



Dieppe Dash

Motor Cruising Yacht Cruising Yacht Racing

Friday, 1 May 2026



Safety for All Boats

Brighton to Dieppe in Company of Friends

Event and Entry Details can be found at: www.dieppedash.com



Dieppe Dash is a Brighton Marina Yacht Club Event



DIEPPE DASH 2026

WELCOME

I am delighted to invite you to join us for Dieppe Dash 2026 on Friday, 1st May.

As a Club we are incredibly proud of the 15-year heritage of the key-note event in the BMYC calendar, Dieppe Dash; competitors with sailing boats and motorboats come from all over Southeast UK and further afield to join us in good company to take part in the circa 70 nautical-mile offshore passage between the Sussex coast, UK and the Normandy Coast, France.

Our team continue to work closely with our stakeholders in France and their local authorities year-round to ensure a superb welcome on arrival, an engaging prize-giving event offering something for both racers and cruisers, and a very reasonable approach to managing the inevitable legislation associated with travel outside of UK.

If you are new to Dieppe Dash you may find it helpful to learn of support available in joining-in: our early season Open Afternoon on 14 Mar-26, an opportunity to meet fellow participants and find out more about Dieppe Dash; guidance and support in preparing for and completing a cross-channel passage available to download via our [documents page](#); social media support of the Dieppe Dash community; and by contacting the [Dieppe Dash Team](#).

As always Safety is an important consideration for Dieppe Dash; Dieppe Dash Team have placed a few simple, yet very important, tasks on each participating boat to help us to keep you safe:

We ask, a minimum of the two persons aboard, the Person-in-Charge and their Surrogate, must read our publications '*Safety for All Boats*', and '*Sign-On, Stand-Down, Abandon-Safe (SOSDAS)*', it is advisable to familiarise your crew with content of these publications.

We ask, the Person-in-Charge is to ensure the '*Safety Information*' section of Online Entry is completed, and if necessary, update Safety Information in even of crew changes before the Safety Briefing. We will share crew and shoreside contact information with HM Coastguard – You will understand the importance of HM Coastguard holding correct information.

The requirement, the Person-in-Charge, OR their Surrogate, is to attend the Safety Briefing, 30 April, 19h00 at BMYC. The Safety Briefing is a key part of the management of risk; essential last-minute information will be passed over at this time.

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 direct to me at feedback@dieppedash.com; and I ask, while enjoying yourself shoreside please show respect for our hosts at Circle de la Voile de Dieppe, without whom Dieppe Dash would not exist - We are guests representing the British Sailing Community abroad.

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

Matthew Holmes

Commodore
Brighton Marina Yacht Club

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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

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

SCOPE OF THIS DOCUMENT

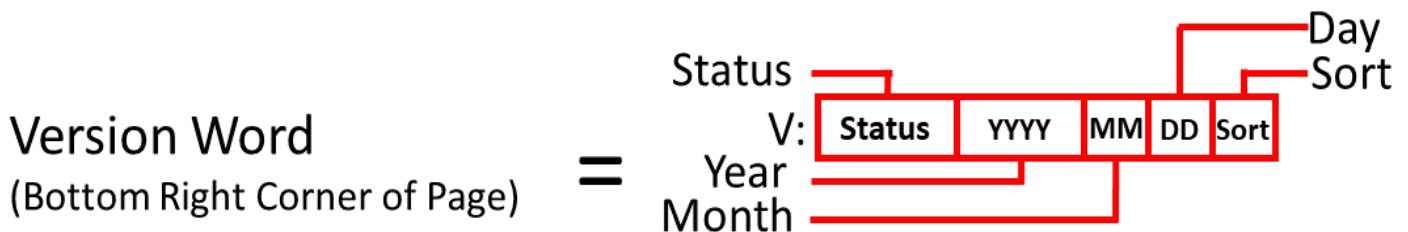
Guidance contained in this “Safety for all Boats” document references Maritime Law, National Governing Body for sailing and motor cruising in the UK (the RYA), and International Sailing Federation Sea Safety Categories prevailing over Cruising and Racing participation in Dieppe Dash 2026 with intention of assisting the Person-in-Charge in forming a Safety Plan for their boat.

