



DIEPPE DASH SAILING INSTRUCTIONS

FRIDAY, 3RD MAY 2019



Jeanneau Authorised Dealer
Blackrock Yachting is proud sponsor of Dieppe Dash 2019





WELCOME

I am delighted to be able to invite you to join in the Dieppe Dash 2019. We look forward to seeing your boat on the water on Friday, 3rd May 2019.

We are pleased to announce very welcome support from Black Rock Yachting as our headline sponsor. This enables us to bring you more for Dieppe Dash 2019.

Safety is an important consideration for Dieppe Dash – For you, taking part in the event involves joining with the organising authority to put in place a working safety procedure for us all to follow. There are a few simple things for you to do:

Firstly; for all participating boats please be sure to check all Articles of the Notice of Race, Sailing Instructions, BMYC Sign-On, Stand-Down, Abandon-Safe (SOSDAS) procedure and the Information for All Boats. You will find these on the documents page of the Dieppe Dash website: <http://dieppedash.com>.

Secondly; please note the mandatory requirement for the person-in-charge to elect a shoreside contact person. This forms a link helpful to authorities such as the Coastguard in an emergency situation.

You may provisionally enter without giving the full boat and safety details requested in the online entry form. You must give us the full details, together with proof of insurance and payment to complete your entry. All of this and any changes since entering must be given to us before you will be included as a participant in Dieppe Dash 2019.

Understandably, we must be strict on safety - any boat not complying with the SOSDAS procedure will be deemed not part of Dieppe Dash; racing boats will be scored DNC, or at the finish DND.

If you are a newcomer to Dieppe Dash you will find a lot of helpful advice on our website in the Documents area. If you have any queries we will be pleased to assist you via email: on admin@dieppedash.com - We will run an open forum event at Brighton Marina yacht Club from 14:00hrs on Saturday, 6th April 2019.

Of course, no event would be successful without the planning behind the scenes. We are very grateful for the immense support provided by our stakeholders in Dieppe: The Ports of Normandy, Syndicat Mixte and Circle de la Voile de Dieppe.

The final part of our pre-event planning is to provide a Skippers' Safety Briefing at Brighton Marina Yacht Club from 19:30hrs on the evening prior to the race; Thursday, 2nd May 2019 from 19:30hrs. The Organising Authority will be on hand to answer any queries and provide last-minute essential information – the person-in-charge (or surrogate) must attend this briefing.

Ashore at Dieppe we have a number of social events planned for your enjoyment and relaxation, including the welcome on the Friday evening, the Prize giving on Saturday lunchtime and the live entertainment on Saturday evening. We hope you enjoy Dieppe Dash 2019.

Whilst enjoying yourself please show respect for our hosts at Circle de la Voile de Dieppe, without whom Dieppe Dash would not be the event it has grown to become. We are guests representing British Yacht Racing abroad.

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

Michael Holmes

COMMODORE
BRIGHTON MARINA YACHT CLUB



CONTENTS

| | PAGE |
|---|-------------|
| WELCOME | I |
| SCHEDULE OF EVENTS | III |
| DEFINITIONS | III |
| 1 RULES | 1 |
| 2 NOTICES TO COMPETITORS | 1 |
| 3 CHANGES TO THE SAILING INSTRUCTIONS | 2 |
| 4 SIGNALS MADE ASHORE | 2 |
| 5 SCHEDULE OF RACES | 2 |
| 6 CLASS FLAGS | 2 |
| 7 RACING AREA | 2 |
| 8 THE COURSE | 3 |
| 9 MARKS | 3 |
| 10 DESIGNATED AREAS OF OBSTRUCTION | 3 |
| 11 THE START | 3 |
| 12 THIS SECTION LEFT INTENTIONALLY BLANK | |
| 13 TIME LIMITS | 4 |
| 14 THE FINISH | 4 |
| 15 DECLARATION | 4 |
| 16 PENALTY SYSTEM | 5 |
| 17 THIS SECTION LEFT INTENTIONALLY BLANK | |
| 18 PROTESTS AND REQUESTS FOR REDRESS | 5 |
| 19 SCORING | 6 |
| 20 SAFETY REGULATIONS | 6 |
| 21 RADIO COMMUNICATIONS | 6 |
| 22 BEHAVIOUR | 7 |
| 23 DISCLAIMER OF LIABILITY | 7 |
| APPENDIX A – PROTEST FORM | |



