



2011 Sovereign Ski Topper World Championships
14 – 19 August 2011
National Yacht Club
Dun Laoghaire, Ireland

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The Prescriptions of the Irish Sailing Association to rules 5, 68, 86.3, and 88.2 will apply. They will be posted on the official notice board and can be found in Amendment No 1 to the Notice of Race. (All other ISA Prescriptions will not apply).
- 1.3 Sails shall display the Championship Number and National Letters in accordance with the class rule and RRS.
- 1.4 Each day while racing, the first boat in series scores at the beginning of the day shall wear a yellow bib, the second boat a blue bib and the third boat a red bib. The organizing authority will supply the bibs.
- 1.5 Advertising: The organising authority may require competing boats to carry event sponsor advertising on the hull.
- 1.6 If there is a conflict between languages the English text will take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located near the Race Office. The Race Office is situated in the National Yacht Club and will be open from 0900hrs -1800hrs or 30 minutes after the end of protest time, whichever is the later, from Monday 15th to Friday 19th August 2011. Registration will be held in the Regatta Office in the Ferry Terminal from 0900hrs – 1800hrs on Sunday 14th August 2011.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2100 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the signal mast near the Race Office. When a signal is displayed over a fleet flag, it applies to that fleet only.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 45 minutes" in RRS Race Signals.
- 4.3 Flag H with two sound signals (one when lowered) means: "No boat shall go afloat until this signal is lowered. The first warning signal will be made not less than 45 minutes after flag H is lowered". This amends RRS Race Signals.

5 REGISTRATION & MEASUREMENT

- 5.1 Competitors shall complete all registration and measurement requirements before racing.
- 5.2 Information on measurement will be posted on the official notice board. Boats shall be presented with all equipment that shall be used in the championship, with the bottom mast, boom, and all control lines rigged and with the sail and mast derigged ready for the inspection.





5.3 Measurement will take place at the boat park between the following times:

14 August - 09:00 to 18:00

5.4 Wet clothing, measurement and equipment checks may be made throughout the Regatta at the discretion of the Class Representative, Race Committee or the International Jury.

6 BOATS AND EQUIPMENT

6.1 Each competitor shall use only one hull, sail, mast, boom, centreboard and rudder, which shall be identified during measurement.

6.2 In the event of damage, boats and equipment may only be substituted with the written permission of the Regatta Measurer. If the damage occurs later than 90 minutes before the first scheduled start on a racing day, and before the start of the last race of the day, provisional oral permission shall be obtained from the Regatta Measurer, Jury or Race Committee and the written permission of the Regatta Measurer shall be applied for before the end of Protest Time at the end of the day in which the substitution takes place.

6.3 Boats shall be kept in their assigned parking positions at the venue.

7 QUALIFYING AND FINAL SERIES FORMAT

7.1 A qualifying series will be sailed followed by a finals series.

7.2 Qualifying Series

7.2.1 For the qualifying series, boats will be assigned to 3 fleets, Yellow, Blue and Red of, as nearly as possible, equal size and ability.

7.2.2 Assignments for the first day of racing will be made by the organising authority.

7.2.3 In the qualifying series, boats will be reassigned after each day of racing. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.

7.2.4 Reassignments will be based on the ranking available at 21:00 hrs that day, regardless of protests or requests for redress not yet decided.

7.2.5 If all fleets have not completed the same number of races by the end of a day, the fleet(s) with fewer races will continue racing the following day in the previous day's fleets until all fleets have completed the same number of races. All boats will thereafter race in their new fleets.

7.2.6 The qualifying series will conclude at the end of the second day and the completion of at least 4 or more qualifying races by all qualifying fleets. If 4 races have not been completed by the end of the second day, the qualifying series will continue until the end of the racing day in which a 4th qualifying race is completed.

7.2.7 If at the end of the qualifying series some qualifying fleets have more race scores than others, any extra races will be abandoned so that all boats in the qualifying series have the same number of race scores.