HOW TO USE THIS DOCUMENT

- This publication is formed in sections consisting of 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:
 - [Content referenced within 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.*
- 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.

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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 of the northern coast of France, the outbound passage on Friday, 1 May 2026. The fleet will make the return passage on Sunday, 3 May 2026.

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.

It is stressed that owners and crews participating in Dieppe Dash 2026 are expected to observe and embrace the safety provisions of the **Safety for All Boats** document.

PURPOSE AND USE

[UK Maritime Law requires an element of planning](#) for even the simplest and shortest of passages, 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 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 to you in forming your sea-safety plan; the **Safety for All Boats** document must not replace your Sea Safety Plan for your boat.

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 a passage greater than 12NM Offshore, less than Ocean.

RESPONSIBILITY OF PERSON IN CHARGE

Under Maritime Law, the responsibility for a decision to put-to-sea, to continue at-sea, and the safety of the boat and the all persons aboard is the sole and inescapable responsibility of the person-in-charge.

Neither the establishment of the **Safety for All Boats** document, nor use by participating boats engaged in Dieppe Dash 2026, in any way limits or reduces the complete and unlimited responsibility of the person in charge.

By participating in a Dieppe Dash 2026, 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.

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SPECIFIC CONDITIONS

As a condition of entry, all boats shall comply with the following safety requirements:

- 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.
- Unless Dieppe Dash Team have issued dispensation, every boat must 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 18 years old or over, 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.

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

TRAINING

- Within the twelve-month period before Monday, 27 April 2026 - Crew shall practice the drills for:
 - crew-overboard recovery, and
 - abandoning the boat.
- At least two crewmembers shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems.

n.b. It is recommended, within the three-year period before Monday, 27 April 2026 at least two persons aboard should have completed First Aid training to include the above content.

DIEPPE DASH 2026 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 2026 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. a passage greater than 12nm Offshore, less than Ocean.
- SOLAS V Regulation 34 requires the person-in-charge to ensure the passage has been planned.
- Be able to call for assistance and know when to do so when needed, make sure you have a reliable means of communication onboard, a VHF/DSC radio is considered necessary equipment for an offshore passage; a personal locator beacon is a good rescue aid; a mobile phone in a waterproof pouch is helpful.
- Register and use of Dieppe Dash [Sign-On, Stand-Down, Abandon Safe \(SOSDAS\)](#) to notify your at-sea-status; I.E. inform time if/when you put-to-sea and inform time you arrive at intended destination, or time you have arrived elsewhere. Dieppe Dash Team will contact emergency services if your boat is deemed ‘missing at sea’.
- All persons onboard always wear a [lifejacket](#) while on the water.
- Have immediate means of self-rescue at all times when underway.

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DIEPPE DASH 2026 SAFETY PLAN – cont...

- Dieppe Dash 2026 Sea Safety Plan is founded on the application and Requirements of World Sailing Special Regulations Category 3 + Category 2 life-raft in respect of Construction, Maintenance:
 - The boat is equipped and provisioned for the number of persons aboard 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.

n.b. 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 or summon assistance.

- 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.
- Be Sure:
 - the design, construction, and maintenance of the boat,
 - equipment, safety procedures, welfare provision, and training,
 - charted information, tidal information, and weather forecast.
 - are adequate for prevailing and predicted weather conditions anticipated throughout the passage.
- 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 the Dieppe Dash Safety Plan, 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.

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 enacted at short notice which may affect travel to and within the Schengen area.
- All persons travelling to France are advised to check latest information prior to departing UK:

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

[French Government website.](#)

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COLREGS

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

It is imperative the person-in-charge of a private leisure craft understands actions required under specific circumstances, and the implications placed on other vessels arising from decisions you take.

