



Dieppe Dash

Motor Cruising Yacht Cruising Yacht Racing

Friday, 3 May 2024

Sailing Instructions

FINAL-20240423-0

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



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ORGANISING AUTHORITY

Dieppe Dash Team of Brighton Marina Yacht Club Ltd 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:** www.dieppedash.com

SCOPE OF THIS DOCUMENT

Rules and guidance contained in this SAILING INSTRUCTIONS 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

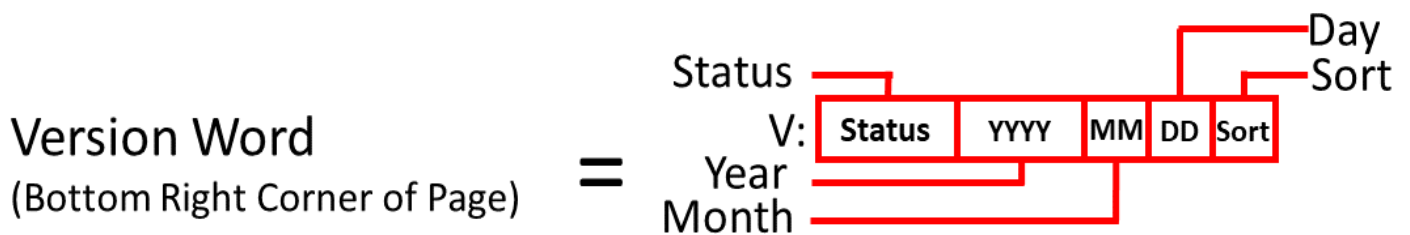
Double bordered at left and right margins marks content previously published in two or more sections in earlier revisions and combined to form a single section in this revision.

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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SAILING INSTRUCTIONS

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.

1.1.1 World Sailing [Racing Rules of Sailing 2021-2024](#) and,

1.1.2 Dieppe Dash 2024 Sailing Instructions.

1.1.3 Supported by the most recent publications stated below:

- a) [Safety for All Boats](#),
- b) The [RYA Racing Charter](#),
- c) The [BMYC National Handicap for Cruisers scheme](#) (NHC), and
- d) [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:

- 1.3.1 the name of the boat, the name of person-in-charge, and the name of any surrogate,
- 1.3.2 dates of the period of cover,
- 1.3.3 the boat is insured for racing,
- 1.3.4 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 article [2.1.1a\)\(i\)](#) 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 the 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 [2.1.1a\)\(i\)](#) 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 article 13 THE FINISH.

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

2.1.4 [RRS Rule 55](#) – Setting and Sheeting Sails, is changed in that: No "spinnaker" or "gennaker" as defined in the Equipment Rules of Sailing, is to be used in the start area from time of the preparatory signal until:

- a) the start signal, and
- b) clear of the start line.

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

2.1.6 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 Competitors in Dieppe Dash 2024:

- a) shall not display advertising without agreement of the Organising Authority; 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 has set in place primary and secondary means of communication to provide a wider means of communication between the Organising Authority and competitors. Where communication has employed one of the means stated, a protest or request for redress based on failing to explore communication via all means will be denied.

4.2 Communication between the Organising Authority, and competitors:

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	Dieppe Dash Website	Email , WhatsApp Group
Race Results	Dieppe Dash Website	Email , WhatsApp Group
General Information	Dieppe Dash Website	Email , 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, Email
Competitor Instruction	IC Flag Lima, Notice Board	WhatsApp Group, Email , Website
SOSDAS	SMS	
Competitor Submissions	Racing Office	Email

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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 (Race Signals)	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 SCHEDULE OF RACING

5.1 Dieppe Dash 2024 shall consist of a single race.

5.2 Date of Race: Friday, 3 May 2024.

5.3 First Warning Signal: 06h55 BST

5.4 Where the number of boats, from any Group, which are signed on and arrive at the start area, is one or less the race for the Group shall not be run, instead the race for the Group shall be Abandoned.

6 CLASS FLAGS

6.1 Class flags shall be:

IRC Numeral Pennant '2'



NHC International Code Flag 'Golf'



6.2 Competing boats shall display the appropriate Class Flag or Pennant from the backstay, or, in the absence of a backstay, a conspicuous position of the boat.

7 RACING AREA

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

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8 THE COURSE

- 8.1 The course shall be: Brighton – Dieppe – See [Article 8.2](#).
- 8.2 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 2 NM radius of the start line:
- 8.3 Inclusion of a Rounding Mark, its description, location, and any course amendment at the start will be confirmed as a Verbal Announcement via Marine Band VHF Radio on the Race Frequency prior to the Warning Signal. See [Article 4.2.3](#).