7.3 Finals Series

7.3.1 Boats will be assigned to the finals series fleets on the basis of their ranks in the qualifying series, taking into account sailing instructions 7.3.4 below.

7.3.2 There will be the same number of fleets in the finals series as in the qualifying series.

7.3.3 The finals series fleets will be, as nearly as possible, equal size but so that the silver fleet is not larger than the gold fleet and the bronze fleet is not larger than the silver fleet. Boats with the best qualifying series scores will race all finals series races in the Gold fleet, boats with





the next best qualifying series scores will race in the Silver Fleet and then the Bronze fleet, depending on their qualifying races scores.

- 7.3.4 Any recalculation of qualifying series scores after boats have been assigned to finals series fleets will not affect the assignments, except that a redress decision may promote a boat to a higher fleet.
- 7.3.5 Different finals series fleets need not have completed the same number of finals races. The boats in the Gold fleet will be ranked highest, except for a boat disqualified from a finals race under rule 69.

8 SCHEDULE OF RACES

8.1

Date	Item
14th August	09.00 – 18.00hrs Registration & Measurement 18.30hrs Opening Ceremony followed by Reception and Barbeque
15th August	3 Races back to back (Qualifying Series)
16th August	3 Races back to back (Qualifying Series)
17th August	3 races back to back, (Championship Series)
18th August	3 races back to back, (Championship Series)
19th August	2 races back to back, (Championship Series) Followed by Prize Giving Party

- 8.2 The time for the first warning signal on the first day will be: 11:30hrs. For each subsequent day the time of the first warning signal will be posted on the official notice board before the end of the last protest time or 18:00, whichever is later, on the day before it will take effect.
- 8.3 Each day, succeeding races will be started as soon as practicable after the finish of the previous race.
- 8.4 Any race whose initial warning signal is not given by 15:00hrs on the last day of the championship will be abandoned and not re-sailed.

9 FLEET IDENTIFICATION

While racing, each boat in each fleet shall display a coloured ribbon corresponding to the fleet to which she has been assigned. The ribbon is included in the registration pack and shall be flown from the masthead.

10 RACING AREA

The racing area will be on the south side of Dublin Bay.

11 THE COURSE

- 11.1 Appendix 1 shows the course, the order in which marks are to be passed and the side on which each mark is to be left.
- 11.2 The numeral pennant signal indicating the number of beats shall be flown with the warning signal of each fleet and removed at the start.
- 11.3 The gates at the leeward end of the course (marks 3P-3S & 4P-4S) may be laid after the start.
- 11.4 No later than the warning signal, the Race Committee signal boat may display the approximate compass bearing of the first leg.
- 11.5 When a gate is not laid or if a mark of a gate is missing, the single mark in position shall be left to port.
- 11.6 The course may be shortened to finish at a rounding mark provided that 4 or more legs have been sailed on an outer loop course or at least 3 or more legs have been completed on an inner loop course.



12 MARKS

- 12.1 The marks will be orange inflatable buoys.
- 12.2 An Alternate Mark, as provided in S.I. 15.1, will be a black inflatable buoy.
- 12.3 The starting marks will be a race committee boat displaying an ORANGE flag at the starboard end and a committee vessel with an ORANGE flag at the port end of the starting line.
- 12.4 The finishing marks will be a race committee boat displaying a blue flag at the starboard end, and a dan buoy or an anchored committee vessel with a blue flag at the port end of the finishing line.

13 THE START

- 13.1 Races will be started according to rule 26. To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed on the race committee signal boat with one sound for at least four minutes before a warning signal is displayed.
- 13.2 The warning signal for the second and succeeding starts will be made as soon as practicable after the previous start.
- 13.3 Start Sequence and Class Flags: -

Fleet	Class Flag	Start Sequence	Course
1 – Yellow/Gold	Yellow	1 st Start	Outer
2 – Blue/Silver	Blue	2 nd Start	Inner
3 – Red	Red	3 rd Start	Outer
3 - Bronze	Red	3 rd Start	Inner

- 13.4 The starting line will be between the main mast of the race committee signal boat and a candy striped pole on the RIB with an Orange flag at the port end of the starting line.
- 13.5 Boats whose warning signal has not been displayed shall avoid the starting area during start sequences for other fleets.
- 13.6 A boat starting later than 4 minutes after her starting signal will be scored DNS. This changes RRS A4 and A5.

