



Dartmouth Classics

Dartmouth • Fowey



Monday 5th July - Friday 9th July

NOTICE OF RACE 2021

The Dartmouth Classics

Comprising

The Dartmouth Classics

&

The Premier Noss on Dart Classic Passage Race

Organising authority

Classic Channel Regatta Limited

In association with

The Royal Dart Yacht Club



WELCOME TO THE DARTMOUTH CLASSICS 2021

The Dartmouth Classics & The Premier Noss on Dart Classic Passage Race are run by Classic Channel Regatta Ltd, a company limited by guarantee, on a not-for-profit basis by classic sailors for classic sailors on behalf of the members of C.R.A.B. The Owners and Skippers of competing yachts become full members and their crews become associate members. All full members have a vote to ensure the regatta continues to fulfil these objectives of the association;

“To encourage the ownership and sailing of classic yachts by organising and running the biennial Classic Channel Regatta and any associated regattas and events for classic yachts, their owners and crews in accordance with the ethos of ‘Gentleman’s Racing’ and Passage Making combined with social events.”



You will all be aware that the Classic Channel Regatta which was already severely curtailed because of the difficulties of getting into the Channel Islands and particularly France had to be cancelled as the restrictions in the UK were not lifted in time for the main regatta. As this meant we could not fulfil our remit of providing racing & social events we decided not to run even the reduced “West Country Variant”.

Therefore we are running a much more limited series of races and using yacht clubs in Dartmouth and Fowey to provide hospitality. More details of this will be found in the General Instructions which will be published late in June.

We would ask all skippers taking part to register on line and where possible to download Sailing and General Instructions. Although for anybody not able to do this a limited registration service will be available in the RDYC on the afternoon of the 5th. Crew Lists for the The Premier Noss on Dart Classic Passage Race to Fowey may be emailed to the organisers.

On behalf of the Dartmouth Classics, I look forward to welcoming you in July 2021.

Bruce Thorogood
Chairman



INTERPRETATION

Throughout the documentation relating to this event the words “yacht” and “boat” are interchangeable. The words “shall” and “must” are mandatory. Other words and terms are used in the sense ordinarily understood in nautical or general use. Other words and phrases should be construed as their meaning in every day use.

1. THE EVENTS

1.1. The Dartmouth Classics and The Premier Noss on Dart Classic Passage Race are elements of the Dartmouth Classics.

2. ORGANISATION

2.1 The Organising Authority for the The Dartmouth Classics, and the The Premier Noss on Dart Classic Passage Race, is the Classic Channel Regatta Ltd, supported by the Royal Dart Yacht Club at Dartmouth. .

3. COVID GUIDANCE

3.1. The Regatta is being hosted in accordance with the British Government and RYA relating to the Covid-19 pandemic. Skippers are required to be familiar with and observe the guidelines and keep records of the names and contacts of all their Crew for Track and Trace purposes. It is the responsibility of the Skipper of each yacht to ensure that any social mixing on-board complies with these regulations and guidance. (See Risk Statements)

4. RULES

4.4. The events will be governed by: The ‘rules’ as defined in The Racing Rules of Sailing (RRS) 2021-2024

4.5. The prescriptions of national authorities will apply (except the provisions of Appendix G)

4.6. Race and Applicable Categories of the World Sailing Offshore Special Regulations 2020-2021.

4.6.1. The Dartmouth Classics: The World Sailing Offshore Special Regulations for Category 4 (Monohulls) for 2020-2021.

4.6.2. The Premier Noss on Dart Classic Passage Race: The World Sailing Offshore Special Regulations for Category 3 (Monohulls) with liferaft for 2020-2021. and including an AIS Transponder and Receiver (see Clause 7).

4.6.3. Except where otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between sunset and sunrise and shall be replaced with the corresponding rules of the International Regulations for Preventing Collisions at Sea (IRPCAS)

4.7. Safety and Life-Saving Equipment

4.7.1. Skippers and Crew members’ attention is drawn to RRS 1.2 Life-Saving Equipment: ‘Each competitor is individually responsible for wearing personal buoyancy adequate for the prevailing conditions.’