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 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 centreline of your boat at right angle) to the direction of major traffic in the TSS lane in order your boat presents the largest possible target to radar and line-of-sight visibilities.

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 before taking action.

For the avoidance of confusion:

- IRPCS applies to all Vessels at all times whilst in navigable waters (including Private Leisure Craft).
- You should not take avoiding action as an instinctive response; understand that:
 - you may not be the 'Give Way' vessel, as such may not hold primary responsibility for taking avoiding action.
 - an instinctive course change when not required to do so may:
 - confuse other traffic taking correct action, and
 - put your boat on collision course with the very traffic you sought to avoid..!
- Under IRPCS:
 - If you are the Stand-On vessel you are required to Stand-On.
 - If you are the Give-Way vessel you are required to Give-Way.
 - ALL Vessels are required to avoid a collision situation, a Stand-On vessel may have to take avoiding action at a late stage if the Give-Way vessel has not taken avoiding action.

When taking avoiding action, particularly if at a late stage, be sure to make a significant course change as a clear signal to other vessels and pass well astern of the collision target vessel.; I.E. a subtle course change may not be noticed by other vessels.

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 (Dual-Watch with VHF Ch16 or 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 Information will be passed to HM Coastguard:

- Dieppe Dash Team require the person-in-charge to ensure key safety information is registered with Dieppe Dash sea safety procedure:
 - information about the Boat and the Person-in-Charge will be registered with Dieppe Dash sea safety procedure at time of completing online entry registration.
 - information about Number of Adults Aboard, Number of Minors Aboard, Name and Contact Details of a Shoreside Contact Person may be registered with Dieppe Dash sea safety procedure at time of completing online entry registration, or at any time before 17h00 on 30 April 2026 via the [Sea Safety Online Portal](#).

n.b. A Shoreside Contact Person will remain ashore and contactable via mobile telephone at all times whilst the boat is underway.

n.b. The person-in-charge must furnish the shoreside contact with an up-to-date list for each Crew Member consisting of: Name and Contact Details of a shoreside person(s) who may be contacted in event of an emergency.

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

After completing Sea Safety Registration, any change of Boat, Person-in-Charge, Crew, Shoreside Contact, or Return Passage Plan MUST be notified to the Dieppe Dash Team before 17h00 on 30 April 2026 via the [Sea Safety Online Portal](#).

SAFETY BRIEFING – Thursday, 30 April 2026 - 19h00 at BMYC

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.

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

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APPENDIX A - SAFETY EQUIPMENT

Safety Equipment discussed in this document is extracted from [World Sailing Offshore Safety Regulations 2026/27 \(OSR\), 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. greater than 12nm Offshore, less than Ocean.

n.b. in the event of conflict between the Safety For All Boats document and the World Sailing Offshore Safety Regulations 2026-2027, the Safety For All Boats document shall take precedence.

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 regularly checked, cleaned, and serviced in accordance with manufacturers recommendations, or where no manufacturers recommendations are available, at least once annually, and certified in date and serviceable,
- when not in use, stowed in accordance with manufacturers recommendations, or where no manufacturers recommendations is available, in conditions under which deterioration is minimised,
- be readily accessible,
- be commensurate with the premise of self-rescue.

[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, life rafts and lifejackets.



LIFEJACKET

5.01

A **gas inflatable lifejacket** which shall comply with ISO 12402-3 (Level 150) and have been manufactured after 2011. It shall be fitted with the following, each complying with ISO 12402-3 or ISO 12402-8:

- a manual or automatic gas inflation system,
 - a ride up prevention system (crotch strap or thigh straps),
 - an emergency position indicating light,
 - a sprayhood,
 - It shall also: be of the appropriate size range for the crewmember as marked on the PFD, and
 - have been indelibly marked with the name of the owner or boat
-
- All lifejackets to be regularly checked for air retention.
 - A boat shall carry at least one spare gas inflatable lifejacket cylinder and, if appropriate, spare activation head for each type of lifejacket on board.
 - The person in charge shall personally check that each lifejacket has been serviced in accordance with the manufacturer's recommendation by an approved service station and that the next service date as marked on the lifejacket has not been exceeded.

