

Brixham Heritage Regatta

Hosted by Brixham Yacht Club

www.brixhamheritageregatta.org.uk
david@brixhamheritageregatta.uk (Regatta Organiser)
linda@brixhamheritageregatta.uk (Regatta Secretary)

Regatta Instructions

Brixham Heritage Regatta, Sunday 24th May 2026, Torbay

REGISTRATION: 1700 - 1930 Saturday 23rd May.
This will take place in Brixham Yacht Club (BYC).
0930 Sunday 24th Late registration

SKIPPERS' BRIEFING: 10:00 Sunday 24th May at BYC.

BERTHING: Brixham Harbour Town Heritage pontoon (walk ashore), MDL pontoon (walk ashore) plus BYC visitors' pontoons (afloat). It is expected that Classics will be berthed on the Heritage pontoon, open to the public. Moorings also available, which will require your tender.

JUDGING

Boat specifications will be used by the Regatta officer to assist in judging the expertise and quality of individual sailing demonstrations by Heritage Regatta boats and to identify appropriate trophy awards.

Class I Sailing Trawlers/Large Vessels will proceed on a level basis.

All starters must have lodged a fully completed online entry form and paid entry fee by 10:00 hours Sunday 24th May, including signature, contact details and a declaration of adequate 3rd party insurance.

IDENTIFICATION

All entrants should indicate sail number or other identifier to regatta officer together with number of persons on board prior to the start by VHF radio. Regatta flags should be prominently displayed; these will be provided at Registration. Please sail past Battery Point starting hut prior to the first start time, so that your boat is identified and registered for sailing.

CLASSES & START

The objective is to pass between Battery Point and the start buoy at the time shown below for your class. Information on start times will be given over VHF Channel 8.

Warning Signal 5 minutes before Start time, for each Class

Note: Class designation is subject to types of boats entered.

Please check at Registration/Skippers' Briefing for your class.

<u>Time of Start</u>	<u>Description</u>	
1245, 1250	Sailing Trawlers/Large Vessels	Class 1
1305	Classic yachts 40' and over	Class 2
1310	Working Boats, Pilot cutters & Luggers	Class 3
1315	Small Working Boats	Class 3
1320	Junks	Class 4
1325	Classic Cruisers & Yachts under 40' (Gaff rig)	Class 5

1330	Cruisers & Yachts (Bermudan) Vessels over 30 yrs old, replicas Dinghies	Class 6
1630	End of Corinthian Sail in Company	

PARADE OF SAIL

All vessels should leave harbour in sufficient time to sail between harbour entrance and Battery Point Regatta mark, so that we provide an interesting spectacle for viewers ashore. Take care to leave sufficient room and to provide a reasonable fairway for other vessels entering and leaving Brixham Harbour. The recommendation is to pass through the outer harbour fairway from approximately 11:30 onwards. Entrants should pass near Battery Point and the start buoy prior to the class nominated start time in order to positively identify your vessel to the Regatta Officer.

REGATTA RULES

- ❑ Sailing will be organised in accordance with the intent of current Rules of Sailing and in particular with the International Regulations for Preventing Collisions at Sea.
- ❑ Class 1 vessels shall also comply with the Class One Rules annexed
- ❑ A starting procedure will be used (see Signals) to provide notice of required starting time for each class.
- ❑ Before and during the Regatta, vessels in Classes 2 to 6 shall give way to all Class 1 vessels at all times, maintaining a minimum distance of 100 metres. Infringement will result in disqualification from consideration of any awards.

SUPPORT VESSELS

Main vessel will be a RIB; personnel on board will assist in judging. Call sign designation will be advised at skippers' briefing.

COMMUNICATION

Channel 37 (M1) will be used for all harbour and berthing contact with the Regatta Bosun and/or Assistant Bosun.

Channel 8 will be used for all communications with Heritage Regatta Control and support boats during the Corinthian Sail in Company.