4.7.2. Specifically a lifejacket and harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile
- Attention is also drawn to NOR Clause 4 (Yachts without guardrails)

4.6. Crew Numbers.

4.6.1. This should be minimum of 2.

4.6.2. At no time shall the number of crew exceed the amount of personal safety equipment and liferaft capacity where applicable. Each Skipper is responsible for ensuring that the number of crew carried does not exceed the design capacity of the yacht. Where that capacity is not known then the Skipper is responsible for ensuring that the yacht is capable of safely carrying the number of crew carried with their equipment.

4.7. Sail Material. Competitors must declare the composition of the sails they intend to use at the time of pre-registration and will be required to verify any changes prior to entry.

4.8. Other Governing Rules

- The rules of the current JCH Classic Handicap; full information on this handicap, and how to get a rating (which is free and straightforward) is on the 'Handicapping' page of the regatta website.
- Notices to Competitors

4.8. When there is a conflict, succeeding items in the above list shall take precedence.

5. MODIFICATION TO RULES

5.1. It is acknowledged that many classic yachts, having been built before the introduction of the World Sailing Offshore Special Regulations (WS OSR), have difficulty in complying fully with the structural requirements of these rules. Skippers will be required to state that their yacht complies fully with the applicable WS OSR. If they are unable to make such a declaration they must sign the General Dispensation form on registration stating that the yacht does not comply with the applicable WS OSR and providing a waiver of responsibility to the organisers.

5.2. Owners of yachts which do not fully comply with the structural requirements are required to make their best efforts to comply as fully as possible to the relevant requirements, with particular reference to cockpits (reg : 3.09), companionways and hatches (reg : 3.08), and pulpits stanchions and guardrails (reg : 3.14). Where the Owner is not the Skipper the Owner shall advise the Skipper where they believe the yacht does not comply before registration.

5.3. In the event of a boat without pulpits, stanchions or lifelines wishing to enter the Regatta the Skipper must apply for a Special Dispensation and they must sign a declaration stating that: "All crew will be fully briefed before each race on MOB drill and the importance and correct use of safety harnesses and lifejackets, that they will be required to wear and use them and be clipped on to clipping points or jackstays at all times while on deck when the vessel is underway before, during and after the race and special attention has been given to the correct use and placing of jackstays and static clipping points".

5.4. Sail Numbers.

5.4.1. Competitors must have either a valid national sail number or recognised class number. (World Sailing and JCH rules). Further they must comply with Rule 77 and Appendix G of the racing rules in respect of displaying these numbers on the mainsail and spinnaker.

5.4.2. Where class insignia and numbers or national numbers cannot, or the owner does not wish them to be for reasons of authentic appearance, be displayed on the sails as per Appendix G the entrant may apply for an exemption provided that the relevant identification laid out in Appendix G is displayed elsewhere on the yacht so as to be visible on both sides of the yacht in characters at least as high as those required on the sails. Such exemptions must be approved before the start of racing. This changes Rule 77.

5.4.3. Appendix G requires the height of letters to be no less than: 300mm for boats less than 8.5 m; 375mm for boats from 8.5 - 11 m; 450mm for boats over 11 metres. Sail numbers on an overlapping genoa greater than 130% are optional (not a requirement, this changes RRS Appendix G1.3(e)). If a boat is using a spinnaker with a different number, the organisers must be informed of that number before each race.

5.4.4. Boats without a national or class sail number must apply to their national authority for a number. For UK yachts application may be made to the RYA.

5.4.5. Sail numbers displayed elsewhere on the yacht must use black numbers on a white background. Failure to display numbers in accordance with Clause 4.4 will result in the boat being declared DNS - 'Did Not Start'. This changes rule A5.1

5.4.6. The requirements for Keel Inspections in WS rules (3.02.2/3/4) for Cat 3 races and above has been amended to come into force from Jan 1 2022 so are not applicable to this edition of the regatta.