9 MARKS

- 9.1 Marks will be:

Mark	Description	Location	
Start (Default)	Flagstaff displaying Orange Flag	Race Management Vessel	
Start (Alternative)	Grey Can on west harbour arm*	Brighton Marina	
Start (ODM)	Special Purpose Buoy BMYC #1	N50° 48.60'	W00° 06.40'
Finish (Default)	Northwest end of western harbour arm	Port de Dieppe	
Finish (Alternative)	Southwest end of western harbour arm	Port de Dieppe	
Finish (ODM)	Lighted Orange Buoy	N49° 56.34'	E001° 04.66'

** On grounds of safety, it is not possible to locate the Race Officer at the White Can at end of west harbour arm at Brighton Marina; the Race Officer location is the Grey Can.*

- 9.2 Use of a Buoy adjacent to the Race Management Vessel at the Start shall form part of the Race Management Vessel; I.E. not form a Buoy of the Start Line.

10 DESIGNATED AREAS OF OBSTRUCTION

- 10.1 Competing boats are required to keep seaward of the area designated for swimming only, inshore of a line parallel to the shoreside water line to the west of the western harbour arm at Brighton Marina and Port de Dieppe.
- 10.2 All boats to exercise additional vigilance within a radius of two hundred metres adjacent to the entrance to a Marina or other inland waterway in order general marine traffic may navigate unhindered.

11 TIME LIMITS

- 11.1 The Cut-Off time limit for the Dieppe Dash 2024 Race shall be Twenty-Four Hours after the Start Signal.
- 11.2 Competitors failing to finish before the cut-off time shall be scored via the scoring abbreviation 'Did Not Finish' (DNF).

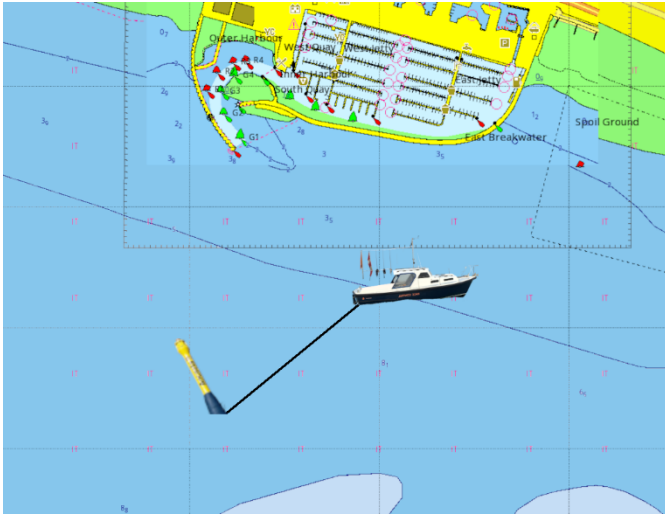
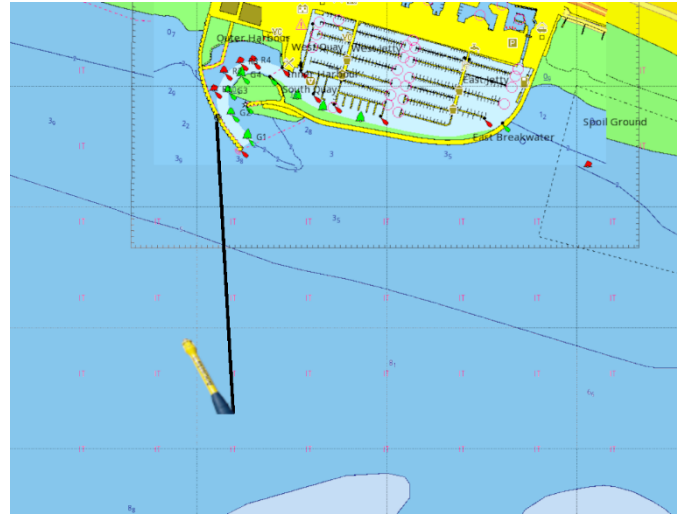
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[Contents](#)**12 THE START**

12.1 The start area shall be in vicinity of the entrance to Brighton Marina. See Articles of [Section 9 Marks](#). The Race Officer at the Finish may be located at:

12.1.1 **Default Location:** A default race management vessel; a blue hulled motor launch with the wording “Race Control” on each side of the hull in orange letters. A line shall be formed between a mast displaying an orange flag and the BMYC1 Buoy. An alternative race management vessel may be substituted. See [Table 4.2.3](#).