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

n.b. Personal life Jacket may be included in the count of Life Jackets onboard but must comply with conditions set out above.

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LIFE RAFT

- One or more inflatable life rafts 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 life rafts manufactured before 2016 until replacement is due at end of service life, or
 - ORC life rafts manufactured before 2003 until replacement is due at end of service life.

- Minimum Life raft Equipment:
 - A SOLAS life raft shall contain as a minimum a SOLAS A pack.
 - An ISO 9650 life raft shall contain as a minimum Pack 2 (less than 24 hours pack).
 - The minimum contents of the ISO life raft equipment packs are listed below. Some items, as indicated below, may be carried within accompanying waterproof grab bag(s) which shall be in a readily accessible location:
 - (i) portable buoyant bailer easily operable by hand,
 - (ii) 2 sponges,
 - (iii) pair of buoyant paddles with handles (not mitts) tied into raft adjacent to an entrance,
 - (iv) whistle,
 - (v) waterproof torch with 6hr duration, and
 - (vi) spare waterproof torch or spare battery and bulb,
 - (vii) signalling mirror,
 - (viii) anti-seasickness pills per person,
 - (ix) 6 seasickness bag per person, each with a simple, effective, closure system,
 - (x) 3 red hand flares in accordance with LSA Code Chapter III, 3.2,
 - (xi) 2 red parachute flares in accordance with LSA Code Chapter III, 3.1 – 1 may be stowed in the grab bag,
 - (xii) kit to repair leaks in most inflatable compartments, operable in wet conditions and during violent motion,
 - (xiii) hand operable air pump, capable of and ready for immediate use to inflate most compartments – Loose parts captive to the pump,
 - (xiv) may be packed in grab bag instead of life raft.

LIFE RAFT PACKING AND STOWAGE

- Each life raft 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 weathertight locker containing life raft and abandon ship equipment only which is readily accessible and opens onto the cockpit or working deck, or transom.



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STRUCTURAL AND PORTABLE EQUIPMENT

	OSR Ref.
1 COMMUNICATIONS EQUIPMENT, AIS, GNSS, RADAR	
1.1 Marine VHF Hand-Held Radio Transceiver with minimum 5W output power for each grab bag, watertight or with a waterproof cover. When not in use to be stowed in the grab bag – See 4.2.	3.29
1.2 Marine VHF Radio Transceiver, a second radio receiver capable of receiving weather bulletins, which may be the handheld VHF in 1.1 above.	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:	
1.3.2 a minimum rated output power of 25W,	
1.3.3 if installed after 2015 be DSC capable,	
1.3.4 a masthead antenna and co-axial feeder cable with not more than 40% power loss,	
1.3.5 DSC capable VHF transceivers shall be programmed with an assigned MMSI (unique to the boat), be connected to a GNSS receiver and be capable of making distress alert calls as well as sending and receiving a DSC position report with another DSC equipped station,	
1.3.6 external speaker in the cockpit if number of crew LESS than 3.	
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 Foghorn.	4.09
1.6 Radar Reflector. A passive radar reflector with:	4.10
1.6.1 octahedral circular plates of minimum diameter 30 cm (12”), or	
1.6.2 octahedral rectangular plates of minimum diagonal dimension 40 cm (16”), or	
1.6.3 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.	
2 FIRE/FIRST AID	OSR Ref.
2.1 A fire blanket adjacent to every cooking device.	4.05.1
2.2 2 fire extinguishers, each with 2 kg of dry powder or equivalent, in different parts of the boat.	4.05.2
2.3 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