[CONTENTS](#)

ORGANISING AUTHORITY

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

Email: admin@dieppedash.com – Website: www.dieppedash.com

SUPPORTED BY

The Ports of Normandy, Dieppe, France

The Mixed Syndicate, Dieppe France

Circle of Sailing, Dieppe, France

SUPPORTED BY

Ports de Normandie, Dieppe, France

S'indîcât Mixte, Dieppe France

Cercle de la Voile de Dieppe, Dieppe France

SCHEDULE OF EVENTS

| DATE | EVENT |
|--|--|
| Friday, 1st February 2019 | Launch of Dieppe Dash 2019 |
| Sunday, 31st March 2019 (23:59hrs) | Earlybird Entry Closes |
| Monday, 1st April 2019 (00:00hrs) | Standard Entry Opens |
| Saturday, 6th April 2019 (14:00hrs) | Open Meeting/Q&A Opportunity at BMYC Clubhouse |
| Monday, 29th April 2019 (17:00hrs) | Standard Entry Closes |
| Monday, 29th April 2019 (17:00hrs) | Sea-safety Information Submission Deadline |
| Thursday, 2nd May 2019 (19:30hrs) | Skipper's Briefing at BMYC Clubhouse |
| Friday, 3rd May 2019 (07:30hrs) | Dieppe Dash 2019 |
| Saturday, 4th May 2019 (12:00hrs) | Prize Giving @ Cercle de la Voile de Dieppe (Yacht Club) |
| Sunday, 5th May 2019 | Return Passage (UK Boats) |

n.b. All Times = UK Local Time

DEFINITIONS

| | |
|--------------------------|--|
| Article | A provision within this Sailing Instructions; a reference to 'Article' will be accompanied by the relevant Article Number. |
| Class | Class includes IRC and SCCH time correction systems. |
| Closing Date | The date after which a late entry/late payment fee is charged. |
| Competitor | A person who races or intends to race in an event. |
| Documents Page | Located at http://www.dieppedash.com/documents/ |
| Scoring System | <u>RRS Appendix A</u> - boats are ranked in order of points scored. Lowest Points score wins. |
| Shoreside Contact | The person ashore (on behalf of the crew) to be informed in case of emergency. The nominated Shoreside Contact must be available to contact for the duration of Dieppe Dash and return passage and cannot be a Competitor. |
| SOSDAS | Sign-On; Stand-Down; Abandon Safe (Sea Safety Procedure) |



[CONTENTS](#)