12.1.2 **Alternative Location:** A shore-based location at the southern end of the west harbour wall at the entrance to Brighton Marina. A line shall be formed between the grey can on the west harbour wall and the BMYC 1 Buoy.

**DEFAULT START LOCATION****ALTERNATIVE START LOCATION**

12.2 Location of the BMYC1 buoy forming the ODM at the start is stated in the Articles of [Section 9](#), Marks.

Competitors are requested to confirm arrival at the start area by passing in close vicinity of the Race Officer Location at the start up to ten minutes before the Warning Signal. This confirmation is separate to registering ‘Sign-On’ via SOSDAS.

12.3 To alert competitors a first start sequence is about to begin:

12.3.1 default race control vessel on station: an orange flag will be displayed at a flagstaff at least five minutes before the first warning signal is made.

12.3.2 at any vessel or 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.

12.4 Race Signals made during the start sequence shall default to:

12.4.1 at the default race control vessel: displaying and removing flags [\(Race Signals\)](#).

12.4.2 at any vessel or location other than the default race control vessel: flag signals may be superseded with verbal announcements via marine band vhf radio on the race frequency. See [Table 4.2.3](#).

12.4.3 at the timed intervals stated in [RRS Rule 26](#)

12.4.4 with a warning signal made at five minutes prior to the start.

12.5 At start of a long postponement the orange flag will be removed, and the Answering Pennant displayed. [RRS Rule 27.3](#) shall apply.

12.6 A competitor failing to start within 30 minutes following the starting signal shall be scored DNS without a hearing. This changes [RRS Rules A4 and A5](#).

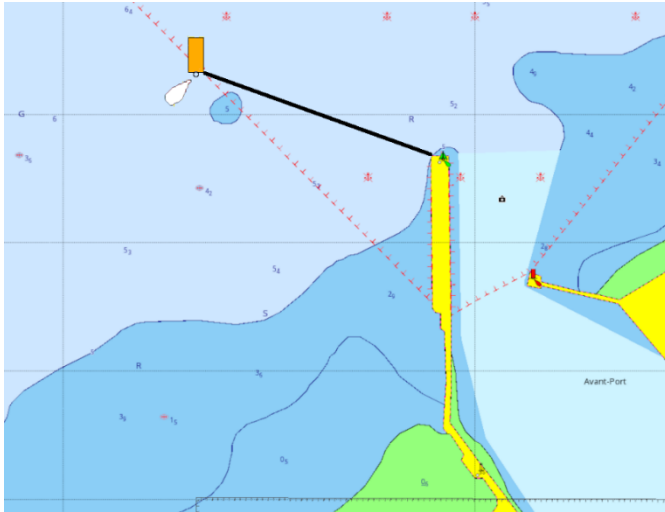
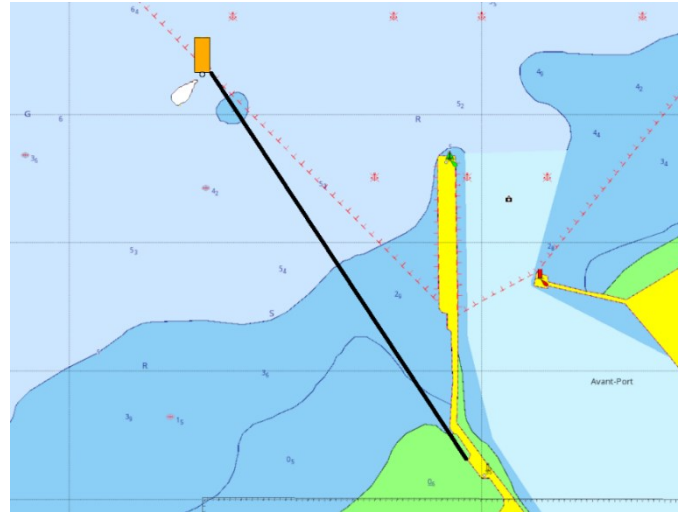
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[Contents](#)**13 THE FINISH**

13.1 The finish area shall be in vicinity of the entrance to Port de Dieppe. The Race Officer at the Finish may be located at:

13.1.1 **Default Location:** A shore-based location at the north-west corner of the west harbour pier at the entrance to Port de Dieppe. A line shall be formed between the north-west corner of the west harbour pier and a lighted orange buoy.

13.1.2 **Alternative Location:** A shore-based location at the south-west corner of the west harbour pier at the entrance to Port de Dieppe. A line shall be formed between the south-west corner of the west harbour pier and a lighted orange buoy.