COURSE

There will be 1 triangular or circular course approximately 4 miles, to be rounded either to port or starboard, according to VHF instruction. Three rounds are planned. Courses will use marks as listed below, but the Regatta Officer may notify changes to the positions of these marks at the Skippers' Briefing if he considers that the weather or sea conditions warrant. It is likely that shorten course signals will be made to smaller boat classes as the Regatta proceeds, see instructions below.

Details of the course will be given at skippers' briefing.

Note that these positions and actual marks to be used are likely to change on the day and the exact locations will be advised by Regatta Control prior to the first regatta sailing start.

There will be three rounds, total of between 10 and 15 miles. However, the Regatta Officer may shorten course if appropriate – look out for 'S' board and class number on Battery Point and radio message (with 2 sound signals).

START LINE

Start line will be between the fixed mast at the Battery Point start hut and Battery Point Regatta mark. Vessels not started within 5 minutes of their designated time must keep clear of the start area. Vessels which fail to keep clear may be penalised.

FINISHING LINE

The finish line will be between the Battery Point Regatta buoy and Battery Point mast. Vessels shall proceed from the preceding Regatta mark directly to cross the finishing line and this may mean that vessels do not “round” the Regatta mark on which the finishing line is based

SIGNALS AND FLAGS

Various sound signals and flags or boards will be displayed at Battery Point, plus VHF messages in accordance with these instructions. It is intended to use horns for the main sound signals.

Note the special start sequence for Class 1. Key general points are as follows:

- **Standard Start Procedure**
 - ❑ **WARNING SIGNAL - Start minus 5 minutes** - sound signal/Class number board
 - ❑ **START – minus 1 minute**
 - ❑ **START – zero minutes** – sound signal/class number board removed/vhf message.
- **Class 1 Special start sequence**
 - ❑ The Order of Start will be determined at random and advised by VHF in good time. Vessels will be started from their designated start time
 - ❑ The standard start procedure will be implemented for all vessels
 - ❑ On the first vessel start, Class number board will be maintained in view. This is **Start minus 5 minutes** for the next vessel
 - ❑ **START – minus 1 minute**
 - ❑ **START – zero minutes** – sound signal and VHF message sent
 - ❑ This 5 minute sequence will be repeated until all Class 1 vessels have started
- **Course rounding**
 - ❑ green flag or board for clockwise (all marks to starboard)
 - ❑ red flag or board for counter clockwise (all marks to port)
- **Over line** - any boat over the line at the start, will be signaled by VHF message, with another sound signal. There will be no opportunity to return and re-cross the line. An expertise penalty will then be applied for “early starters”.
- **Postponement** – answering board (AP) (red and white) (2 sounds), VHF message followed by a delay. When ‘AP’ is removed (1 sound) and VHF message, the normal start procedure will commence 1 minute later.
- **Shorten course** – Board ‘S’ and class number board and 2 sound signals, plus VHF message – (note: this may occur near the end of any round at Battery Point or may occur near end of any leg).
- **Cancellation** – board or flag ‘N’ with appropriate Class number board and/or flag, or no board(s) flag if it applies to all classes (3 sounds) Also VHF cancellation message sent.

PROTESTS

It is to be hoped that protests will not be required and misunderstandings will be sorted amicably. In the event of a situation arising where a protest needs to be lodged (perhaps for insurance purposes), then the normal procedure will be followed in accordance with the Rules of Sailing. The vessel protesting should fly a red flag immediately. Any protests must be lodged in writing with the Regatta Officer by email or text, in accordance with Part 5 of the Rules of Sailing, within one hour of finishing the Regatta. The decision of the Regatta Officer (as appointed by the Brixham Heritage Sailing Committee) will be final.

TIME LIMIT

1630 hours is the intended time limit for boats of each Class to cross the Finish Line. Sailing will finish for all classes (in terms of judging results) at latest 1630 hours, when the Regatta Officers will return to Brixham Yacht Club.

PRIZES

Prizes and trophies will be awarded to those boats judged by the Regatta Officer and his team who have shown the best expertise and sailing skills during the afternoon's event.