SAILING INSTRUCTIONS

1 RULES

- 1.1 These Sailing Instructions apply to Dieppe Dash 2019 race only.
- 1.2 Racing will be governed by the rules as defined in:
 - a) ISAF Racing Rules of Sailing (RRS): [www.sailing.org/tools/documents/WorldSailingRRS20172020new-\[24067\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020new-[24067].pdf) and,
 - b) Dieppe Dash 2019 Sailing Instructions - www.dieppedash.com/documents/
Supported by the prescriptions of:
 - (i) The RYA Racing Charter: <https://www.rya.org.uk/racing/Pages/RacingCharter.aspx>;
 - (ii) Dieppe Dash Safety Regulations (Information for All Boats) - www.dieppedash.com/documents/
 - (iii) SOSDAS (Sign-On, Stand-Down, Abandon Safe) procedure: www.dieppedash.com/documents/.
 - (iv) RC Rules and Definitions: <https://ircrating.org/wp-content/uploads/2019/01/irc-rule-2019.pdf>;
 - (v) Sussex Combined Clubs Handicap scheme (SCCH) - www.dieppedash.com/SCCH/.
- 1.3 Class Association Rules shall not apply.
- 1.4 Each participating boat shall be insured for racing with third-party liability cover in the name of the Yacht, the person-in-charge and any surrogate where each person-in-charge or surrogate shall be insured with a minimum third-party liability cover of £3,000,000 per event or the equivalent. In event Insurance cover is changed, lapses or is withdrawn prior to the scheduled end date of Dieppe Dash Race 2019, the boat shall not compete.
- 1.5 IRC Rule 22.4 is replaced by 'Subject to a decision by the person-in-charge and rules declared in this Sailing Instructions, no restriction shall apply to the maximum number of crew that may sail aboard a boat. No restrictions on crew weight' shall apply. This changes IRC Rule 22.4.
- 1.6 Where safety rules of the above-named organisations conflict, the higher specification shall prevail.
- 1.7 In the event of conflict between this Notice of Race and the Sailing Instructions the Sailing Instructions shall take precedence.
- 1.8 Where a conflict between languages exists, the English language will take precedence.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board at Brighton Marina Yacht Club, as follows: a) Before 21:00 on 2nd May 2019: The official notice board shall be located in the foyer at Brighton Marina Yacht Club. b) After 21:00 on 2nd May 2019: The official notice board shall be located at the front door of Brighton Marina Yacht Club.
- 2.2 A safety briefing will take place in the club room at Brighton Marina Yacht Club commencing 19:30hrs on Thursday, 2nd May 2019 - a representative from each competing boat shall attend this safety briefing.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Racing Rules changed by this Sailing Instructions:
 - a) RRS Rule 32 is changed in that the Race will not be shortened.
 - b) RRS Rule 44 shall not apply. Provided that she has not caused injury or serious damage or gained a significant advantage, a boat that has broken RRS 31 or a rule of RRS Part 2 may accept a time penalty of 5% of her elapsed time rounded to the nearest second.
 - c) RRS Appendix A4.2 is changed - a boat that is OCS shall not be recalled; instead a penalty of +5% of the boat's elapsed time (rounded) shall be added unless the Race Committee decides she has gained a significant advantage in the Race, in which case she shall be scored via the scoring abbreviation DNS.
 - d) A boat that is awarded, or accepts, a time penalty will not be eligible for a Line Honours Award.

[CONTENTS](#)



CONTENTS

4 SIGNALS MADE ASHORE



- 4.1 Signals made ashore will be displayed at ‘the Flag Staff’ on the patio at Brighton Marina Yacht Club.
- 4.2 When IC Flag Lima is displayed at ‘the Flag Staff’ a notice to competitors shall be made available as per Article 2.1.
- 4.3 When flag AP is displayed at ‘the Flag Staff’, the accompanying numeral pennant shall represent the number of consecutive 30-minute intervals in any Postponement; e.g. numeral pennant two = 2qty consecutive 30-minute intervals = 60-minute postponement.

5 SCHEDULE OF RACES

- 5.1 Dieppe Dash 2019 shall consist of a single race.
- 5.2 Date of Race: Friday, 3rd May 2019.
- 5.3 Warning Signal: 07:25hrs (BST)
- 5.4 Where the number of boats, from any Group, which are signed on and arrive at the start area, is 1 or less the race for said Group shall not be run, instead the race for said Group shall be Abandoned.
- 5.5 Where the number of boats, from all Groups, which are signed on and arrive at the start area, is 1 or less the race for all Groups shall not be run, instead the race for all Groups shall be Abandoned.

6 CLASS FLAGS

6.1 Class flags shall be:

| | | | |
|------|----------------|--------------------------------|--|
| IRC | All IRC Boats | Numeral Pennant 2 |  |
| SCCH | ALL SCCH Boats | International Code Flag ‘Golf’ |  |

6.2 All competing boats shall display the appropriate Class Flag or Pennant from their backstay, or, in the absence of a backstay, some other conspicuous position at the stern of the boat.