**DEFAULT FINISH LOCATION****ALTERNATIVE FINISH LOCATION**

13.2 Location of the lighted orange buoy forming the ODM at the finish is stated in the Articles of [Section 9](#), Marks.

13.3 Competitors shall notify their impending arrival at the Finish via Marine Band VHF Radio on the Race Frequency approximately 30 minutes prior to arrival at the Finish. The Race Officer at the Finish will confirm Default, or Alternative, finish. See [Table 4.2.3](#).

13.4 When crossing the finish line, it is permissible to present either, the Starboard side, or the Port side, of the hull to the Race Officer Location. See [Definition of Finish](#) in this document.

13.5 During adverse ambient conditions the person-in-charge is requested to:

13.5.1 notify immediate arrival at the finish line via Marine Band VHF Radio on the Race Frequency. See [Table 4.2.3](#).

13.5.2 ensure the Sail Number of the Mainsail is illuminate via targeting a strong white light on the sail number.

n.b. Competitors are strongly advised to maintain passage north of the north end of the west harbour pier.

13.6 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, at time of finishing, shall not form grounds for a request for redress.

n.b. The Organising Authority recommend competitors note Finish Time in the format hh:mm:ss BST via the boat's GPS for purposes of confirmation and Declaration. See Declaration.

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14 DECLARATION

- 14.1 Competitors shall be deemed 'Declared' on receipt of the 'Stand-Down' text message in keeping with the [SOSDAS](#) Procedure, to confirm:
- 14.1.1 the course has been completed,
 - 14.1.2 competitors have complied with the Rules as stated in the Sailing Instructions,
 - 14.1.3 the boat is within 'Safe Haven' at Port de Dieppe, and all crew are safe, and
 - 14.1.4 Finish Time.
- 14.2 Declaration shall be completed no later than 26 hours have elapsed after the start signal.
- 14.3 Declaration text message (SOSDAS 'Stand-Down' text message) received after the declaration time limit shall be scored using the scoring abbreviation 'DND', Did Not Declare – See [Article 17.2](#).

15 PENALTY SYSTEM

- 15.1 Competitors not complying with the SOSDAS procedure from start to finish shall be scored using the scoring abbreviation DSQ without a hearing.
- 15.2 If any part of the hull crosses the starting line from the pre-start side to the course side during the start sequence, the boat shall receive a Starting Penalty. See [Definition of Start](#) in this document.
- n.b.: it is important for competitors to be able to instantly interpret [flag signals](#) used in start sequences.*
- 15.3 The provisions of [RRS Appendix P](#) shall not apply.
- 15.4 Competitors that have broken [RRS Rule 31](#) or a rule of [RRS Part 2](#) may accept a time penalty of 5% of the elapsed time calculated in accordance with RRS 44.3(c), rounded to the nearest second, added to the elapsed time provided: injury or serious damage is not caused, or significant advantage gained.
- 15.5 Competitors found at fault at a hearing shall be scored using the scoring abbreviation DSQ (Disqualification), with exception of where engine power is required for safety reasons under [RRS Rule 42.3\(i\)](#):
- a) used for the minimum duration required, and
 - b) without gaining advantage.
- 15.6 Competitors taking a penalty under [Article 15.4](#) shall not be penalised further with respect to the same incident unless the competitors caused injury or serious damage or gained a significant advantage.
- 15.7 A list of boats that have been awarded scoring penalties under [Article 2.1.1\(c\) \(OCS\)](#), [Article 11.2 \(DNF\)](#), [Article 15.1 \(DSQ\)](#), or [Article 15.5 \(DSQ\)](#), will be published with the official results.

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16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Registered protests and Requests for Redress will be resolved via:

16.1.1 Advisory Process:

An Informal meeting to discuss the circumstance of the incident, if any rule(s) may have been broken, and suggest a resolution. A matter may not progress to a hearing where appropriate resolution is agreed.

16.1.2 Hearing:

A formal process of peer review. A decision of a hearing is deemed final.

n.b.: Competitors are advised to read RRS Rule 61 –Hearings, before registering a Protest or Request for Redress

16.2 Notwithstanding the requirement under [RRS Rule 61.1](#) to inform the parties Protested, a party seeking to Register a Protest or Request Redress shall:

16.2.1 confirm intent to request a Hearing or Redress within 90min of arrival at Dieppe – see [Table 4.2.2](#), and

16.2.2 complete registration of the Protest or Request for Redress, in writing, using the '[Request for a Hearing form](#)':

- a) including supporting evidence and additional information in writing on plain paper,
- b) before 26 hours have elapsed after the start signal.

n.b. At time of registering a request for a hearing form an advisory meeting may be suggested or requested.

