



Dieppe Dash

Motor Cruising Yacht Cruising Yacht Racing

Friday, 1 May 2026



Sailing Instructions

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, 19h30 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



Brighton Marina Yacht Club is an RYA Affiliated Member Organisation



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ORGANISING AUTHORITY

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

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

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

SCOPE OF THIS DOCUMENT

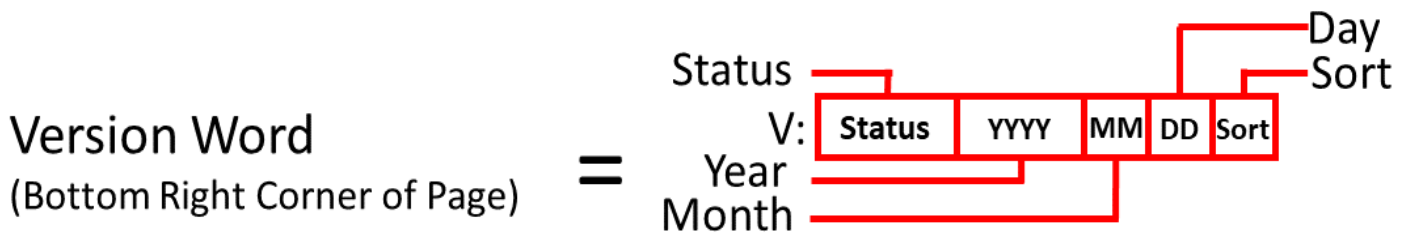
Rules and guidance contained in these Sailing Instructions shall prevail over Dieppe Dash Race 2026

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. 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.

- a) World Sailing [Racing Rules of Sailing 2025-2028](#) and,
- b) Dieppe Dash 2026 [Sailing Instructions](#).
- c) Supported by the most recent publications stated below:
 - (i) Dieppe Dash 2026 [Safety for All Boats](#);
 - (ii) The [RYA Racing Charter](#);
 - (iii) The [AERA YTC scheme \(Base Number\)](#) (YTC) as appropriate to class of entry;
 - (iv) [IRC Rules and Definitions 2026](#) as appropriate to class of entry.

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

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

1.2 Class Association Rules shall not apply.

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

- a) the name of the boat, the name of person-in-charge, and the name of any surrogate person-in-charge,
- b) dates of the period of cover,
- c) 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 Sail Numbers:

- a) [RRS Rule G1.1\(a\)](#) shall not apply.
- b) The sail number on a sail shall remain consistent with the sail number stated on documentation submitted supporting entry for Dieppe Dash 2026. 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 2026. 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 shall 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 boat starts if, having arrived at the start area:

- a) any part of the hull crosses the starting line from the pre-start side to the course side during:
 - (i) the starting signal or after, or
 - (ii) the last minute of the start sequence (before the starting signal).
- b) any part of the hull crosses the starting line from the pre-start side to the course side in accordance with item [2.1.1\(a\)\(ii\)](#) of the Definition Start, the boat:
 - (i) shall not return to the pre-start side of the starting line, and
 - (ii) shall receive a Penalty of 5% of the passage elapsed time rounded to the nearest second (calculated in accordance with [RRS 44.3\(c\)](#)), added to the elapsed time without a hearing.
- c) any part of the hull crosses the starting line from the pre-start side to the course side and prior to item [2.1.1\(a\)\(ii\)](#) 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, 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) at the Finish Line, corrects an error in sailing the course.
- c) The definition “continues to sail the course” is not applicable at 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 Appendix A2, and A8](#) – Series Scores, shall not apply.

2.2 Specific [IRC Rules and Definitions 2026](#) changed or enacted by this document:

2.2.1 [IRC Rule 22.4](#) (Crew Number/Weight) is amended, IRC Rule 22.4.3 is enacted: ‘Subject to: (i) rules forming the Dieppe Dash document Safety For All Boats, and (ii) a decision by the person-in-charge, no restriction will apply to the maximum number of crew that may sail aboard a boat; no restrictions on crew weight will apply’.

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

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3 ADVERTISING

3.1 Boats competing in Dieppe Dash 2026:

- a) shall not display advertising without agreement of the Organising Authority, where advertising challenges agreements between [BMYC](#) and our sponsors permission to display shall be denied.
- 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 5 min after the start signal, and
 - (ii) from 30 mins prior to arriving at the finish line, and until the boat is berthed.

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

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

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

Table 4.2.1

Description	Primary Means	Secondary Means
Race Management Documents	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	

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

Table 4.2.3

Description	Primary Means	Secondary Means
SOSDAS	SMS (see SOSDAS Document)	
Race Signals	Flags (Race Signals)	VHF Ch77
Course Announcement	Marine Band VHF Ch77	
Race 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 2026 shall consist of a single race.

5.2 Date of Race: Friday, 1 May 2026.

5.3 First Warning Signal: 07h55 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'



YTC 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.

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](#).

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9 MARKS

9.1 Marks will be:

Function	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'

9.2 Use of a Buoy adjacent to the Race Management Vessel (IDM) 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 2026 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 'DNF' (Did Not Finish).

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12 THE START

- 12.1 The start area shall be in vicinity of the entrance to Brighton Marina. See Articles of [Section 2 Rules Changed](#), and [Section 9 Marks](#). The Race Officer at the Start 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. 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.
- n.b. 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.*



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 no later than 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 first 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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13 THE FINISH

13.1 The finish area shall be in vicinity of the entrance to Port de Dieppe. See Articles of [Section 2 Rules Changed](#).

13.1.1 The Race Officer at the Finish will be located at a shore-based location at the northwest corner of the west harbour jetty at Port de Dieppe.