7 RACING AREA

7.1 The race area shall be the English Channel between Brighton and Dieppe.

8 THE COURSE

- 8.1 The course shall be Brighton – Dieppe – See Article 9.2.
- 8.2 The course will not be shortened.
- 8.3 All boats shall observe correct MCA procedure in crossing the Dover TSS.

9 MARKS

9.1 Marks will be:

| | | | |
|----------------|-------------------------------|-------------|-------------|
| Start (Vessel) | Special Purpose Buoy BMYC #4* | N50° 47.20' | W00° 05.20' |
| Start (Shore) | Special Purpose Buoy BMYC #1* | N50° 48.60' | W00° 06.40' |
| Finish (Shore) | Orange Buoy (Dieppe)** | N49° 56.26' | E01° 04.60' |

n.b.: * See Article 11.1 ** See Article 14.2

- 9.2 At the discretion of the Race Officer, for purposes of affecting a controlled start in adverse prevailing conditions, the course may include a Rounding Mark within 1 NM radius of the start line mark.
- 9.3 Inclusion of a Rounding Mark, its description, location and any course amendment at the start will be confirmed by Verbal Announcement via Marine Band VHF Radio on the Race Frequency prior to the Warning Signal.

CONTENTS



CONTENTS

10 DESIGNATED AREAS OF OBSTRUCTION

- 10.1 A competing boat shall not make passage to the area between an inshore line marked by a row of small yellow buoys and the shoreside water line; this area is designated for swimming only.
- 10.2 All boats to exercise additional vigilance within the area covered by radius of 200mtrs adjacent to the entrance to a Marina, Port or other inland waterway in order general marine traffic may navigate unhindered.

11 THE START

- 11.1 The Race Officer may start a race from a Race Control Vessel or a Shore Based Location:
- a) **Race Control Vessel** - The default race control Vessel at the Start will be a blue hulled motor launch named MV Admiral Jack with the wording “Race Control” on each side of the hull in orange letters. The Organising Authority may substitute another Vessel as the Race Control Vessel at a Start Line.
 - b) **Shore Based Station** –The location of the Shore Based Start shall be notified during the briefing – See Article 2.2.
- 11.2 Competing boats shall confirm arrival at the start area by passing in close vicinity of the Race Officer at the start location no later than 10 minutes before the Warning Signal. This requirement is separate to registering ‘Sign-On’ via SOSDAS.
- 11.3 Races will be started using the sequence defined in RRS Rule 26 with the warning signal made 5 minutes before the starting signal.
- 11.4 Signals made during the start sequence shall default to the use of Flags with exception of when the race is started from any location other than the default race control vessel the Race Officer may supersede flag signals with Verbal Announcements at the timed intervals defined in RRS Rule 26 via Marine Band VHF Radio on the Race Frequency. This changes RRS Rule 26.
- 11.5 To alert competitors that a start sequence is about to begin:
- a) If managing the race from the default race control vessel, the orange flag will be displayed at least five minutes before a warning signal is made;
 - or,
 - b) If managing the race from any location other than the default race control vessel, a verbal announcement will be made via Marine Band VHF Radio on the Race Frequency at least five minutes before a warning signal is made.
- 11.6 Use of a Buoy, or buoys, at the Start Line and adjacent to the Race Control Vessel shall form part of the Race Management Vessel; I.E. not form a Buoy of the Start Line.
- 11.7 No sail shall be used forward of the mast until clear of the start line with exception of a headsail as defined in RRS Rule 50.4.
- 11.8 No individual recall signal shall be given after the starting signal.
- 11.9 At start of a long postponement the Orange flag will be removed, and the Answering Pennant displayed. RRS Rule 27.3 shall apply.
- 11.10 A boat failing to start within 30 minutes following her starting signal shall be scored DNS without a hearing. This changes RRS Rules A4 and A5.

12 THIS SECTION IS LEFT INTENTIONALLY BLANK

13 TIME LIMITS

- 13.1 The Time Limit for the Dieppe Dash 2019 Race shall be Twenty-Four Hours after the Start Signal.



