

Babbacombe Corinthian Sailing Club

Sailing Instructions: Babbacombe Regatta, June 2026

Babbacombe Corinthian Sailing Club (hereafter, referred to as BCSC) is the organising authority for Babbacombe Regatta, June 2026

Racing will take place in Babbacombe Bay (50° 30' 56"N 003° 30' 13"W) with competing boats launching from and returning to the slipway on Oddicombe Beach, in front of the BCSC Clubhouse. Courses will be set before the start of each session, based on the known or forecast wind strength and direction. *For general information to contestants, the racecourse will normally be set between 0.25nm and 0.5nm from the slipway in the direction of the centre of the bay. Tidal range is between 4m and 5m and charted water depths are in the range 8-18m. High cliffs surround the bay in an arc from the SW to the NNW and the sailing area is open to the East. Prevailing wind direction is generally between SW and NW, leading to gusty conditions near the shore. Sailing may be prevented when the wind is from the East, due to excessive surf on the edge of Oddicombe Beach.*

Babbacombe Regatta 2026 will take place on Saturday, 13th June 2026 and Sunday, 14th June 2026

During the regatta, racing will be run under the Racing Rules of Sailing (2025-2028), published by the RYA. Rule 40 (personal flotation) will apply for all competitors in club racing at all times. However, no protest committee will be appointed, and Rules 60 to 73 do not apply. It is expected that all competitors will adhere to the *Corinthian Spirit* and avoid disputes.

Note: Rule 42 ("pumping") applies for all classes of dinghy entered

Safety

Risk Statement: Rule 4 of the Racing Rules of Sailing (hereafter referred to as RRoS) states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in BCSC events, 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 omissions. 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, safety boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities. f) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances. g) It is their responsibility to familiarise themselves with any risks specific to this venue drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held at the venue.

Helping Those in Danger: Every boat or competitor shall give all possible help to any person or vessel in danger. (RRoS Rule 1.1)

Boat Buoyancy: It is the responsibility of the owner or person in charge to ensure that a boat complies with her Class buoyancy rules, if applicable.

Personal Flotation Device: Personal flotation device adequate for the conditions shall be worn by all dinghy crew whilst taking part in any race, or other activity, organised by BCSC. The Race Officer will disqualify without a hearing any boat for any such infringement while racing. Each crew member is

individually responsible for wearing personal flotation devices adequate for the conditions. All crew members shall wear adequate personal

Safety Boats: BCSC maintains a fleet of three power boats (two RIB types and one other) which are manned by volunteers to provide safety cover during club activities. One boat is generally used for race control and is anchored at one end of the start line. This boat is equipped to carry out safety boat functions, if required, but will normally not react to incidents unless another safety boat is unable to respond. The other two RIB type boats act as roving patrol boats. It should be noted that provision of the full complement of safety boats depends on availability of enough volunteers to man them, but under club operating rules, a minimum of two power boats must be on the water, at all times, during events. From the warning signal for the first race, the coxswains of safety boats will be under the direction of the Race Officer and will move to suitable positions to keep the racing area under surveillance, and to assist boats as required. Whilst aware of RRoS Rule 41 (Outside Help), the coxswain of any boat may, in the interests of safety, order a competitor to retire, or any crew member to come aboard the safety boat. The decision to salvage a disabled boat if other crews may be in danger is at the sole discretion of the coxswain.

Oddicombe Beach and Foreshore: BCSC conducts sailing and racing activities from the foreshore at Oddicombe Beach. The club shares this area with members of the public, and it is often busy with beach users, children, pets, swimmers, kayakers, and paddleboarders. Some may be using hired craft and may have limited experience. Competitors must therefore take great care to avoid causing injury to others on the beach or near the shoreline. During the summer months, local byelaws require a line of yellow 5-knot limit buoys to be installed to restrict power boat movements and protect swimmers. Competitors should be aware that swimmers and paddle craft may also be present outside these markers. All boat movements on the foreshore and slipway must be directed by the club Beachmaster, and all instructions must be followed.

CONDITIONS OF ENTRY

Eligibility: Entry to the Babbacombe Dinghy Regatta is open to all members of Babbacombe Corinthian Sailing Club and to members of other RYA Affiliated sailing clubs. All entrants must complete and submit (either by electronic form or hard copy) the entry form available on the club website and pay all relevant fees required. Boats belonging to members of BCSC may only compete if all relevant club parking and sailing fees have been paid for the current year.

Number of entries: A minimum of two boats shall start within 5 minutes of their start signal for a race to scored as a race.

Entry and Declarations: All entrants must complete and submit (either by electronic form or hard copy) the entry form available on the club website and pay all relevant fees required, before 13:00 on Saturday, 13th June 2026. By participating in a race conducted under these racing rules, each competitor and boat owner agrees to be governed by the Rules; to accept the penalties imposed and other action taken under the Rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the Rules; and with respect to such determination, not to resort to any court or other tribunal not provided by the Rules. If a competitor has not so complied, or does not intend to finish, the competitor shall notify the Race Officer or a coxswain as soon as possible.

Insurance: A competing boat must be covered by adequate insurance including in particular insurance against third party claims in the sum of at least £5million. By entering for the race, the owner or person in charge declares that the boat is covered by such valid and current insurance.

