



ROYAL WESTERN
YACHT CLUB OF ENGLAND

allspars

== masts & rigging ==

FINAL FLING
DINGHY REGATTA
17TH & 18TH OCTOBER 2026

**Organising Authority: Royal Western Yacht Club of
England Ltd., Plymouth UK**

Sailing Instructions (SI's)

Abbreviations

RWYC : Royal Western YC.

RRS: Racing Rules of Sailing

RC: Race Committee

ONB: Official Notice Board

NoR: Notice of Race

SI: Sailing Instructions

WS: World Sailing

In this document the notation in a rule:

[NP] means that a boat may not protest another boat for breaking that rule. This changes RRS 60

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing. This changes RRS 63.1

1 RULES

- 1.1 See NoR 2.1-2.5

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted 2 hours before the first warning signal on Saturday 17th October and before 0800 on Sunday 18th October, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes may also be posted on the event WhatsApp Group which will form an unofficial noticeboard. Failure to post notices to the WhatsApp group will not be grounds for redress under RRS 61.1(a).

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to Competitors will be displayed on ONB on the Official Regatta Website at: <https://www.rwyc.org/race/final-fling-dinghy-regatta-2026/>
- 3.2 Notices may also be posted on the event WhatsApp Group which will form an unofficial noticeboard. Failure to post notices to the WhatsApp group will not be grounds for redress under RRS 61.1(a).

4. CODE OF CONDUCT

- 4.1 [DP] Competitors shall comply with reasonable requests from race officials, especially with reference to any naval or shipping movements affecting the race area.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the RWYC Flagstaff.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. This changes the meaning of Flag AP in RRS.
- 5.3 [SP] [NP] Flag D displayed ashore with one sound means : Boats shall not leave the shore, until this signal is displayed. The warning signal will not be made before the scheduled time, or not less than 30 minutes, after flag D is displayed.

6. SCHEDULE

6.1




DATE	TIME	ACTIVITY
Saturday 17 th October	0900 – 11.00	Registration
	1100	Briefing
	12.55	First warning signal first race of the day. Two races followed by one long distance race scheduled.
	1800	Prize giving and happy hour
Sunday 18 th October	10.25	First warning signal first race of the day. Two races followed by one long distance race scheduled.
	After 1600	Prize giving at RWYC after completion of final race.

6.2 For all classes 3 races are scheduled each day.

6.3 On Saturday 17th October, no warning signal will be made after 1700 and on Sunday 18th October, no warning signal will be made after 1500.

7. CLASS FLAGS

7.1 The fleet will be split into Fast, Medium and Slow Handicap classes based on Portsmouth Yardstick Handicaps, and dependent upon the number of entries. The splits will be posted on the ONB and also given on the Final Fling WhatsApp Group (unofficial notice board).

7.2 Class Flags will be G  for Fast Handicap, E  for Medium Handicap, and K  for Slow Handicap. Class starts may be combined.

7.3 The split between the three classes, as per SI 7.1, will also be announced at the briefing on Saturday morning at 1100.

7.4 Each class will start in accordance with RRS 26.

8. RACING AREA

8.1 Racing will take place in Plymouth Sound and approaches.

8.2 The Committee boat will be Fulmar, a white motor launch.

9. COURSES

- 9.1 No later than the warning signal for the respective class, the RC will designate the course (eg. IW2 or OW2) for each Class, by displaying it on the side of the Committee Vessel with the relevant Class Flag board.
- 9.2 Courses will use laid inflatable marks, except the Round the Cans (RTC) or long distance races may incorporate some harbour fixed marks, see Appendix B
- 9.3 The first two races of each day will be trapezoid courses with a beat to finish as per WS “**IW**” or “**OW**”, see Appendix A.
- 9.4 The Fast Handicap Fleet will always sail the outer loop – i.e course “**OW**”
- 9.5 The Medium and Slow Handicap Fleet will always sail the inner loop – i.e.course” **IW**”
- 9.6 The 3rd Race of each day **may** be a long-distance race.
- 9.6.1 Where the course is RTC, the marks to be used will be those within Appendix B. The marks to be used will be indicated by lettered boards displayed on the Committee Vessel. The lettered boards refer to various buoys as listed in Appendix B. The letters will be white on a **RED** or **GREEN** background, indicating **PORT** or **STARBOARD** hand respectively. The boards are to be read from left to right.
- 9.6.2 Where the course will be around Plymouth Breakwater, this will be designated using orange* digital letters on a black board spelling out “Br” and will be followed with a **RED** or **GREEN** board representing **PORT** or **STARBOARD** hand respectively. Where an inflatable mark is to be laid as part of the course, this will be displayed on the same board with the letter “A” followed with a **RED** or **GREEN** board representing **PORT** or **STARBOARD** hand respectively. The boards are to be read from left to right. The inflatable mark will be a yellow Cylindrical Buoy.
- 9.6.3 The finish for the long-distance races will be on the club line as described in SI 14.2.2 and Appendix E & F