CONTENTS

14 THE FINISH

- 14.1 All boats shall notify their impending arrival via Marine Band VHF Radio on the Race Frequency approximately 30 minutes prior to arrival at the finish line.
- 14.2 At the finish; a line is formed between a Starboard Channel Light located at the end of the Harbour Arm, AND a White position marker on the hillside to the west of the bay –an Orange buoy to the West of the Harbour Arm marks the outer distance (from the harbour arm in the east to end of the permissible finish line in the west).
- 14.3 Each competing boat to take own time in the format hh:mm:ss BST via the boat's GPS for purposes of Declaration.
- 14.4 Where adverse ambient conditions prevail, the person-in-charge of a competing boat is requested to notify the boat's immediate arrival at the finish line via Marine Band VHF Radio on the Race Frequency.
- 14.5 During poor visibility, the person-in-charge of a competing boat is requested to display the Sail Number via positioning a strong light on the sail number.
- 14.6 The Race Officer may confirm a boat as Finished via Marine Band VHF Radio on the Race Frequency. Failure for the Race Officer to confirm a boat as Finished shall not form grounds for a request for redress.

15 DECLARATION

- 15.1 Competing boats shall be deemed 'Declared' on receipt of the 'Stand-Down' text message in keeping with the SOSDAS Procedure.
- 15.2 Competing boats shall complete declaration to confirm:
 - a) The course has been completed;
 - b) The boat has complied with the Rules as stated in the Sailing Instructions and the Sailing Instructions;
 - c) The boat is within 'Safe Haven and all crew are safe;
 - d) Finish Time.
- 15.3 Declaration shall be before 26 hours have elapsed after the start signal, or 09:00hrs BST, whichever is the sooner.
- 15.4 Declaration text message received after the declaration time limit shall be scored using the scoring abbreviation 'DND', Did Not Declare – See Article 19.2.

16 THIS SECTION IS LEFT INTENTIONALLY BLANK

17 PENALTY SYSTEM

- 17.1 The provisions of RRS Appendix P shall not apply.
- 17.2 Boats recorded as OCS at time of Starting Signal – See Article 19.2
- 17.3 A boat that has broken RRS 31 or a rule of RRS Part 2 may accept a time penalty of 5% of her elapsed time rounded to the nearest second; provided that she has not caused injury or serious damage or gained a significant advantage. See Article 19.4
- 17.4 A boat that takes a penalty under Article 17.3 shall not be penalised further with respect to the same incident unless she caused injury or serious damage or gained a significant advantage. See Article 19.4
- 17.5 In the event a boat is disqualified as a result of a protest hearing the boat shall be scored using the scoring abbreviation "DNE" (Disqualification Not Excludable). See RRS Rule 90.3(b).