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	OSR Ref.
3 OVERBOARD RECOVERY	
3.1 GNSS Crew Overboard Position	3.29
3.1.1 For boats with only two crewmembers, a GNSS capable of recording a crew overboard position, within 10 seconds, and monitoring that position without having to go below deck	4.22.2
3.2 A lifebuoy with a self-igniting light, a whistle, and a drogue within reach of the helm and ready for immediate use,	4.22.3
3.2.1 each inflatable lifebuoy and any automatic device shall be tested and serviced at intervals in accordance with its manufacturer’s instructions.	
3.3 A heaving line, no less than 6 mm (1/4”) diameter, 15–25 m (50–75’) long, readily accessible to cockpit.	4.22.4
3.4 A recovery sling which includes:	4.22.5
3.4.1 buoyant line of length no less than the shorter of 4 times LH or 36m (120’),	
3.4.2 buoyancy section (horseshoe) with no less than 90N (20lbf) buoyancy,	
3.4.3 minimum strength capable to hoist a crewmember aboard.	
4 SEA SURVIVAL	<u>OSR Ref.</u>
4.1 A Life raft .	4.20
4.2 Grab Bags:	4.21
4.2.1 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 is to accompany a specific life raft, it shall be clearly marked with the identity of its corresponding raft.	4.21.1
4.2.2 The following shall either be stowed with a life raft or in a grab bag. The grab bag shall be readily accessible whether or not the boat is inverted:	4.21.4
a) 3 hand flares,	
b) watertight strobe light with spare batteries (may be part of the flashlight),	
c) knife, and	
d) whistle.	
4.3 Pyrotechnic and Light Signals.	4.23
4.3.1 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.	

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5 ENGINES, GENERATORS, FUEL

[OSR Ref.](#)

5.1 Propulsion Engines

3.28.1

- 5.1.1 engines and associated systems installed in accordance with their manufacturers' guidelines and suitable for the size and intended use of the boat,
- 5.1.2 an engine which provides a minimum speed in knots of $(1.8 \times \sqrt{\text{LWL in metres}})$,
- 5.1.3 either an inboard or outboard engine, with associated power supply systems, all securely fastened, or
- 5.1.4 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
- 5.1.5 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.

5.2 Generator

3.28.2

- 5.2.1 If an optional generator separate from the propulsion engine is carried, it shall be installed in accordance with the manufacturer's guidelines.

5.3 Liquid Fuel Systems

3.28.3

- 5.3.1 all fuel tanks for storage of liquid fuels shall be rigid (but may have permanently installed flexible linings) and shall have a shutoff valve,
- 5.3.2 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.

5.4 Battery Systems

3.28.4

- 5.4.1 batteries installed after 2011 shall be of the sealed type from which liquid electrolyte cannot escape,
- 5.4.2 at the start a boat with an electric engine shall carry sufficient capacity to meet electrical requirements for the duration of the passage and to motor at the above minimum speed for at least 5 hours
- 5.4.3 a dedicated engine/generator starting battery when an electric starter is the only method for starting the engine and/or separate generator.

6 NAVIGATION

[OSR Ref.](#)

- 6.1 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**
- 6.2 A second compass, which may be hand-held and/or electronic.
- 6.3 Navigational charts (not solely electronic), light list and manual chart plotting equipment. **4.11**
- 6.4 Depth, Speed and Distance Instruments: **4.13**
 - 6.4.1 A knot meter or distance measuring instrument (log).
 - 6.4.2 A depth sounder.
- 6.5 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: **3.27.1**
 - 6.5.1 Mounted above sheerline and so that they will not be masked by sails or the heeling of the boat.

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6.5.2 Reserve lights having the same specifications as 6.5, and that can be powered independently, plus spare bulbs; if battery powered, plus spare batteries. **3.27.3**

7 SECURITY/STABILITY

[OSR Ref.](#)

7.1 2 un-modified anchors minimum 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 8.5m (28’) LH there shall be 1 anchor minimum meeting the same criteria. **4.06**

7.2 Bucket, 2 qty strong buckets, each with a lanyard and of at least 9L (2.0 Imp Gal) capacity. **3.23.1**

7.3 one permanently installed manual bilge pump. **3.23**

7.3.1 All required permanently installed bilge pumps shall be operable with all cockpit seats, hatches and companionways shut and with permanently installed discharge pipe(s) of sufficient capacity **3.23.2**

