being retained in position with the hatch open or shut,
- d) secured to the boat (e.g. by lanyard) for the duration of the race, and
- e) permit exit in the event of inversion.

7.5.6 If a monohull with cockpit(s) that is/are not contained cockpit(s) a boat shall have:

- a) a companionway sill that does not extend below the local sheerline, or
- b) a companionway in full compliance with ISO 11812 category A.

7.5.7 If a monohull with contained cockpit(s) where the companionway extends below the local sheerline, a boat shall have panels capable of blocking the companionway up to the level of the local sheerline whilst giving access to the interior.

7.6 Storm & Heavy Weather Sail Inventory

4.26

7.6.1 The following storm & heavy weather sails (or rotating wing mast if suitable) as specified in 7.7:

- a) **For mainsails manufactured after 1 June 2024:**
 - (i) **Mainsail reefing to reduce the luff by at least 40%,**
 - (ii) either a trysail or mainsail reefing to reduce the luff by at least 40%,
 - (iii) heavy weather jib.

7.7 Storm & Heavy Weather Sail Specifications Where required by 7.6.1, the specifications of heavy weather sails shall follow:

4.27

7.7.1 Design

- a) the material of the body of a storm sail purchased after 2013 shall have a highly visible colour (e.g. dayglo pink, orange or yellow),
- b) aromatic polyamides, carbon and similar fibres shall not be used in a trysail or storm jib, but HMPE and similar materials are permitted,
- c) sheeting positions on deck for each storm and heavy-weather sail,
- d) sheeting positions for the trysail independent of the boom, and
- e) the maximum area of storm and heavy weather sails shall be lesser of the areas below or as specified by the boat designer or sailmaker.

7.7.2 A Storm Trysail with:

4.27

- a) area not greater than 17.5% mainsail hoist (P) x mainsail foot length (E),
- b) for sails made after 2011: The storm trysail area calculated as (0.5 x leech length x shortest distance between tack point and leech),
 - (i) no headboard,
 - (ii) no battens,
 - (iii) sail number and letters on both sides, as large as practicable, and
 - (iv) in the case of a boat with an in-mast furling mainsail, the storm trysail shall be capable of being set while the mainsail is furled.



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SECURITY/STABILITY – cont...

OSR Ref.

- 7.7.3 Heavy Weather Jib (or Heavy Weather Sail in a Boat with no Forestay) with:
- area, in unreefed condition, of 13.5% height of the foretriangle squared, and
 - readily available method, independent of a luff groove, to attach to the stay.

For sails made after 2011: Storm and heavy weather jib areas calculated as: $(0.255 \times \text{luff length} \times (\text{luff perpendicular} + 2 \times \text{half width}))$.

- 7.8 Tapered soft wood plug or means of arresting seawater ingress into hull stowed adjacent to every through-hull opening (e.g. sea cocks, valves & hull fittings).

4.03

7.9 Jackstays and Clipping Points

4.04

- 7.9.1 Permanently Installed fittings for jackstay ends and clipping points.

- 7.9.2 Jackstays which shall:

- be independent on each side of the deck,
- enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations,
- have a breaking strength of 2040 kg (4500#) and be uncoated and non-sleeved stainless steel 1 x 19 wire of minimum diameter 5 mm (3/16"), webbing or HMPE rope.

- 7.9.3 Clipping points which shall:

- be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work,
- enable a crewmember to clip on before coming on deck and unclip after going below,
- enable two-thirds of the crew to be simultaneously clipped on without depending on jackstays,

7.10 Safety Harness and Tethers

5.02

- 7.10.1 A harness that complies with ISO 12401 or equivalent (may be incorporated in the design of the Lifejacket).

- 7.10.2 A tether that shall:

- comply with ISO 12401 or equivalent,
- not exceed 2 m (6'-6") including the length of the hooks,
- have self-closing hooks,
- have overload indicator flag embedded in the stitching, and
- be manufactured after 2000.

- 7.10.3 either:

5.02

- a tether not exceeding 1 m (3'-3") including the length of the hooks, or
- an intermediate self-closing hook on a 2 m (6'-6") tether.

- 7.10.4 A tether which has been overloaded shall be replaced.

7.11 Toe Rails

3.17

- 7.12 Toe Rails, permanently installed on Port and Starboard sides of the hull, of minimum height 25 mm (1"), located at or no more than 100 mm (4") inboard of the perimeter of the deck from at least forward of the mast.

- 7.12.1 The perimeter of the deck is defined as the hull and deck intersection at an angle of not more than 15 degrees to the horizontal in a transverse plane when the yacht is upright.

