

Topper National Championships Royal Cork Yacht Club July 1st – 4th 2016 Sailing Instructions

1. Rules

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2013 – 2016, the Notice of Race and these Sailing Instructions, including any amendments hereto.
- 1.2 The prescriptions of the ISA will apply.
- 1.3 The Rules of the International Topper Class Association will apply.
- 1.4 The Organising authority is the Royal Cork Yacht Club, Crosshaven, Co. Cork (RCYC)

2. Notices to Competitors

- 2.1 Notices to competitors will be posted on the official notice board located at the race office at the RCYC Dinghy Centre.

3. Changes to the Sailing Instructions;

- 3.1 Any change to the Sailing Instructions will be posted no later than two hours before the start of the first race on the morning it will take effect, except that any change to the schedule of races will be posted by 20:00hrs on the day before it will take effect.

4. Sail Numbers and Identification

- 4.1 Except as permitted by this sailing instruction, boats shall use their correct sail numbers, which shall be clearly readable on both sides of the sail. Only one sail shall be used for the event. If a sail is damaged while afloat, permission to change a sail shall be sought verbally from the race committee and should be followed up with written notification of the change after coming ashore and within protest time.
- 4.2 For National events, a valid Championship number must be displayed.
- 4.3 4.2 sailors must fly the ribbon provided at registration securely fitted at the top of their mast.

5. Signals Made Ashore

- 5.1 Signals made ashore will be displayed on the RCYC club flagpole.
- 5.2 Flag 'D' with a sound signal means "The warning signal will be made not less than 60 minutes after flag 'D' is displayed." Boats shall not go afloat until this signal is made.
- 5.3 When flag AP is flown ashore, '1 minute' is replaced with 'not less than 60 minutes'.

6. Schedule of Races

- 6.1 Number of races scheduled for this event is 9.
- 6.2 Up to four races may be sailed on any day.
- 6.3 The scheduled time of the warning signal for the first race each day is as follows:
Saturday 2nd July – 11.55hrs
Sunday 3rd July – 11.55hrs
Monday 4th July – 09.25hrs.(Competitors note time.)
- 6.4 When races are run back to back, the Warning Signal for the next race will be given as soon as possible after all boats have been finished.
- 6.5 On the last day of the regatta no warning signal will be made after 14:00hrs.
- 6.6 A briefing for competitors will be held at 10.15hrs on Saturday 02nd July outside the RCYC Dinghy centre.

7. Class Flags

- 7.1 The class flag for the Full rig fleet will be Flag T.
- 7.2 The class flag for '4.2' fleet will be numeral pennant 6.

8. Racing Area and Areas that are Obstructions

- 8.1 There are two possible race areas: Race Area A – Cuskinny at the Northeast corner of Cork Harbour, and Race Area B – Ringabella Bay Southwest of Roches Point, reference Chart in Appendix B.
- 8.2 For Race Area A competitors must cross the shipping channel at Spike Island, and obey the instructions of race control boats.

9. The Courses

- 9.1 The diagrams in Appendix A show the course for each fleet, including approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

10. Marks

10.1 Course Marks and Start/Finish Marks will be described at the competitors' briefing.

11. The Start

11.1 The starting line will be between a striped pole on the Committee boat flying an Orange flag, and the striped pole on the port-end mark boat.

11.2 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start. This changes rule A4.

11.3 The Warning signal for the '4.2' fleet will ordinarily be made with the Starting Signal for the Full rig fleet, unless a general recall is signaled.

11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.5 If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or resailed or postponed or abandoned before the starting signal. This changes Rule 26

12. Change of Course after the start

12.1 To change the positions of the next mark, the race committee will move the original mark (or the finishing line) to a new position. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in the new position. Any mark to be rounded after rounding the moved mark may be relocated without further signaling to maintain the course configuration.

13. The Finish

13.1 The finishing line shall be between the striped pole on the committee boat flying a blue flag, and the striped pole on the port-end mark boat.

13.2 In addition to the procedure for shortening course in Rule 32, the race committee may also award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing rule 28.1), shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this sailing instruction will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied. The decision by the race committee to use this procedure or not to use it shall not be grounds for requesting redress, changing Rule 60.1(b).

13.3 After finishing, boats shall keep well clear of the finishing area and avoid impeding any boat not yet finished.

14. Time Limits and Target Times

14.1 The Target Time for each Race for both Fleets is 45 minutes. The Race Officer has discretion around the overall Time limit of 70 minutes as requested by the ITCA(IRL)

14.2 Boats failing to finish within 20 minutes after the first boat in each fleet sails the course and finishes will be scored Did Not Finish. This changes rules 35, A4 and A5.

15. Protests, Requests for Redress and Penalties

15.1 Protests and requests for redress shall be delivered in written form to the race office within the time limit. To help with the protest submittal, forms may be available, but are not mandatory.

15.2 For each class, the protest time limit is 30 minutes after the last boat has come ashore after the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress.