10. MARKS

MARK	TYPE/SHAPE	COLOUR
1	PILLAR	ORANGE
2	PILLAR	ORANGE
3S & 3P	TETRAHEDRAL	YELLOW
4S & 4P	PILLAR	YELLOW /MDL/QAB
5	PILLAR	ORANGE
Starting mark port end	DAN BUOY	ORANGE FLAG

Starting mark stbd. end	COMM VESSEL	FULMAR
Finishing mark port end	DAN BUOY	BLUE FLAG
Finishing mark stbd. end	Comm Vessel	Fulmar

11. OBSTRUCTIONS

- 11.1 Boats, whilst sailing to and from the racing area, after leaving Mount Batten slipway, should exercise extreme caution when sailing through the Mooring Areas (as shown in Appendix C) located north of Mountbatten peninsula and south of the Plym navigation channel.
- 11.2 Whilst racing, boats are prohibited from entering the Controlled Mooring Area located north of Mountbatten peninsula and south of the Plym navigation channel. Boats must remain north of a line extending from the westerly mooring buoy positioned on the south side of the Plym navigation channel, east through each mooring buoy on the northern boundary of the Controlled Mooring Area and west of a line extending from the most westerly mooring buoy on the south side of the Plym navigation channel due south to the Mountbatten peninsula. The prohibited area defined above ranks as an obstruction to sea room under RRS. See Appendix C
- 11.2 Shipping traffic routes in Cattewater and Plymouth Sound see Appx. C
Moving Exclusion Zone as established for large tidally constrained warships, auxiliaries and support vessels – see Appx. D and NoR 2.2

12. THE START

- 12.1 The start line will be between the mast displaying an orange flag on the Committee Vessel and the outer distance mark on the port side, a dan buoy with an orange flag.
- 12.2 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed on the committee boat mast with one sound signal 5 minutes before the first warning signal is made.
- 12.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other classes.
- 12.4 The first start will be Fast Handicap (Flag G) and the second start will be Medium Handicap (Flag E), and Slow Handicap (Flag K).
- 12.5 The first warning signal is scheduled to be given at 12.55 Saturday and 10.25 Sunday. Following races will start as soon as practically possible after the completion of the preceding race.
- 12.6 There will be at least 1 minute between each class sequence.
- 12.7 Any boat that has not started within 4 minutes of her starting signal shall be scored DNS.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 While boats are racing, the RC may change a leg of the course as per RRS 33.
- 13.2 Mark moves of less than 100m, may be made without signalling the change, this changes RRS 33.
- 13.3 When Flag "F" is displayed with repeated sound signals at the gate (3s/3p or 4s/4p) boats shall proceed directly to mark 5 and then to the finish.

14.1 THE FINISH

14.1 SATURDAY / SUNDAY SHORT RACES

14.1.1 The finish line will be between a staff displaying a blue flag on the Committee Vessel and the outer distance mark on the port side, **a dan buoy with blue flag**

14.1.2 After crossing the finish line all boats must sail off the racing area and not return until the last boat has finished the race.

14.2 SATURDAY/ SUNDAY LONG DISTANCE RACES

14.2.1 Each boat will sail the course and finish on the club line.

14.2.2 A boat shall finish on the RWYC line by sailing across an extension of a transit from the RWYC flag mast and a yellow and black striped transit staff on the shore below it in the direction from the last mark. The outer distance limit of the line will be the yacht mooring buoys on the south side of the main Cattewater channel. See **Appendix E & F**

15 PENALTY SYSTEM

M,

- 15.1 RRS Rule 40.1 (wearing of PFD's) applies at all times whilst afloat.
- 15.2 RRS Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 15.3 The Exoneration Penalty and RYA Arbitration of the RYA Rules Disputes Procedures will be available. This procedure can be seen on the RYA website (<https://www.rya.org.uk/racing/rules/rules-disputes>) and will be posted on the Notice Board. The Exoneration Penalty will be a 30 % placing penalty with a minimum of three places but not greater than DNF and will be scored DPI. The Arbitration Penalty will be the same as the Exoneration Penalty, scored DPI. Scores of other boats will not be adjusted. This changes rules 63.1 and A5."