COURSE INSTRUCTIONS

The course for each race will be as given in the Notice of Race: 199th Babbacombe Dinghy Regatta or, otherwise, notified to competitors in the pre-race briefing. All course marks listed in the course description must be rounded in the manner specified. Courses may be amended if weather or sea conditions are found to be different from those expected prior to launching, provided that each competitor is advised before the warning signal. Course marks will comprise Yellow spherical buoys of approximately one metre diameter and numbered 1, 2, 3 (or 4). Starting and finishing lines, unless otherwise indicated in a Notice to Competitors, will be set between the downwind mark and an orange flag hoisted on the committee boat. Boats must pass between these marks to start the race and must pass the final mark and cross this same line to finish.












Boats that are not racing or have completed the race must not impede the proper course of any other boat that is competing in the race. Competitors that have completed the race will be requested to sail away from the finish line area.

RACE SIGNALS

Visual signals will be made by the display of flags from the committee boat and may be relayed from a safety boat, if competitors appear to be too far away from the committee boat to realistically have sight of signals. Visual signals will be accompanied by a sound signal at time of hoisting or removal. A red or green flag will be displayed above the orange flag to indicate if the race is to be sailed as port or starboard course.

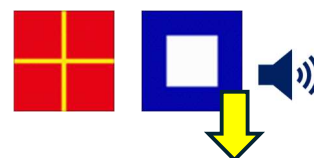
All races are conducted as mixed fleet races and no individual class races will be conducted. Flag R will be hoisted at the beginning of the start timing sequence ("Class Flag") and lowered to signal start of the race. Flag P will be used as Preparatory Signal.

The start sequence will normally be, as below. If an alternative sequence is used, this will be notified to contestants in the pre-race briefing

5 Minutes Before Start	Class Flag (R = Mixed Fleet)				
4 Minutes Before Start	Class Flag + Preparatory Flag				
3 Minutes Before Start	No Change				
2 Minutes Before Start	No Change				

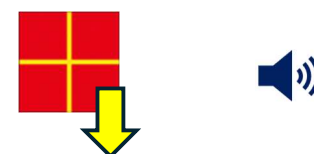
1 Minute Before Start

Preparatory Flag **Down**



Start

Class Flag **Down**



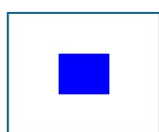
Sound signals to accompany flags will be made with either a horn (if the committee boat is so equipped), a manual hooter or a loud whistle. Competitors are advised that times shall be taken from the visual signals and absence of a sound signal shall be disregarded.

When a boat crosses the finish line, the committee boat will signal completion of the race by a short sound signal.

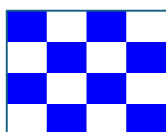
Flag S will be hoisted to signal a shortening of the course. This will normally take place if there is insufficient wind to complete the race in the expected time and the race is shortened by one or more laps.

Flag X (Individual recall) will be hoisted at the start if a competitor is deemed to be on the wrong side of the line at the start. The offending boat will be hailed by the committee boat.

Flag N will be hoisted after the final race of the session to indicate that racing is finished for the day, and competitors are requested to return to shore.



S



N



X

Scoring and Handicapping

The low points system will be used. After adjustment for class handicap, the times of completion of the race will be used to determine the place of that contestant. As an example, the winning boat will be allocated a score of 1; the second boat will be allocated a score of 2; If two, or more boats have identical adjusted finish times, all will be allocated an equal score and the next boat afterwards will be allocated a score of 1 greater than if these boats had finished consecutively.

Handicapping will be based on the Portsmouth Yardstick tables, as published by the RYA in February 2026. If a competitor boat cannot be found in these tables, the race officer will use the best available information to allocate a handicap and this will be notified to the contestant. The contestant may appeal this handicap within 24 hours of the publication of the scores for the event, but the race officers decision will be final in this event.

Abandonment

If no boat has crossed the start line 15 minutes after the start signal, the race will be abandoned and no scores will be recorded.

Unless competing in a pursuit race or unless competitors are notified otherwise during the pre-race briefing, any boat that has not crossed the finish line within 45 minutes of the start signal will be scored as DNF. In this case, the last completed lap time and number of completed laps will be recorded for this boat.

If any boat retires from the race before completing the final lap it will be recorded as RET. In this case the last completed lap time and number of completed laps will be recorded for this boat

Penalties and Infringement of Rules

Babbacombe Corinthian SC wishes that contestants compete in the Corinthian Spirit. No protests will be accepted and the parties involved are requested to resolve their differences informally.

If a contestant boat touches a race mark after the start signal a single turn penalty will be imposed. This may be taken at any point prior to crossing the finishing line. Contestants may not impede or interfere with another boats proper course whilst taking a penalty.

If a competitor infringes the rules in Part B: When Boats Meet, that competitor will normally be expected to accept a two-turn penalty. However, if significant damage or injury results from such infringement the competitor is disqualified and is required to retire from the race.

If any contestant boat comes into contact with the committee boat, that contestant will be disqualified and required to retire from the race.

N. D Mander

(Vice Commodore, BCSC)