7.3.2 Bilge pumps shall not be connected to cockpit drains and shall not discharge into a contained cockpit. **3.23.3**

7.4 Emergency Steering **4.15**

7.4.1 An emergency tiller capable of being fitted to the rudder stock except when: **4.15.1**

- 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. **4.15.2**

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 coach roof or ports having an area of less than 0.071 m² (110 in²). **3.08.1**

7.5.2 A hatch, including a hatch over a locker shall be: **3.08.2**

- 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 m² (110 in²). **3.08.3**

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”. **3.08.3**

7.5.5 Companionway hatches: **3.08.4**

- 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 passage, and
- e) permit exit in the event of inversion.



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7.5.6	If a monohull with cockpit(s) that is/are not contained cockpit(s) a boat shall have:	3.08.5
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.	3.08.6
7.6	Storm & Heavy Weather Sail Inventory	4.26
	The following storm & heavy weather sails (or rotating wing mast if suitable) as specified in 7.7:	
7.6.1	For mainsails manufactured after 1 June 2025:	
7.6.2	either a trysail or mainsail reefing to reduce the luff by at least 40%,	4.26.3
7.6.3	heavy weather jib.	4.26.5
7.7	Storm & Heavy Weather Sail Specifications Where required by 0, the specifications of heavy weather sails shall follow:	4.27
7.7.1	Design	4.27.1
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)	A storm jib may not be set in conjunction with any other sail set forwards of the forward mast spar.	
7.7.2	A Storm Trysail with:	4.27.2
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),	
c)	no headboard,	
d)	no battens,	
e)	sail number and letters on both sides, as large as practicable, and	
f)	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.	
g)	designed to provide propulsion and steerage in Beaufort scale 8 and on all points of sail.	
7.7.3	Heavy Weather Jib (or Heavy Weather Sail in a Boat with no Forestay) with:	4.27.3
a)	area, in unreefed condition, of 13.5% height of the foretriangle squared, and	
b)	heavy weather jib area shall be calculated as: (0.255 x luff length x (luff perpendicular + 2 x half width)),	
c)	readily available method, independent of a luff groove, to attach to the stay.	
d)	designed to provide propulsion and steerage in Beaufort scale 6 and on all points of sail.	

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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.	4.04.1
7.9.2	Jackstays which shall:	4.04.2
	a) be independent on each side of the deck,	
	b) enable a crewmember to move readily between the working areas on deck and the cockpit(s) with the minimum of clipping and unclipping operations,	
	c) 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:	4.04.3
	a) be adjacent to stations such as the helm, sheet winches and masts, where crewmembers work,	
	b) enable a crewmember to clip on before coming on deck and unclip after going below,	
	c) 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).	5.02.1
7.10.2	A tether that shall:	5.02.2
	a) comply with ISO 12401 or equivalent,	
	b) not exceed 2 m (6’-6”) including the length of the hooks,	
	c) have self-closing hooks,	
	d) have overload indicator flag embedded in the stitching, and	
	e) be manufactured after 2000.	
7.10.3	either:	5.02.3
	a) a tether not exceeding 1 m (3’-3”) including the length of the hooks, or	
	b) 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	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.	3.17.1
7.13	On a boat with series date before 1984, an additional lifeline of between 25– 50 mm (1–2”) high is permitted in lieu of a toe rail.	3.17.2
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

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8.4	Tools, effective means to quickly disconnect/sever standing rigging from hull.	4.16.1
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:	4.07
8.5.1	a searchlight, suitable for searching for a person overboard at night and for collision avoidance,	
8.5.2	stowed in each grab bag (see 4.2), a flashlight in addition to Error! Reference source not found.(Error! Reference source not found..	
8.5.3	for boats with only two crewmembers, the searchlight detailed in 4.07 a) shall be accessible from the cockpit without having to go below deck	

9	WELFARE	<u>OSR Ref.</u>
9.1	Bunks, permanently installed bunks.	3.19.1
9.2	permanently installed delivery pump and water tank(s), or reusable container(s) capable of providing drinking water for the likely duration of the passage.	3.21.1
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).	3.21.3
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.	3.18.2

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APPENDIX B - 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 team know:

- which boats have put-to-sea (Signed-On),
- which boats have arrived at the intended destination port (Stand-Down), and
- which boats have withdrawn from Dieppe Dash, turned back or headed for an alternative port of safety (Abandoned Safe).