Results will be announced at prizegiving at 1900 hours on Sunday 25th and will be posted on-line later. In addition to the perpetual trophies, there are a number of commemorative prizes and plaques presented for first, second and third place in each Class, and will be displayed at Prize Giving in BYC. Main trophies are as follows:

<u>Class</u>	<u>Boat Type</u>	<u>Trophy</u>
Class 1	Sailing Trawlers, Large Vessels 2nd	Brixham Torbay Royal Regatta 1911 Cup Brixham Heritage Festival & Carter Cup
Class 2	Classic yachts 40' and over	Brixham Heritage Festival Salver
Class 3	Working boats, Pilot cutters	Brixham Torbay Royal Regatta under 40 tons (Sloman Cup)
(a)	Luggers	Lugger half moulded trophy
(b)	Small working boats	Brixham Torbay Royal Regatta 1911 trophy
Class 4	Junk rigged boats	E G Martin Memorial Salver
Class 5	Classic Cruisers & Yachts under 40'	Alfred Wallace Memorial Trophy
Class 6	Bermudan Yachts over 30 years old	Brixham Torbay Royal Regatta August 1912

WINNING BRIXHAM TRAWLER

Torbay Royal Regatta King George V Perpetual Challenge Cup

CONCOURS D'ELEGANCE

Boats will be inspected alongside and on the water during Saturday and Sunday. Awards will be announced at prize giving on Sunday evening. Churchill trophy.

FASTEST VESSEL

In commemoration of the famous Brixham trawler "Ibex", who won 29 of the 33 races she entered and was awarded the winner's trophy in perpetuity, the vessel making the fastest lap of the course will be awarded the "Ibex Cup" with thanks to the friends and family of the former Harry and Daisey Upham.

CORONATION 2023 CHALLENGE CUP

This beautiful recently rediscovered 1913 trophy has been redesignated and will be awarded to the 'Best Newcomer' annually.

PASSAGE SAIL

If you are coming up from the west or from Dartmouth you might like to join this pre-regatta event. Please time your own start/finish from a point just to the west of the West Rock cardinal buoy. Please time your own finish as you come between the Fairway buoys leading into Brixham harbour and let us know at registration/skippers' briefing. Noss Marina Shield (over 30'); Pat Osbourne Tankard (under 30').

FURTHEST DISTANCE

The late Peter Blanchard reinstated the Brixham Heritage Regatta in its present form. The Peter Blanchard Memorial Tankard is presented to the boat that has travelled furthest by sea to the Heritage Regatta.

USEFUL CONTACTS

Organisation:	David Dickens	07740 984109
Regatta Officer:	Richard Spreckley	07811 178751
Bosun	Steve Crawley	VHF Channel 37 (M1)
Assistant Bosun	Gordon Petrie	VHF Channel 37 (M1)
MDL (Fuel)		VHF Channel 80
MDL (Office)		01803 882929
Brixham Yacht Club		01803 853332
Brixham Harbour Office		01803 853321/Channel 14

(please note that the Harbour Office is closed over the weekend)

KING GEORGE V TROPHY

Class 1 Rules

- 12(a)** When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other as follows:
When each has the wind on a different side *the vessel which has the wind on the port side shall keep out of the way* of the other.
When both have the wind on the same side *the vessel which is to windward shall keep out of the way* of the vessel which is to leeward.
- 13(a)** Notwithstanding anything else contained in the rules, *any vessel overtaking any other shall keep out of the way of the vessel being overtaken*
- 13(d)** *Any subsequent alteration of the bearing between the two vessels shall not make the overtaking vessel a crossing vessel or relieve her of the duty of keeping clear of the overtake vessel until she is finally clear and past.*
Where one of two vessels is to keep out of the way, *the other shall keep her course and speed.*
- 17(a)** The latter vessel may however take action to avoid collision by her manoeuvre alone as soon as it becomes apparent that the vessel required to keep out of the way is not taking appropriate action.
When, from any cause, the vessel required to keep her course and speed finds herself so close that collision cannot be avoided by the action of the give-way vessel alone, she shall take such action as will best aid to avoid collision.
- 17(b)** *This rule does not relieve the give-way vessel of her obligation to keep clear.*