CONTENTS

18 PROTESTS AND REQUESTS FOR REDRESS

18.1 Protests and Requests for Redress via the following procedure:

- a) **Advisory Hearing** - Where a competitor, protest committee or member of the Race Management Team is subject of an incident relating to a rules infringement and where said party has no wish to register a request for a formal hearing, said party may request an advisory hearing via the Organising Authority. The Organising Authority shall notify any additional parties involved in the incident, arrange for a single adviser and call a hearing to learn the circumstance of the incident. The Advisor will state whether any rule may have been broken, and by which party. A decision by the advisor is for educational purposes.
- b) **Arbitration** - With exception of RRS Rule 66; where a protest is registered the defending party may request, or, the Organising Authority or Protest Committee may recommend, RYA Arbitration. If the parties concerned and the protest committee agree that RYA Arbitration is suitable a single arbitrator will hear the evidence and decide whether or not a rule has been broken, and, if so, which rule(s) and why. Unless the incident has caused injury or serious damage or gained a significant advantage, the Arbitrator will invite the person-in-charge of the boat that appears to have caused the incident to retire. The boat that has retired under advice of the Arbitrator shall not be penalised further with respect to the same incident. Where the boat that appears to have caused the incident declines the advice to retire a protest hearing may follow; however, the offer of retiring shall remain open until time of the Protest hearing and, if taken before the Protest hearing, will negate the Protest hearing, insodoing, avoiding the possibility of disqualification.
- c) **Protest and Request for Redress** - Protests and Requests for Redress shall be registered via text message to the SOSDAS mobile phone number, in all cases, shall be no later than 60 minutes after the boat has finished; this changes RRS Rule 61.3.
 - (i) Details of the incident shall be recorded via the Protest Form forming Appendix A of the Sailing Instructions; the time period to register a completed Protest Form shall default to 120mins. The Protest Form forms Appendix A of this Sailing Instructions – Further copies of the Protest Form can be downloaded via the documents page of the Dieppe Dash website.
 - (ii) Notices of protests registered by the Race Management Team or Protest Panel will be notified in keeping with Article 18.1(c)((iii)) to inform boats under RRS Rule 61.1(b).
 - (iii) Notices will be posted on the racing noticeboard no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the BMYC Clubhouse.
 - (iv) A first protest hearing shall take place as soon as is possible, in all cases, not later than 24 hours following the date of protest. Date of any subsequent hearing shall be notified at the first hearing.
 - (v) The Organising Authority will inform competitors of hearings in which they are parties or named as witnesses, stating time and venue of the first hearing, no later than 30 minutes after the protest time limit. Notices will be posted on the Notice Board at Cercle de la Voile de Dieppe.

18.2 A list of boats that have been penalised under Article 17.2 or Article 17.3 will be posted no later than 48hrs after the protest time limit.

19 SCORING

19.1 Boats finishing after the time limit has expired shall be scored DNF without a hearing. This changes RRS Rule 35.

19.2 Boats not complying with the SOSDAS procedure from start to finish shall be scored using the scoring abbreviation DND with Points awarded equal to DNC.

19.3 Boats recorded as OCS at time of Starting Signal shall be awarded a Scoring Penalty of +5 per cent of the boats' elapsed time without Protest Hearing except where significant advantage has been gained in which case the boat shall be scored DNS.

19.4 In the event a boat is disqualified as a result of a protest she shall be scored via the scoring abbreviation "DNE".

19.5 Race results are deemed 'not confirmed' until official results are published via Dieppe Dash website which shall be no later than 12:00hrs on Tuesday, 7th May 2019, with exception of a when a Protest or Request for Redress is registered; under such circumstances ASAP after the final hearing.

CONTENTS



[CONTENTS](#)

20 SAFETY REGULATIONS

- 20.1 It is the responsibility of the person-in-charge to ensure all persons aboard have adequate understanding of SOSDAS (Sign-On, Stand-Down, Abandon-Safe procedure) <http://www.dieppedash.com/documents/>
- 20.2 All competing boats shall sign-on via SOSDAS Sign-On Text Message immediately on putting to sea to compete in Dieppe Dash 2019 Race.
- 20.3 All competing boats shall complete the declaration in accordance with the Articles of Section 15.
- 20.4 Subject to a decision of the Person-in-Charge to the contrary; personal flotation devices shall be worn at all times whilst under way.
- 20.5 A boat may be inspected for compliance with safety requirements at any time by a person appointed by the Organising Authority for that purpose.
- 20.6 Any boat refusing, failing or unable to comply with any of the safety regulations shall be subject to disqualification without a hearing.