FOUNDATION INFORMATION

SOSDAS (*soz-das*) is an acronym formed of the initial letters of three reserved words representing possible outcomes of the **at sea** status of your passage plan:

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

How it works

- The online entry process requires you to provide Sea Safety information about your Boat, Crew, Shoreside Contact, and Return Passage Plan I.E. Dieppe Dash Sea Safety Registration.
- Sea Safety Information, together with your SOSDAS status, is fed directly into Dieppe Dash Sea Safety Plan.
- Late changes of Sea Safety information must be CONFIRMED to the Dieppe Dash team:
 - Late changes of boat, crew, shoreside contact, or return plan must be updated via [Online Sea Safety Portal](#) no later than 17h00 on 30 April 2026.
 - 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.
- Dieppe Dash Team will monitor Safety at Sea on the Outbound Passage for all participating boats, and on the 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, 3 May 2026 are invited to use SOSDAS to monitor At Sea Status, I.E. departing Dieppe, and arrival at safe haven, regardless of port of destination.

n.b. The SOSDAS procedure will not be operational after Monday, 4 May 2026; 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 arrival at a port of safety, 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 30 Apr-26 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

OUTBOUND PASAGE OR RETURN PASSAGE - 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

OUTBOUND PASAGE OR RETURN PASSAGE - 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

OUTBOUND PASAGE OR RETURN PASSAGE - 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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APPENDIX C - 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.

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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APPENDIX D - SCHEDULE

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

- Saturday, 14 March 2026** 14h00 onward - Open Meeting, Brighton Marina Yacht Club. Your opportunity to ask questions and meet the Team...
- Monday, 13 April 2026** 17h00 - Standard Entry Closes – Late applications for Entry accepted at Organising Authority discretion – Late Entry Fee Applies hereafter.
- Monday, 20 April 2026** 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, 27 April 2026** No later than 17h00hrs:
- (for Racing)**
- Confirm Time Correction Factor for the boat and class of entry:
 - IRC – Submit a copy of the boat’s Rating Certificate, or
 - YTC – Confirm YTC Base Number shown in the RYA YTC Base Number List, or Complete and submit the [online YTC Base Number Form](#).

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

n.b. Any changes to the standard build of the boat, Rating Certificate, or an application for a YTC Base Number, shall be notified to the Organising Authority via email on or before 17h00hrs on Monday, 27 April 2026.

- Thursday, 30 April 2026** 09h00 onward - Register the boat mobile phone – See [Safety for All Boats](#), SOSDAS.
- Thursday, 30 April 2026** 19h00 BST – A Safety Briefing will be held in the Clubroom at Brighton Marina Yacht Club; the person-in-charge (or their appointed surrogate) is required to attend this briefing.
- Friday, 1 May 2026** Sign-On on shall be via the SOSDAS procedure – See [article 4.2\(b\)](#) and [article 4.2.3](#) of this document.
- Friday, 1 May 2026** For Dieppe Dash Race - First Warning Signal will be stated in the Sailing Instructions.
- Friday, 1 May 2026** Declaration shall be via the SOSDAS procedure – See [article 4.2.2](#) and [article 4.2.3](#) of this document.
- Friday, 1 May 2026** Welcome at Cercle de la Voile de Dieppe (CVD) (Yacht Club)
- Saturday, 2 May 2026** 13h00 BST, Prize Giving at Cercle de la Voile de Dieppe (CVD) (Yacht Club). Prizes will be awarded subject to discretion of sponsors.
- Sunday, 3 May 2026** Return passage to UK.

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