14 STARTING PENALTIES – BLACK FLAG RULE

- 14.1 Rule 30.3 is changed so that only a BFD boat's championship number will be displayed, for at least three minutes after a long sound signal. A BFD boat whose number has been so displayed shall leave the racing area defined in S.I. 14.2 before the next preparatory signal. If she does not do so she will be scored DNE.
- 14.2 Before the starting signal of the first starting fleet, the racing area is the area within 100 metres of the starting line in any direction.
After the starting signal, the racing area is the area within an imaginary line drawn 100 metres outside any point where a boat might sail during normal racing and includes the area bounded by marks 1, 2, 3, 5 and the finish line at all times when the fleet is still racing.
- 14.3 When the Race Committee decides that its application of rule 30.3 entitles a boat to redress under rule 62.1(a), it may give her redress by not displaying her championship number and not disqualifying her (change of rules 30.3, 60.2 and 63.1).

15 CHANGE OF THE NEXT LEG OF THE COURSE

- 15.1 A change of the next leg of the course will first be attempted by changing the position of the Standard Marks. When this is not possible, the course will be reset using one or more



Alternate Marks (described in S.I.12). When Alternate Marks are already in use, the course may be further reset using the original Standard Marks. A boat may not request redress under 60.1(b) because of an action or no action by the race committee under this instruction.

15.2 The compass bearing of the changed leg may be displayed. This changes rule 33.

16 ABANDONING A RACE

Under rule 32.1, the race committee may abandon the race because of a major wind shift or irregular winds or when the wind speed drops below 5 knots (2.5 m/s). A competitor may not request redress because of action or non-action by the race committee under this instruction. This changes rule 60.1(b)

17 THE FINISH

17.1 The finishing line will be between the main mast of a race committee boat displaying a blue flag and the finishing mark or a staff on a race committee vessel, except when rule 32.2 Shortening Course applies.

17.2 After finishing and clearing the finishing line, boats shall keep clear of the finishing area and of all boats not yet finished.

18 TIME LIMIT

Boats failing to finish within 25 minutes after the first boat in her fleet sails the course and finishes will be scored DNF. This changes rule 35, A4 and A5.

19 PENALTY SYSTEM

19.1 A boat that has taken a penalty or retired under rule 44.1 shall complete an acknowledgment form at the race office within the protest time limit. This does not apply to penalties under Appendix P.

19.2 Appendix P will apply.

20 PROTESTS

20.1 Protest forms are available at the Race Office. Protests shall be delivered at the Race Office within the protest time limit. The protest time limit will be posted on the official notice board by the International Jury and may be different for each fleet and course area.

20.2 Protest notices under rule 63.2 will be posted within 30 minutes of the protest time limit. Protests will be heard at the Jury Office.

20.3 Protests by the race committee or jury will be posted on the official notice board before the end of the protest time limit to inform boats under rule 61.1(b).

20.4 On the last day of the qualifying series and on the last day of racing a request for reopening a hearing shall be delivered:

- Within the protest time limit if the party requesting reopening was informed about the decision on the previous day;
- No later than 15 minutes after the party requesting reopening was verbally informed of the decision on that day. This changes rule 66.

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

20.6 Breaches of instructions 1.3, 1.5, 6.1, 6.3, 9, 13.5, 24, 27 and 28 or measurement infringements will not be grounds for a protest by a boat. This changes rule 60.1(a). For these breaches the jury may apply another penalty in place of disqualification. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.

