

# 2004 BRITISH INTERNATIONAL 420 CLASS OPEN REGATTA #3

1, 2, & 3 May 2004

Royal Plymouth Corinthian Yacht Club

## SUPPLEMENTARY SAILING INSTRUCTIONS

*These Supplementary Sailing Instructions should be read in conjunction with the main Sailing Instructions for the Regatta Series. The same paragraph numbering is used for ease of reference.*

### 3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board, located at the beachmaster's hut

### 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the mast outside the beachmaster's hut.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signal AP.
- 5.3 No boat shall leave the shore until the class flag is displayed with two sound signals. Competitors may tally out (see SI 18.2) before the class flag is displayed. The warning signal will be made not less than 45 minutes after this signal, or not before the scheduled time, whichever is later.

### 6 SCHEDULE OF RACES

- 6.1 A total of 8 races are scheduled as follows:

Date	Time of warning signal of first race
Saturday 1 May	11:25
Sunday 2 May	09:25
Monday 3 May	09:25

- 6.3 There will be a maximum of 4 races per day.
- 6.4 Subsequent races on each day will start as soon as possible after the finish of the previous race.
- 6.5 On Monday 3 May no warning signal will be made after 12:25.

### 8 RACING AREA

- 8.1 The racing area will be south of Plymouth Breakwater. At the discretion of the race committee the race area may be moved inside (north) of the Breakwater.

### 10 MARKS

- 10.1 Marks 1, 2, and 5 will be yellow cylinders, and gate marks 3a, 3b, 4a, and 4b will be orange cylinders.
- 10.2 Starting marks will be a race committee vessel (including any attached boats or buoys), and a dan-buoy with an orange flag.
- 10.3 Finishing marks will be a race committee vessel and a dan-buoy with a blue flag.

### 18 SAFETY REGULATIONS

- 18.2 (a) Tally control will be located at the beachmaster's hut.
- 18.3 Competitor's shall comply with The Dockyard Port of Plymouth Order 1999 (See attachment to these sailing instructions).

# THE ROYAL PLYMOUTH CORINTHIAN YACHT CLUB

## Local Amendments.

### The Dockyard Port of Plymouth Order 1999

This is a summary of the DPPO, which will be explained in more detail at the Official Briefing for competitors. Reading this note is recommended but not mandatory, **however the contents of the DPPO are.**

Plymouth is a Naval and Commercial Port with a significant number of large shipping movements each weekday, with less at weekends. The DPPO applies to all vessels, including privately owned craft. It is a complex document with the full authority of Parliament. The DPPO contains regulations regarding safety, speed, anchoring, fishing, in fact anything to do with the maritime use of Plymouth Sound.

The main regulations, which we wish to bring to your attention, are those concerning the safe navigation of large vessels in a “Narrow Channel”. For the purposes of the DPPO, the whole of Plymouth Sound is a “Narrow Channel”. **LARGE VESSELS HAVE ABSOLUTE PRIORITY AT ALL TIMES.** Naval shipping, British and foreign, may be escorted by Ministry of Defence Police, but commercial shipping is usually unescorted, unless the Pilot Boat is in attendance.

The DPPO requires all private craft to keep at least 50 metres clear of any Naval vessel. Please remember that Naval vessels require a minimum speed of 8 knots to maintain steerage way and that forward visibility from the bridge of such vessels may be restricted. **Please do not attempt to pass ahead within 400 metres.** Some yachtsmen who have tried this have been prosecuted. The MOD Police have the same powers as “civilian” Police, including the power of arrest, so please comply with any requests.

Most Naval shipping enters and leaves Plymouth Sound via the Western Entrance and when proceeding to and from the Dockyard, uses Smeaton Pass. Commercial shipping uses both entrances to the Sound. The Brittany Ferries using Millbay Docks vary their approach from the Western Entrance, sometimes passing close to Drake’s Island. Daily-programmed shipping movements will be published on the Official Notice Board by 0900 each morning. **Please read them.**

For safety reasons (when racing is South of Plymouth Breakwater), we ask that all competitors normally proceed to and from the racing area via the EASTERN Entrance