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8	TOOLS AND SPARES	OSR Ref.
8.1	Batteries, Spare, Assortment to suit portable equipment, especially: (i) Navigation Lights, (ii) Hand-Held VHF, (iii) GPS, (iv) Torch(es).	
8.2	Cockpit Knife, A strong, sharp knife, in a securely restrained sheath shall be readily accessible from the deck or a cockpit.	4.25
8.3	Tools and Spare Parts suitable for the duration and nature of the passage.	4.16
8.4	Tools, effective means to quickly disconnect/sever standing rigging from hull.	4.16
8.5	Torch, Watertight lights (minimum IP67 rated) with spare batteries and bulbs as follows, or a watertight (minimum IP67 rated) rechargeable LED torch, of at least 400 Lumens: a) a searchlight, suitable for searching for a person overboard at night and for collision avoidance, b) stowed in each grab bag (see 6.2), a flashlight in addition to 8.5(a).	4.07
8.6	the flashlight in 8.5 shall be stowed in the grab bag (see 6.2).	4.07
9	WELFARE	OSR Ref.
9.1	Bunks, permanently installed bunks.	3.19
9.2	Drinking Water, permanently installed with delivery pump and drinking water tank(s)), or reusable container(s) capable of providing sufficient amount of drinking water per person per day for the likely duration of the voyage.	3.21
9.3	Emergency Drinking Water, at least 2L (3.5 Imp Pint) per person of drinking water for emergency use in a dedicated and sealed container or container(s).	3.21
9.4	Cooking Facilities, permanently installed, capable of being operated safely at sea, with fuel shutoff control.	3.20
9.5	Toilet, permanently installed toilet or fitted bucket.	3.18



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SOSDAS

(SIGN-ON, STAND-DOWN, ABANDON SAFE)

SOSDAS forms the core of the Dieppe Dash Sea-Safety policy for all participating boats. It is imperative that Dieppe Dash organisers know:

- which boats have put-to-sea,
- which boats have arrived at the destination port, and
- which boats have withdrawn from Dieppe Dash, turned back or headed for an alternative port of safety.

FOUNDATION INFORMATION

SOSDAS (*soz-das*) is an acronym formed of the initial letters of three possible outcomes of the **at sea** status of your passage plan over Dieppe Dash weekend:

- **S**ign **O**n – To confirm to the Organising Authority your boat has put-to-sea.
- **S**tand **D**own – To confirm to the Organising Authority your boat has arrived at the intended port of destination.
- **A**bandon **S**afe – To confirm to the Organising Authority your boat is: withdrawn from Dieppe Dash I.E. NOT put-to-sea, turned back, or arrived at a port of safety other than the intended port of destination.

How it works

- Online entry includes Dieppe Dash [Sea Safety Registration](#), I.E. providing Sea Safety information, I.E. about your Boat, and Crew.
- [Sea Safety Information](#), together with your SOSDAS status, is fed directly into Dieppe Dash Sea Safety Plan.
- Vital [Sea Safety information](#) must be CONFIRMED to the [Organising Authority](#):
 - Late changes in number of crew must be updated via [Online Sea Safety Portal](#) no later than 17h00 on 2 May 2024.
 - The Mobile Telephone number you nominate for your boat must be registered with the SOSDAS procedure ([SOSDAS Registered Boat Contact Number](#)).
 - Sea Safety Information will be shared with HM Coastguard.
- The Organisers will monitor Safety at Sea on the Outbound Passage for all participating boats, and Return Passage for Opt-In Boats. It is imperative all boats confirm status using the SOSDAS procedure, on putting to sea, and arriving at Port of Intended Destination; or withdrawing from Dieppe Dash or arriving at an Alternative Port of Safety.
- On the planned passage day(s): I.E. Outbound Passage, and/or Return Passage if Opt-In, in event of zero confirmed SOSDAS Status in respect of your boat: 'Stand-Down', or 'Abandon-Safe', within a reasonable passage timeframe, **Rescue Services will be alerted**.

n.b. Boats making return passage on Sunday, 5 May 2024 are invited to register departing Dieppe, and arrival at safe haven, via SOSDAS regardless of their port of destination.

n.b. The SOSDAS procedure will not be operational after Monday, 6 May 2024; instead, at the discretion of the Person-in-Charge, HM Coastguard should be informed of arrival at port of safety.

n.b. Please remember to Stand-Down your Shoreside Contact Person ASAP following safe arrival at the home port, this may save unnecessary concern by your Shoreside Contact person and telephone calls to HM Coastguard.