20.7 Decisions of the international jury will be final as provided in rule 70.5.

20.8 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office.



20.9 A list of boats that have been penalised by the jury for breaking rule 42 will be posted on the Jury Section of the Official Notice Board.

21 ARBITRATION SYSTEM

21.1 As an alternative to a full protest hearing by the jury for an alleged breach of a rule of Part 2, competitors may be given the choice of using an arbitration system. A condition for this is that the parties present when called by the Jury or at the time scheduled for a hearing, agree to accept the decision of the arbitrators. The arbitration system changes rules 63 and 64.

21.2 The arbitrators will be two members of the jury. They will take the evidence of the parties and give their opinion as to any rule breaches. This opinion will be binding as a protest decision on the parties. However, the hearing may be reopened under rule 66. If a party to a hearing is granted a reopening, the penalty, if any, will be as if a normal protest hearing had taken place. If the arbitrators refer the case to the full jury, or the jury initiates a reopening, the penalty will be the penalty prescribed in instruction 21.3 or a greater penalty.

21.3 If the arbitrators penalise a boat, the penalty will be a scoring penalty of 30% of the number of entrants in the fleet calculated by rule 44.3(c)..

21.4 If, at the time of offering the arbitration system to the parties, one of the parties decides not to accept the system, the protest will be heard as normal by a jury panel or the full jury.

22 WHISTLE SYSTEM

To encourage boats to take penalties afloat, jury members may blow a whistle when they see what they believe to be a breach of a rule.

23 SCORING

23.1 A total of 4 races are required to be completed to constitute a championship.

23.2 A qualifying race will not count until all qualifying fleets have completed that race.

23.3 One race score will be excluded when calculating the division into the finals series fleets.

23.4 The qualifying races and final races will count for total points in the championship.

23.5 When 4 or more races are completed 1 race score will be excluded; when 10 or more races are completed, 2 races scores will be excluded except that if a qualifier/finals series is sailed only one race score may be excluded from the finals races, and only if at least 2 finals races are completed.

23.6 When sailing in qualifying fleets, penalty points will be equal for all fleets, based on the fleet with the highest entry

24 SAFETY REGULATION

24.1 Check out and Check in: before going onto the water, each skipper **shall personally** hand in his identification wristband that was issued to him at registration, at the check out point. Immediately after his or her arrival ashore, each skipper **shall personally** collect his identification wristband from the check in point in the vicinity of the main slipway. This control shall be also used when returning ashore between races.

24.2 Failure to check out before going afloat will be penalised by a 20% penalty without a hearing for the first completed race of the day. Failure to check in after returning ashore will be penalised by a 20 % penalty without a hearing for the last completed race of the day. The penalty is calculated on the number of registered sailors competing in the fleet (see rule44.3(c)).

24.3 Competitors and all persons in Team and Support Boats **shall** wear personal floatation devices at all times when afloat. Wet suits and dry suits are not personal flotation devices. This changes rule 40.

24.4 A boat that retires from a race shall notify the Race Committee or the Race Office as soon as possible and also sign off.

24.5 Competitors who require assistance should wave one arm with hand open. If no assistance

is required, the arm should be waved with fist closed.

- 24.6 If a boat is abandoned it will be marked with a hazard tape tied through the rudder pintle to signal that the sailor is safe.
- 24.7 If considered necessary a competitor may be ordered by a race organisation boat to abandon his or her boat and board a patrol boat.
- 24.8 **All Support boats are considered as Safety Boats when a rescue requirement arises. Support boats shall monitor the race committee VHF frequency and communicate with and accept instructions from the Safety Leader by VHF. Should a state of emergency arise, the race committee will communicate instructions via VHF. Support boats will be given a copy of the event safety plan at registration.**

25 OFFICIAL BOATS

Official boats will be marked as follows: -

Rescue Ribs – Pink Flag,

Jury – Yellow flag with letters 'Jury'