6. ADVERTISING

The following are permitted:

- 6.1. Competitors may be required to display advertising banners and flags of the event's sponsors chosen by the organisers in accordance WS Regulation 20.
- 6.2. One sailmaker's mark per sail and one builder's mark on the hull may be displayed on both sides of the sail or hull and shall fit within a 150mm x 150mm square.
- 6.3. All such advertising must comply with World Sailing Regulation 20 – Advertising Code. Advertising must comply with World Sailing Regulation 20 – Advertising Code
- 6.4. Advertising of any other kind shall only be allowed be with the express approval of the Organisers.

7. ELIGIBILITY

7.1. The events are open to Classic yachts of the classes defined below:

Class 1: Yachts designed before December 31st 1968 which are maintained to their original design without any significant changes. (Yachts built in a limited series are eligible, but those built in an industrial scale series are excluded from Class 1, but are eligible in Class 3.)

Class 2: Yachts as per Class 1, but which have had significant changes made to their original design and/or materials. Replicas built to an original design created before December 31st 1968 are also eligible in Class 2.

Note: In both Classes 1 and 2, changes in the material of spars, hull, ballast and major changes in the sail plan are considered as significant changes.

Class 3: Yachts designed between December 31st, 1968 and December 31st, 1974 built as a one-off or in series production and yachts designed before December 31st 1974 built in an industrial series.

Yachts designed after December 31st 1974 whose design and build, including hull, spars, rig, sails, etc., are considered equivalent to pre-1969 classic yachts may be eligible in Class 3.

All yachts potentially eligible for class 3 must be of a classic design approved by the organisers and each individual yacht is subject to acceptance by them. The number of series production yachts first launched after December 31st 1974 may be limited by the regatta organisers.

“Grandfather Rule”: As the design date cut-off for Class 3 has been changed from the end of 1976 to 1974 since the 2015 regatta, any yacht designed between these dates that has previously competed in the Classic Channel Regatta prior to 2017 may be accepted by the race committee.

Class 4: Any yacht eligible in classes 1-3 with any material other than wood, aluminium or steel for spars (apart from topmasts) will sail in class 4 regardless of year of design. Also 'spirit of tradition' yachts with classic appearance above the waterline, but modern hull profile below the waterline with fin keel and separate rudder will sail in Class 4, subject to acceptance by the organisers.

Yachts with sails which fall into the JCH Type 3 definition may be put into Class 4.

7.2. Classes may be amalgamated or divided into groups according to the number of yachts entered in each.

7.3. The minimum length on deck for the inshore races at Dartmouth is 5.4 metres. The minimum length on deck acceptable for the The Premier Noss on Dart Classic Passage Race is 7.5 metres. Notwithstanding this LOD restriction some yachts which have an LOD of less than 7.5 metres but an LWL of greater than 6.5 metres may be eligible subject to the sole approval of the Race Organisers who may take into account such things as sail plan and engine capacity. All yachts regardless of size must comply with 2020-2021 World Sailing offshore special regulations for the category of any race entered regardless of size. The complete eligibility rules are available at the Classic Channel Regatta website (www.classic-channel-regatta.eu)

8. AIS

8.1. For The Premier Noss on Dart Classic Passage Race, an AIS (Automatic Identification System) transponder conforming to WS OSR 3.29.13 is mandatory.

8.2. Competitors shall ensure the name of the boat and not just the MMSI number is transmitted. A display unit capable of displaying received transmissions shall also be fitted. The Transmitter shall be switched on for the duration of the race and programmed to transmit at least once every 5 minutes. If a boat retires it shall keep its AIS switched on until it reaches a safe port or anchorage and the Race Committee have been informed of the retirement.

Note: Any boats without AIS wishing to sail to Fowey can cruise there directly and independently. They will not be governed by this Notice of Race and do so entirely at their own risk.

9. AUTHORITY FOR ELIGIBILITY AND HANDICAP

9.1. The Organising Authority shall determine the eligibility of any yacht for the Regatta as a whole or for a particular class. Its decision is final.

9.2. The JCH Classic Handicap committee decision on JCH handicap numbers shall be final.

9.3. The Organising Authority may amend a JCH Handicap if it believes that the JCH Handicap does not fairly enable that yacht to race against others in its group.