16.3 A request for a hearing will be published via the Articles of Section 4, Communication ([Table 4.2.1](#)) no later than 30 minutes after the time limit to inform competitors of hearings in which they are parties or named as witnesses. Date, Time, and location of the first hearing will be published in the notification.

16.4 A hearing will be arranged to take place on the date the protest or request for redress is registered. In event it is not possible to conclude the matter, the date of any subsequent hearing will be declared and published immediately to all parties concerned.

17 SCORING

17.1 The Low Point scoring as set out under [RRS Appendix A](#) shall apply with exceptions [RRS Appendix A2, and A8](#) Series Scores, shall not apply.

17.2 Competing boats attracting a scoring abbreviation 'DND' shall be scored equivalent to Disqualified without a hearing.

17.3 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, 7 May 2024, with exception of a when a Protest or Request for Redress is registered; under such circumstances ASAP after the final hearing.

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18 SAFETY REGULATIONS

- 18.1 It is the inescapable responsibility of the person in charge to ensure all persons aboard have adequate understanding of, and adhere to:
 - 18.1.1 [Safety Regulations](#) procedure published in the 'Safety for All Boats' document.
 - 18.1.2 [Sign-On, Stand-Down, Abandon-Safe \(SOSDAS\)](#), procedure published in the 'Safety for All Boats' document.
- 18.2 Subject to a decision of the Person-in-Charge to the contrary; personal flotation devices shall be worn at all times whilst under way.
- 18.3 A boat may be inspected for compliance with safety requirements at any time by a person appointed by the Organising Authority for that purpose.
- 18.4 Competitors refusing, or failing to comply with, any of the safety regulations shall be subject to disqualification without a hearing.

19 BEHAVIOUR

- 19.1 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 Yacht Club.

20 DISCLAIMER OF LIABILITY

- 20.1 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 of the document Safety for All Boats; available to download from the [Dieppe Dash website](#) - See [article 1.1.3\(a\)](#).

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.

21 FURTHER INFORMATION

- 21.1 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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DIEPPE DASH 2024 – APPENDIX A - HEARING FORM

Details of Protesting Yacht

Person-in-Charge:

Email:

Mobile Phone:

Yacht Name:

Sail Number:

Group:

Details of Protested Yacht

Person-in-Charge:

Email:

Mobile Phone:

Yacht Name:

Sail Number:

Group:

Details of Incident

Location of Incident:

Rules Alleged Broken:

Witnesses:

Informing Protested Yacht

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

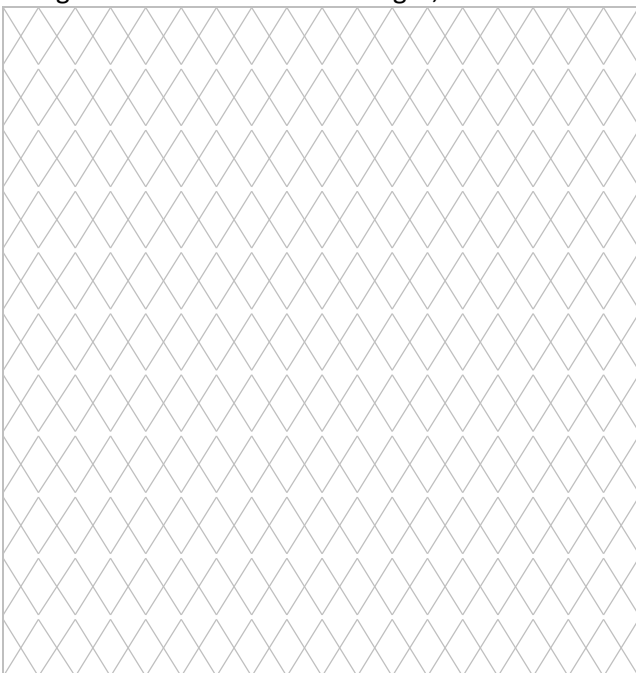
Hailing? When? Seconds

Red Flag? When? Seconds Words Used?

Other? When? Seconds Give Details:

Description of Incident – Use additional pages if necessary

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



Horizontal lines for text entry.

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

Submitted by:

Signed:

Received by:

Signed:



DIEPPE DASH 2024 – APPENDIX B - SCHEDULE

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 4.2.2](#) and [article 4.2.3](#) of this document.

Friday, 3 May 2024 06h55 BST - First Warning Signal, subject to amendments to this SAILING INSTRUCTIONS 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 4.2.2](#) and [article 4.2.3](#) 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