16. TIME LIMITS AND TARGET TIMES

- 16.1 The Finishing Window is 30 minutes after the first boat to finish, but that time may be extended at the discretion of the RC at any time after the warning signal or during the race.
- 16.2 Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, may be scored Time Limit Expired (TLE) without a hearing.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Hearing request forms are available from the Regatta Office in the Royal Western Yacht Club. Protests and requests for redress or reopening shall be delivered to the regatta office within the appropriate protest time limit.
- 17.2 The protest time limit is 60 minutes after the last boat has finished the last race of that day or 60 minutes after the time that the race committee signals no more racing today.
- 17.3 Notices will be posted on the ONB no later than 30 minutes after the protest time limit ends to inform competitors of hearings in which they are parties or named as witnesses. All parties to a hearing must assemble at the appointed time.
- 17.4 Notice of a hearing posted on the ONB will be adequate notice to competitors. The notice of a hearing may also be repeated on the WhatsApp Group (unofficial notice board). This changes RRS 63.2
- 17.5 Notices of protests by the race committee or protest committee will be posted on the ONB to inform boats under RRS 61.1(b)

18. SCORING

- 18.1 Two races are required to be completed to constitute a series.
- 18.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 18.3 When 5 or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 18.4 The score for Time Limit Expired (TLE) will be equal to the number of finishers plus one. If more than one boat is to be scored TLE, they will each receive the same score. This changes RRS 35, A5.1, A5.2 and A10."
- 18.5 Event overall winner from all the fleets to be decided by counting "MOST 1sts", tiebreak will be lowest overall score incl. discard

19. SAFETY REGULATIONS

- 19.1 A tally system will be used to ensure the safety of competitors who should note that safety boats may not be released from duty until all the boats have tallied off correctly.
- 19.2 Tally procedure:

19.2.1 The tally control points to check-out and check-in competitors will be located at the top of the slipway at QAB and MBC.

19.2.2 Each boat will be allocated a tally number at registration.

19.2.3 Prior to leaving the shore, each competitor (helm & crew) shall collect their wristbands corresponding to their tally number from the tally board and place them around their wrists, so that they are visible without needing to remove/lift any layers of clothing.

19.2.4 When returning from racing at the end of the day, competitors shall return their wristbands back on the tally board as soon as possible but within 15 minutes after the last boat returns to shore.

19.2.5 All tally board actions shall be done by the helm/crew of the relevant boat only.

19.2.6 A boat that retires from a race shall, if possible, notify a RC vessel before leaving the racing area and on returning to shore, shall immediately tally off in accordance with SI 20.4

20, 21, 22,23 24, 25, 26, 27, 28 – NOT USED

29. PRIZES

29.1 As per NoR 16

30. RISK STATEMENT

30.1 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.” 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 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, 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.

31. INSURANCE

30.1 As per NoR

FURTHER INFORMATION

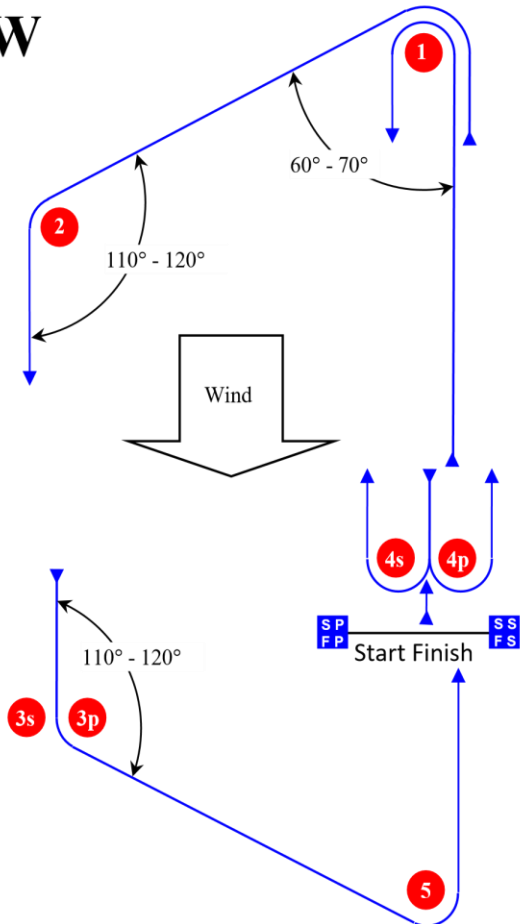
The Regatta Office can be contacted by e-mail as follows:

jerry.lock@gmail.com

APPENDIX A: COURSE DIAGRAMS

Course Illustration – Trapezoid with beat to finish - signal boat for start/finish

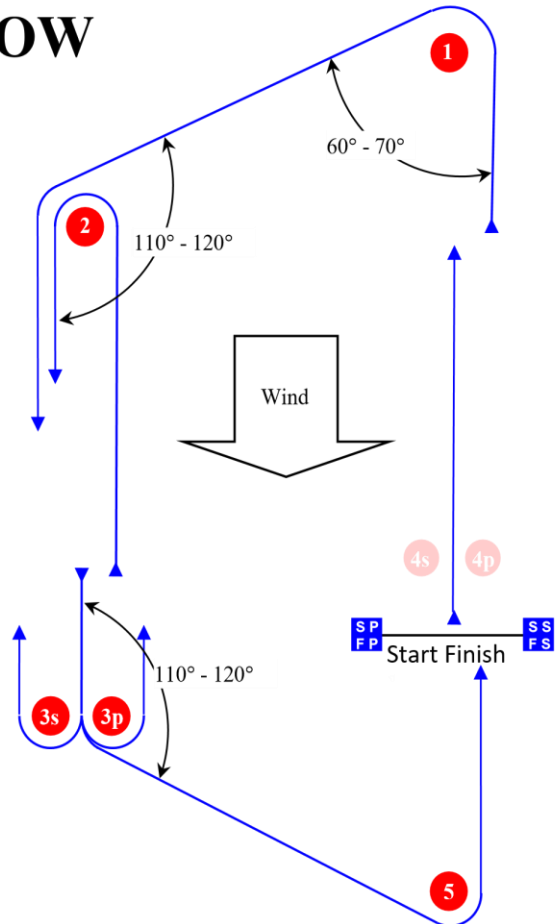
IW



Course: Inner Trapezoid with beat to finish

Signal	Mark Rounding Order
IW1	Start – 1 – 2 – 3p – 5 – Finish
IW2	Start – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish
IW3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish
IW4	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish

OW

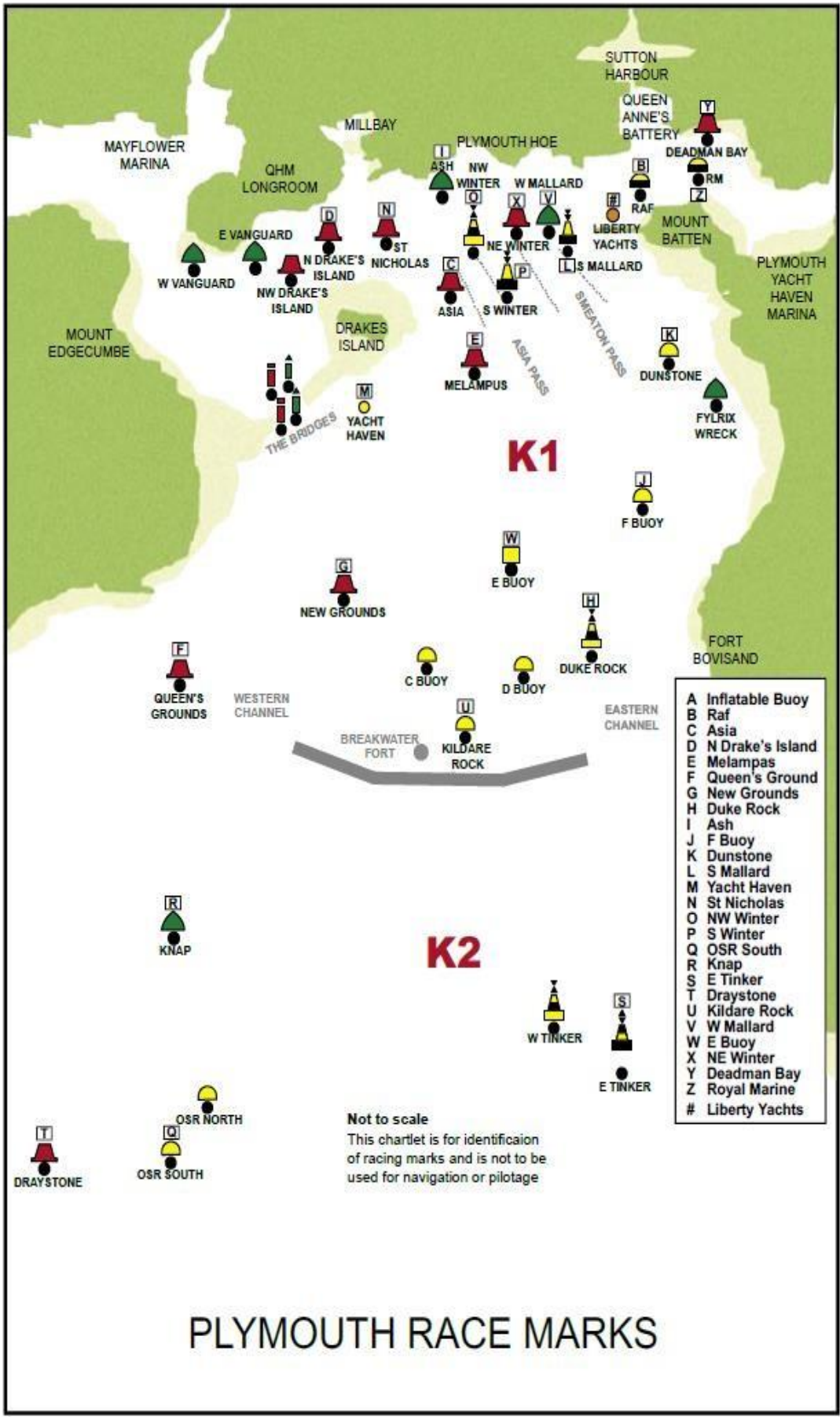


Course: Outer Trapezoid with beat to finish

Signal	Mark Rounding Order
OW2	Start – 1 – 2 – 3s/3p – 2 – 3p – 5 – Finish
OW3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish
OW4	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish

Mark	Description
1 2	
3s 3p	
4s 4p	
5	
SS	Starting mark starboard end
SP	Starting mark port end
FS	Finishing mark starboard end
FP	Finishing mark port end