Committee Boats, Mark Laying Ribs & other official boats – NYC Bargee

26 TEAM AND SUPPORT BOATS

- 26.1 There will be a Coaches meeting at the Race Office 2 hours before the first scheduled warning signal of the first race each day. The objective of these meetings is to receive feedback from the coaches on the regatta organisation, exchange viewpoints and inform the coaches about changes in the sailing instructions and regatta organisation in general.
- 26.2 Support boats shall register with the race office and will be required to comply with local legislation including the requirement to keep clear of commercial shipping and not break the speed limit of 6 kts in Dun Laoghaire Harbour.
- 26.3 Each support boat shall conspicuously display an identification flag that will be supplied to the assigned boats by the Organising Authority at registration.
- 26.4 Each coach/support boat shall carry a VHF radio and should carry a mobile phone. The VHF channel used on the racing area will be posted on the official notice board before the first racing day.
- 26.5 Except when participating in rescue operations, team leaders, coaches, parents and other support personnel (coach/support boats) shall stay more than 100 meters from any point where a boat might sail during normal racing and completely outside the area bounded by marks 1, 2, 3, and 5 and the finish line from the time of the preparatory signal for the first fleet to start until all boats have finished or the race committee signals a postponement or abandonment of **all fleets**. When boats are finishing coach/support boats shall stay more than 100 metres outside and to windward of the starboard end of the finish line until all boats in all fleets have finished.

Note: to be certain not to break this instruction, team and support boats are advised to anchor at least 150 metres outside the starboard end of the starting line and below the extension of the starting line.

- 26.6 If a team or support boat does not comply with instructions 26.2, 26.3 and 26.5, a discretionary penalty may be applied by the jury to some or all associated competitors and may include restrictions on the movement of their coach/support boat.

27 TRASH DISPOSAL

Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats.

28 RADIO COMMUNICATIONS AND USE OF ELECTRONIC EQUIPMENT

- 28 A boat shall neither make radio transmissions while afloat nor receive radio communications. This restriction also applies to mobile telephones.



29 PRIZES

The first sailor in the World Championship will be awarded the Topper World Championship Perpetual Trophy.

Prizes shall be awarded as follows:

1 – 10 overall and 1 - 3 female.

1 - 3 and 1st female in the Silver and Bronze Fleets.

Other awards may be given at the discretion of the organising authority.

30 PHOTOGRAPHY CONSENT

By entering the Championship, competitors accept that they may be photographed and/or videotaped participating in the race and/or using the Championship facilities and they consent to the taking of such images and to the use, reuse, publication and republication of such images in any media, in conjunction with the competitors name or not, without compensation and without the competitors approval of such images or any use thereof.

31 DISCLAIMER OF LIABILITY

31.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Temporary Membership - All competitors sailing in the Sovereign Ski Topper World Championships and their coaches and supporting family members shall be temporary members of the National Yacht Club during the event, and will be bound by the rules of the Club.

31.2 DISCLAIMER OF LIABILITY – SHIPPING

Commercial Shipping – Strict warning is given by the Dun Laoghaire Harbour Authority and the Dublin Port Authority that competitors and support boats must at all times keep well clear of ferries and other commercial shipping in the area. Competitors must comply with these warnings. The **Stena Line "HSS"** schedule is - **arrives 11:50, departs 13:15;**

32 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of €1,500,000 per event or the equivalent.



Course Diagram

Appendix 1

Flag Displayed	Numeral Pennant 1	Numeral Pennant 2	Numeral Pennant 3
No of Beats	One	Two	Three
OL Start	1, 2, 3b, 5, Finish	1, 2, 3a/b, 2, 3b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 2, 3b, 5, Finish
IL Start	1, 2, 3b, 5, Finish	1, 4a/b, 1, 2, 3b, 5, Finish	1, 4a/b, 1, 4a/b, 1, 2, 3b, 5, Finish.

Marks 1,2 and 5 are to be left to port, marks 3a/b and 4a/b are gates.