15.3 Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

15.4 Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

15.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered: (a) Within the protest time limit if the party requesting reopening was informed of the decision on the previous day; (b) No later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.

15.6 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

15.7 Appendix P of RRS applies, except that Rule P2.3 will not apply and Rule P2.2 is changed so that it will apply to any penalty after the first one.

16. Scoring

16.1 National Championship – 3 races required to constitute a series.

16.2 The low point scoring system of Appendix A will apply, except that:

- (i) National Championship – When 3 or less races are completed all races shall count. When 4 to 7 races are completed there will be one discard. When 8 to 9 races are completed there will be two discards.
- (ii) This changes A2

17. Equipment and Measurement Checks

17.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

18. Safety Regulations

18.1 If a safety tally system is in operation it will be explained at the competitor briefing. Boats failing to return their tallies within the protest time limit may be disqualified from that day's racing. This amends rule 63.1 and A5.

18.2 A boat that retires from a race shall notify the race committee as soon as possible.

18.3 All crew shall wear adequate personal buoyancy at all times while on the water.
This amends Rule 40.

19. Support Boats

19.1 Except for rescue purposes, team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

20. Prizes – will be awarded as follows:

20.1 **5.3 Fleet:** Overall 1st to 3rd, and 1st lady.

20.2 **5.3 Fleet:** Age-category prizes: 1st to 3rd, U12; 1st to 3rd, U14; and 1st to 3rd, U17 years. If a sailor is awarded 1st, 2nd, or 3rd overall, he/she is excluded from winning an age-category prize. Age-category in any year is calculated by the competitor's age on the 1st January 2016 (Therefore: U12 = born in 2004 or later, U14 = born in 2002 or later and U17 = born in 1999 or later)

20.3 No sailor will be awarded more than one prize, except that the 1st lady prize is exempt from this rule, and goes to the 1st lady regardless of whether or not she receives any other prize.

20.4 **4.2 Fleet:** Overall 1st to 3rd.

20.5 **Class Development Fleet:** Overall 1st to 3rd.

21. Risk Statement

21.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone"

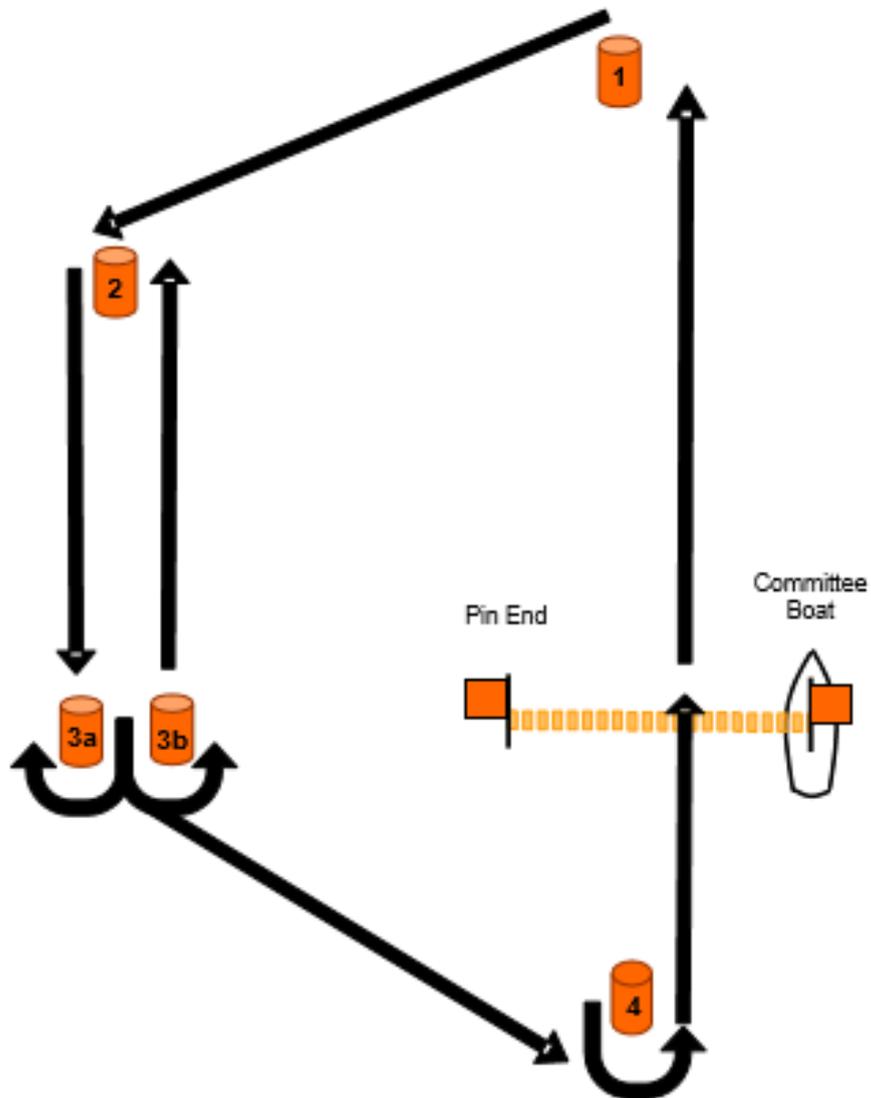
Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (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.