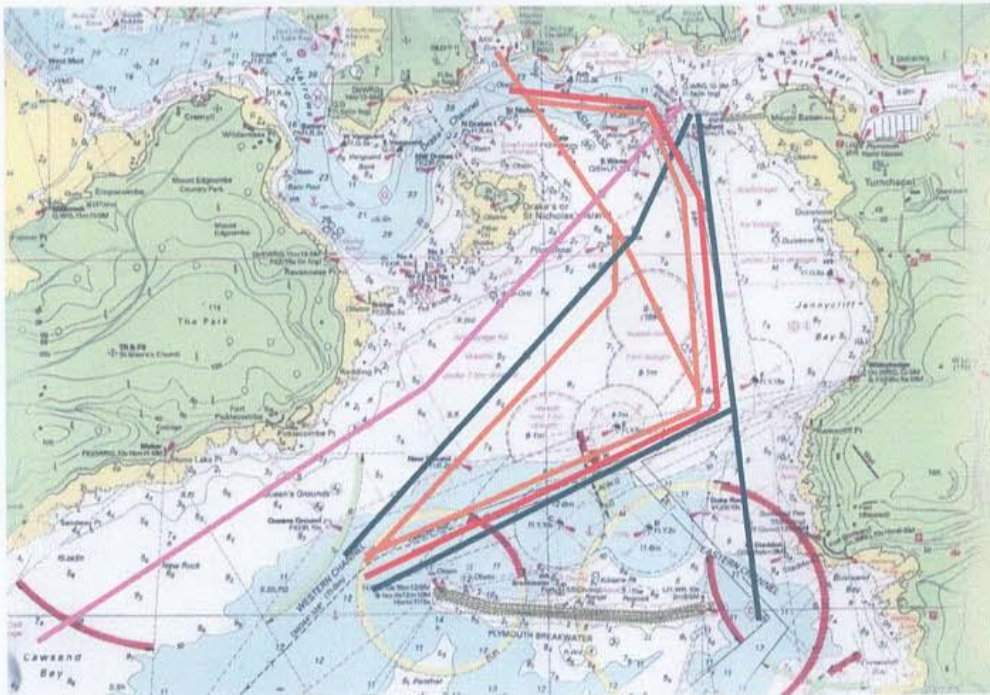
APPENDIX B – PLYMOUTH SOUND FIXED MARKS



APPENDIX C – CATTEWATER MOORINGS & SHIPPING ROUTES



Barbican ferry — Shipping route — Cattewater Harbour boundaries & speed limits —



Possible traffic routes across the Sound:
 Cawsand ferry — Cattewater commercial — Brittany ferry — Naval —

APPENDIX D - Moving Exclusion Zone for designated vessels

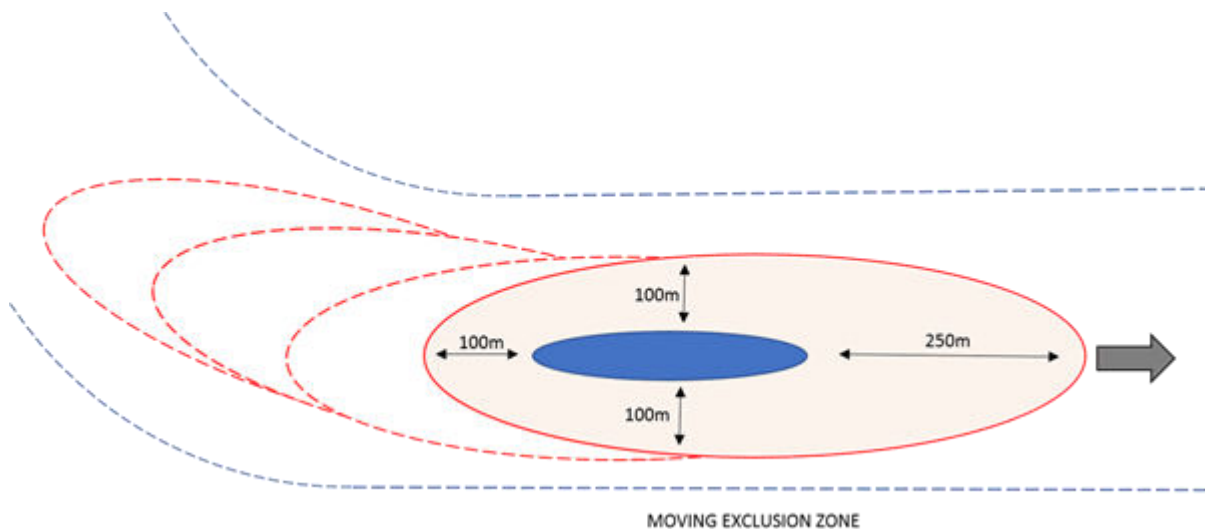
KING'S HARBOUR MASTER PLYMOUTH

LNTM 012/24 PLYMOUTH LOCAL NOTICE TO MARINERS 012/24

GENERAL DIRECTION

MOVING EXCLUSION ZONES (MEZ) FOR DESIGNATED VESSELS

1. This notice is a General Direction from the King's Harbour Master Plymouth (KHM) pursuant to the Dockyard Port of Plymouth Order 2020.
2. The Dockyard Port of Plymouth Order 2020 includes the provision for KHM to establish a moving exclusion zone (MEZ) around specified vessels for the protection of that vessel and to ensure its safe passage.
3. A MEZ can be established for large tidally constrained warships, auxiliaries and support vessels and all submarine movements within the Dockyard Port. The exclusion zone will extend 250m ahead of and 100m abeam and astern of the vessel.