21 RADIO COMMUNICATION

- 21.1 The Race Frequency shall be Marine Band VHF Channel 77.
- 21.2 At all times whilst under way, it shall remain the sole and inescapable responsibility of the Person-in-Charge to ensure a watch is maintained to receive verbal transmissions via Marine Band VHF Radio on the Race Frequency. Failure to receive verbal transmission from the Race Officer in part or whole shall not form grounds for a request for redress.
- 21.3 The call sign of the Race Control Vessel at the Start shall be “Dieppe Dash Race Control”.
- 21.4 The call sign of the Race Officer at the Finish Line shall be “Dieppe Dash Finish”.
- 21.5 General announcements to competitors shall be announced using the call-sign “Dieppe Dash Race Fleet”.
- 21.6 Except in an emergency or notifying SODAS information, a boat shall neither make nor receive transmissions while racing not available to all boats. This restriction applies to VHF Radio and portable telephone equipment.
- 21.7 All boats are asked to monitor VHF Ch16 and VHF Ch77 whilst underway (Dual watch).
- 21.8 On arrival at the Port of Dieppe all boats shall monitor VHF Ch12 the Port of Dieppe harbour Master

22 BEHAVIOUR

- 22.1 The Person-in-Charge of a boat associated with Dieppe Dash and/or sailing under the BMYC banner will be held responsible for the behaviour and actions of all crew at all times during the event.
- 22.2 Any misbehaviour which is deemed likely to bring the name of the Brighton Marina Yacht Club into disrepute will render the boat concerned disqualified; serious occurrences could result in the crew being barred from taking part in any future event associated with Brighton Marina Yacht Club.

23 DISCLAIMER OF LIABILITY

- 23.1 Competitors participate in the Dieppe Dash 2019 entirely at their own risk. See RRS Rule 4, Decision to race. The organising authority will not accept liability for material damage or personal injury, or death sustained in conjunction with or resulting from, prior to, during, or after the Dieppe Dash 2019.
- 23.2 It is stressed that Competing owners and crews are expected to observe and embrace the provisions of the Safety Regulations contained in the document ‘Important Information for All Boats’ at all times - available via the documents page of the website <http://dieppedash.com>.



PROTEST FORM

Details of protesting boat

Person-in-Charge: _____

Email: _____ Mobile Phone: _____

boat Name: _____ Sail Number: _____ Group: _____

Details of Protested boat

Person-in-Charge: _____

Email: _____ Mobile Phone: _____

boat Name: _____ Sail Number: _____ Group: _____

Details of Incident

Location of Incident: _____

Rules Alleged Broken: _____

Witnesses: _____

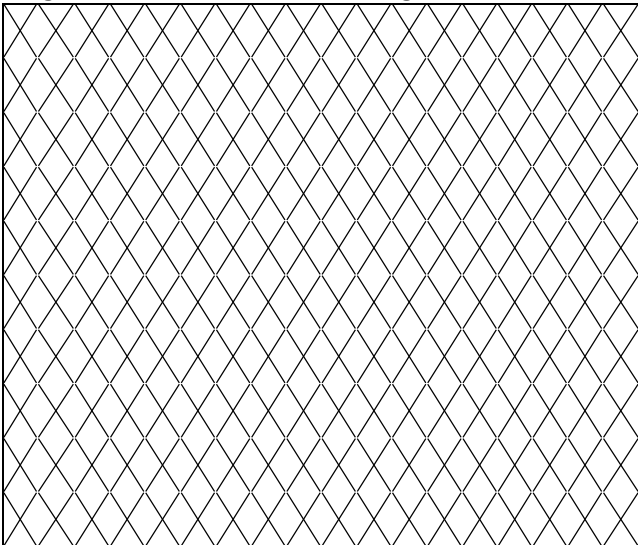
Informing Protested boat

How was protested boat informed of your intention to protest and how long after the incident...?

| | | | |
|-------------|--------------------------|-----------------------|---|
| Hailing..? | <input type="checkbox"/> | When..? _____ Seconds | Words Used...? Give Details: _____ |
| Red Flag..? | <input type="checkbox"/> | When..? _____ Seconds | |
| Other..? | <input type="checkbox"/> | When..? _____ Seconds | |

Description of Incident – Use additional pages if necessary

Diagram –1 Diamond = 1 Hull Length; Show boat Positions, Wind and Current Directions; Mark Location(s)



I declare this statement to be a true account of the incident

Submitted by: _____ Signed: _____ Date: _____