22. Insurance

22.1 It is the duty of each boat owner to have his boat adequately insured against any risk, including civil responsibility to third parties and to ensure that such insurance remains valid for the entirety of the Topper Irish Nationals event.

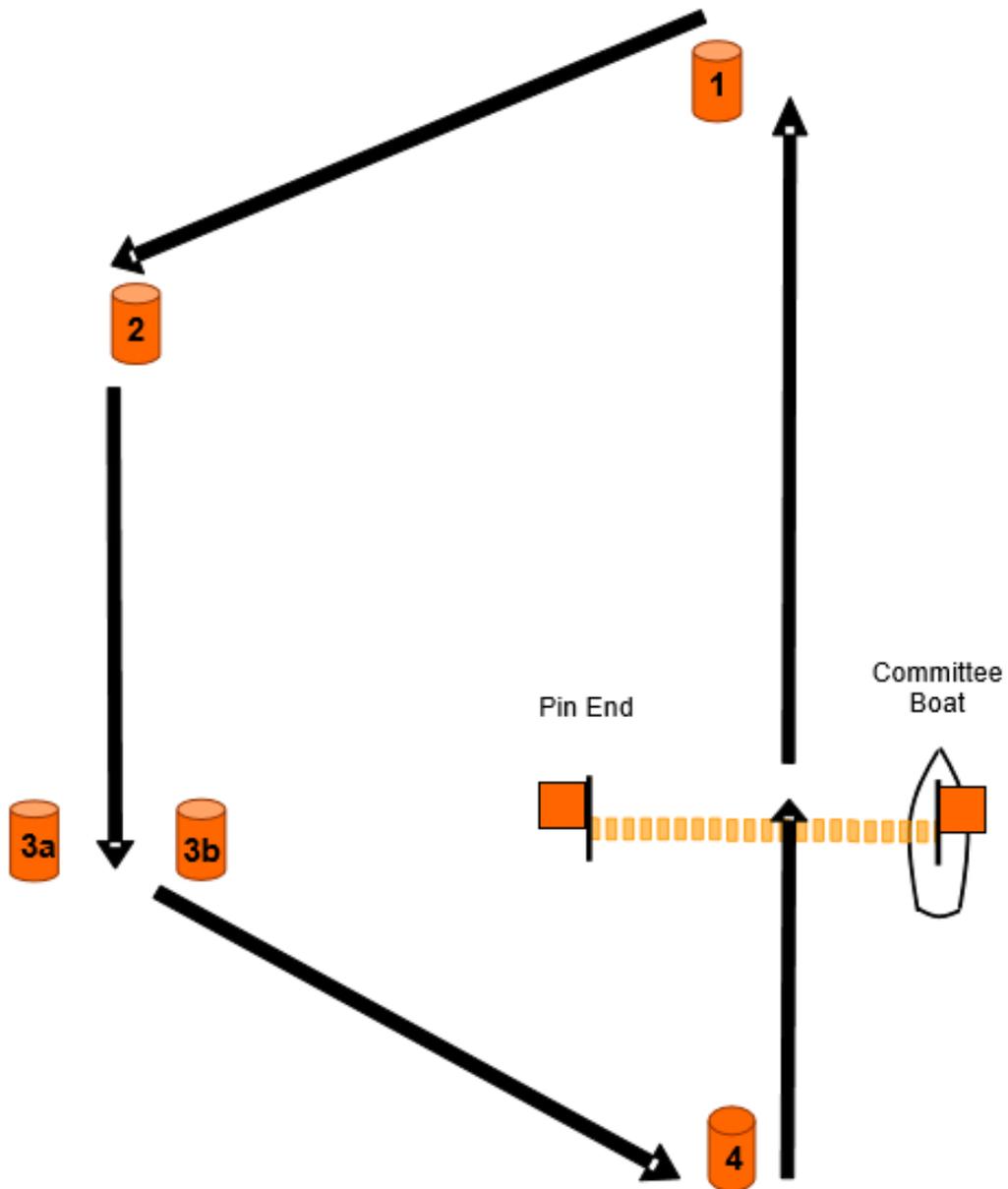
5.3 Fleet Course Card



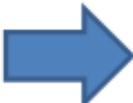
ITCA (IRL) - 5.3 Course

1p - 2p - 3a(s) / 3 b(p) - 2p - 3b(p) - 4p  Finish

4.2 Fleet Course Card



ITCA (IRL) - 4.2 Course

1p - 2p - 3b(p) - 4p  Finish

Appendix B