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SOSDAS CONTACT NUMBER

+44 7597 067584

The SOSDAS Mobile Phone Number (above) shall NOT be used for any communication matter, other than matters relating to safety of boats at sea.

SOSDAS time format is BST; I.E. UTC (GMT) +1hr - please follow times stated in your message with the designatory letters 'BST'.

SOSDAS REGISTRATION

BOAT MOBILE PHONE **Register the boat mobile phone on 2 May 2024 between 09h00 BST and 22h00 BST**

- Send text message to the SOSDAS number (above) in the format:
Boat Name [Space] REGISTER SOSDAS; e.g. My Boat REGISTER SOSDAS.
- Receive confirmation text in the format (may not respond immediately):
RECEIVED Boat Name [Space] REGISTER SOSDAS; e.g. RECEIVED My Boat REGISTER SOSDAS.

The Boat's mobile phone registered for SOSDAS must be able to send and receive SMS messages in UK and France.

SIGN-ON

ON PUTTING TO SEA

- Send text message to the SOSDAS number (above) in the format:
Boat Name [Space] **SIGN ON** [Space] **Time hh:mm BST**; e.g. My Boat SIGN ON 05:36 BST.
 - Receive confirmation text in the format (may not respond immediately):
RECEIVED Boat Name [Space] SIGN ON [Space] Time hh:mm BST; e.g. RECEIVED My Boat SIGN ON 05:36 BST.
-

STAND-DOWN

ON ARRIVAL AT PORT OF DESTINATION

- Send text message to the SOSDAS number (above) in the format:
Boat Name [Space] STAND DOWN [Space] Time hh:mm BST; e.g. My Boat STAND DOWN 21:46 BST.
 - Receive confirmation text in the format (may not respond immediately):
RECEIVED Boat Name [Space] STAND DOWN [Space] Time hh:mm BST; e.g. RECEIVED My Boat STAND DOWN 21:46 BST.
-

ABANDON-SAFE

WITHDRAWING FROM DIEPPE DASH, or ON ARRIVAL AT ALTERNATIVE SAFE HAVEN)

A boat withdrawing from Dieppe Dash; I.E. NOT putting-to-Sea, or arriving at any other port than the designated destination port of Dieppe (Outbound Passage) or Home Port (Return Passage):

- Send text message to the SOSDAS number (above) in the format:
Boat Name [Space] ABANDON SAFE [Space] Time hh:mm BST; e.g. My Boat ABANDON SAFE 23:16 BST.
- Receive confirmation text in the format (may not respond immediately):
RECEIVED Boat Name [Space] ABANDON SAFE [Space] Time hh:mm BST; e.g. RECEIVED My Boat ABANDON SAFE 23:16 BST.



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VTS CONTROL

All Traffic (Ships and Private Leisure Craft) MUST monitor Port of Dieppe **Vessel Traffic Control** whilst underway approaching, or within, or departing, the Port of Dieppe.

Under international maritime law, it is a requirement to hail the Port Authority via Marine Band VHF to request permission to enter, or depart, the port; all instructions given by the port authority must be complied with.

PORT de DIEPPE AUTHORITY - MARINE BAND VHF CH12

Compliance with the International Port Traffic Signals (IPTS) (Traffic Lights) is mandatory. International Port Traffic Signals (IPTS) are located at the Shoreside End of The Western Breakwater Arm (circa 1 O Clock as you enter the port).

Red Flashing



STOP - Serious Emergency (Flashing Lights)

Red Flashing

All Traffic (Ships and Private Leisure Craft) to Stop or Divert according to instructions issued by Port of Dieppe.

Red Flashing

Red Fixed



STOP (Fixed Lights)

Red Fixed

No Traffic (Ships and Private Leisure Craft) may proceed with caution contrary to this signal.

Red Fixed

Green Fixed



GO – Unrestricted (Fixed Lights)

Green Fixed

Traffic (Ships and Private Leisure Craft) may proceed

White Fixed

Green Fixed



GO - Restricted (Fixed Lights)

White Fixed

Ships may proceed only when instruction is given by the port of Dieppe.

Green Fixed

Small sailing and motorboats must keep away from the navigable channel.

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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 learn more about Dieppe Dash, ask questions and meet the Team...
- Monday, 15 April 2024** 17h00 - Standard Entry Closes.
- Monday, 22 April 2024** Racing Boats - 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](#)
- Racing Boats - 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. Racing Boats - 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. Racing Boats - 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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