10. ENTRY

10.1. Eligible yachts may pre-register via www.classic-channel-regatta.eu. Entry forms will be emailed to all pre-registered owners and these must be completed and returned, together with the required entry fee, via email or by post to the address below.

David Newman
Stileways
Clarks Barn Road, Loddiswell
Kingsbridge, Devon
TQ7 4EL
david@classic-channel-regatta.eu tel +44 7811 464748

11. SCHEDULE OF ENTRY AND RACING

11.1. Schedule : All hours are BST (UT+1).

Monday 5th July 2021

- 1200 to 1900: Collection of SI's and GI's at the RDYC Kingswear
- 1800: Briefing for the Dartmouth Classics at the RDYC Kingswear

Tuesday 6th July 2021

- 1100: First Warning Signal Dartmouth Classics "Salcombe Gin Races"

Wednesday 7th July 2021

- 1000: First Warning Signal Dartmouth Classics Race 3. "Salcombe Gin Start Bay Race".
- 1730: Prize giving at the RDYC (Please see General Instructions for further details)

Thursday 8th July 2021

- 1000: The Premier Noss on Dart Classic Passage Race. Briefing by VHF
- 1300: First Warning Signal The Premier Noss on Dart Classic Passage Race

Friday 9th July 2021

- 1830: Fowey Prize giving (Please see General Instructions for further details)

(Sailing Instructions can be downloaded on the web site or can be collected from the RDYC on the 5th July.

12. FEES

	Dartmouth Classics	The Premier Noss on Dart Classic Passage Race	Both
BOATS < 9M	£25.00	£15.00	£40.00
BOATS 9 - 11.99M	£30.00	£20.00	£50.00
BOATS 12 - 16.99M	£35.00	£25.00	£60.00
BOATS > 17M	£40.00	£30.00	£70.00

13. COURSES

13.1. For The Dartmouth Classics: courses will be set around both fixed and specially laid marks in Start Bay and /or Torbay between Start Point and the Orestone.

13.2. For the The Premier Noss on Dart Classic Passage Race: a course will be set, starting off Dartmouth and finishing at or near Fowey. A variety of marks may be included to adjust the length of this course up to 100 nm.

14.

SCORING

14.1. The JCH handicap system will apply to all races.

14.2. Separate scoring will be done for each group except where groups have been amalgamated.

14.3. Scoring will be done for each race: The Dartmouth Classics & The Premier Noss on Dart Classic Passage Race. An overall scoring system will be put in place for the complete regatta. This may be modified for the purposes of allocating overall prizes.

15.

RESPONSIBILITY & RISK STATEMENT

15.1. RRS Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

15.2. Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.
- (h) They are aware that on a boat without guardrails or which does not fully meet the World Sailing relevant safety regulation there is additional risk which should be considered in connection with RRS 4 above.
- (i) The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge who must ensure that the yacht is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. They must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. They must ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. They shall also nominate a person to take over the responsibilities of the Person in Charge in the event of their incapacitation.
- (j) The boat is required to hold adequate insurance and in particular to hold insurance against third party claims for a minimum of £3,000,000 or equivalent.
- (k) The Classic Channel Regatta Ltd (CCR) will not be liable to registrants (Skippers and Crews) for any liability, claim, loss, costs, damage, death, personal injury or additional expenditure which they may incur in relation to this event due to the COVID-19 pandemic. It is for each Skipper entering and each member of their crew to decide whether or not to travel to participate in the event and to obtain information on, and to comply with, all national and local regulations and restrictions imposed by reason of the pandemic relating to such travel and participation.

- (l) During these events the Skipper is entirely responsible for their own COVID safety and for the COVID safety of anyone else having anything to do with the vessel onboard and/or whilst they are participating in any activity ashore organised by the CCR Ltd. Nothing in any Entry Form, Notice of Race, Sailing or General Instructions reduces this responsibility. It is for each Skipper and each Crew Member to decide whether to take part in the event. By entering, the Skipper confirms that they and their Crew understand their responsibility to keep themselves Covid secure and to comply with the prevailing regulations and recommendations (particularly from the RYA) which the CCR Ltd may promulgate before or during the Regatta.

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