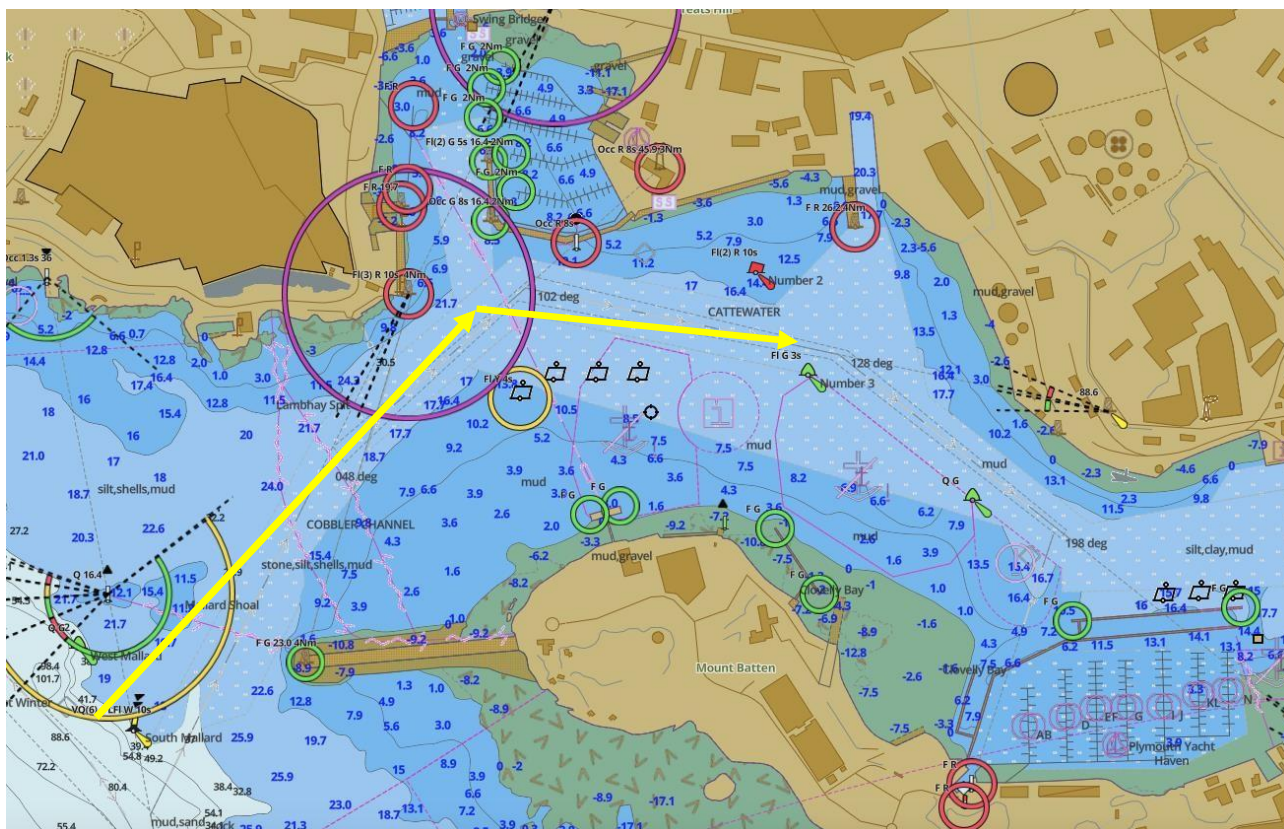


4. With the exception of submarines, a vessel to which a MEZ applies shall display:
 - a. Between sunrise and sunset, two black diamond shapes vertically disposed.
 - b. Between sunset and sunrise, in restricted visibility and at other times when deemed necessary, two all-round flashing red lights at the masthead horizontally disposed. If a vessel is not fitted with these lights, 3 all-round red lights vertically disposed may be displayed in their place.
5. For a submarine movement the presence of the MEZ will be indicated by the escorting tugs displaying:
 - a. A black cylinder by day.
 - b. 3 all-round red lights vertically disposed by night or in restricted visibility.
6. When a MEZ is in effect:
 - a. The zone must not be entered by any vessel underway with the exception of MoD vessels and vessels supporting the move.
 - b. Any vessel alongside, at anchor, at a buoy or mooring within the MEZ shall not get underway until the entitled vessel/submarine has passed.

Monday 01 Jan 2024

R Giles, King's Harbour Master, Plymouth

APPENDIX E – RWYC FINISH LINE



Club Line Finish: A boat shall finish on the RWYC line by sailing in an easterly direction across an extension of a transit from the RWYC flag mast and a yellow and black striped transit staff on the shore below it in the direction from the last mark. The outer distance limit of the line will be the yacht mooring buoys on the south side of the main Cattewater channel, which form an obstruction under RRS, see SI 11.2

APPENDIX F – RWYC START / FINISH LINE