13.1.2 A line shall be formed between a lighted orange buoy, and the south-west corner of the west harbour pier on a bearing of 146deg. See Articles of [Section 11 Marks](#).

13.2 At 30 minutes prior to arrival at the Finish, Competitors shall notify their impending arrival via Marine Band VHF Radio on the Race Frequency.



13.3 In preparation for the finish, upon arrival at the finish area competitor shall:

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

13.3.2 ensure the Sail Number of the Mainsail is visible from the race officer location.

n.b. If required illuminate the mainsail via targeting a strong white light on the sail number.

13.3.3 record own time of crossing the Finish Line. See Articles of [Section 2 Rules Changed](#).

n.b. The Organising Authority require competitors note Finish Time in the format hh:mm:ss BST via the boat's GPS for purposes of confirmation and Declaration. See Articles of [Section 14 Declaration](#).

13.4 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.

14 DECLARATION

14.1 Competitors shall be deemed 'Declared' on receipt of the 'Stand-Down' text message in keeping with the procedure stated in the Dieppe Dash documents SOSDAS and Safety For All Boats, 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 2 hours have elapsed after the boat has finished.

14.3 Declaration text message (SOSDAS 'Stand-Down' text message) not received, or received after the declaration time limit, shall be scored using the scoring abbreviation 'DND', Did Not Declare – See [Article 17.2](#).

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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 A boat, having arrived at the start area and any part of the hull crosses the starting line from the pre-start side to the course side:
- 15.2.1 during the last minute of the start sequence, the boat shall receive a Penalty of 5% of the passage elapsed time ([RRS 44.3\(c\)](#)) - see [Article 2.1.1 \(b\) \(ii\)](#).
- 15.2.2 prior to the last minute of the start sequence, the boat shall be scored via the scoring abbreviation OCS. [see Article 2.1.1 \(c\)](#).
- n.b.: it is important for competitors to be able to instantly interpret [flag signals](#) used in start sequences.*
- 15.3 A competitor, having broken RRS Rule 31 or a rule of RRS Part 2, may at any time before a hearing, 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. [This changes RRS Rule 43.](#)
- 15.4 Competitors found in breach of [RRS Rule 42](#) 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\(i\)](#):
- 15.4.1 used for the minimum duration required, and
- 15.4.2 without gaining advantage.
- 15.5 Competitors taking a penalty under [Article 15.3](#) shall not be penalised further with respect to the same incident unless it can be demonstrated the competitors caused injury or serious damage or gained a significant advantage.
- 15.6 A list of boats that have been awarded scoring penalties under [Article 2.1.1\(c\)](#) (OCS), [Article 11.2 \(DNF\)](#), or [Article 15.1 \(DSQ\)](#), will be published with the official results.

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 60](#) –Protests, before registering a Protest or Request for Redress

- 16.2 Notwithstanding the requirement under [RRS Rule 60.2](#) 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](#)':
- including supporting evidence and additional information in writing on plain paper,
 - before 2 hours have elapsed after the boat has finished.

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

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- 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 Race results are deemed ‘not confirmed’ until official results are published via Dieppe Dash website which shall be no later than 12:00hrs on Wednesday, 6 May 2026, with exception of a when a Protest or Request for Redress is registered; under such circumstances ASAP after the final hearing.

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](#) applicable to Dieppe Dash 2026 are 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.

n.b. Dieppe Dash 2026 documents are available to download via the [Documents page](#) of Dieppe Dash website.

- 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 2026, and/or sailing under the [BMYC](#) banner will be held responsible for the behaviour and actions of all crew at all times during the racing and shoreside activities forming Dieppe Dash.
- 19.2 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 2026 without a hearing regardless of fault; serious occurrences could result in the boat, including all crew, being barred from taking part in future Brighton Marina Boat Club events.

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20 DISCLAIMER OF LIABILITY

- 20.1 Competitors participate in Dieppe Dash Race 2026 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 2026.

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

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

21 FURTHER INFORMATION

- 21.1 We would be pleased to assist with any queries you may have with regard to Dieppe Dash Race 2026; please [contact the Organising Authority](#).

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DIEPPE DASH 2026 – 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?

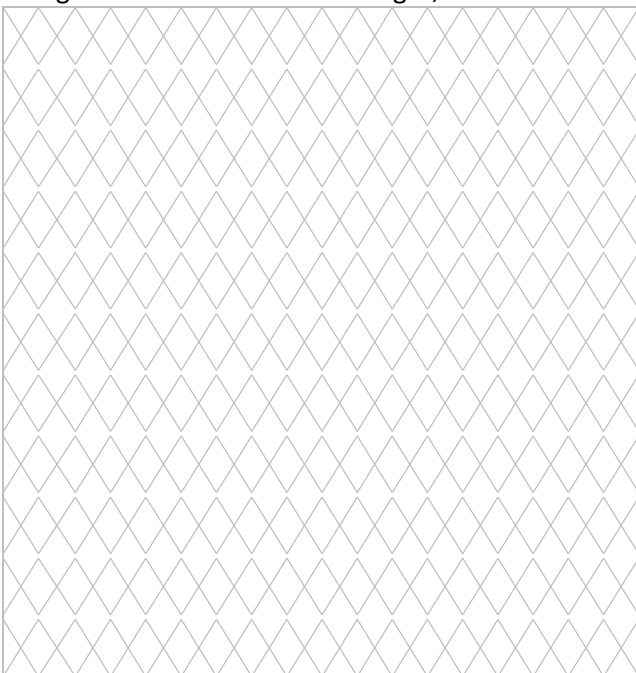
Hailing? When? Seconds

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:



APPENDIX B – 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:
- 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, 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** 19h30 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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