



Topper Technology International Topper World Championships 2023

Royal Cork Yacht Club, Ireland
Saturday 22nd to Friday 28th July 2023

Sponsored by: **Topper Technology**



Sailing Instructions

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Supported by:





International Topper Class World Championship 2023

Organised by the Royal Cork Yacht Club and the International Topper Class Association in conjunction with Irish Sailing.

Saturday 22nd to Friday 28th July 2023

SAILING INSTRUCTIONS (SI's)

1 Rules

1.1 The championships will be governed by the rules as defined in the Racing Rules of Sailing (RRS).

1.2 The following also apply:

a)[DP] The prescriptions of Irish Sailing

b)[DP] The International Topper Class Rules

1.3 In all rules governing this event:

a) A boat may not protest another boat or request redress for any breach of a rule marked [NP]. This changes RRS 60.1.

b) For breaches of rules marked [SP] the race committee may apply a standard penalty without a hearing. This changes RRS 63.1 and A5.1.

c) The notation [DP] is as defined in the RRS (and means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification).

1.4 In case of conflict with the Notice of Race these Sailing Instructions shall prevail. This changes RRS 63.7.

1.5 If there is a conflict between languages the English text will take precedence.

1.6 All times stated are local times.

2 Notices to Competitors and Communication with Competitors

2.1 Notices to competitors will be posted on the official online notice board at <https://www.royalcork.com/online-notice-board-topper-class-world-championships-2023/> and will be copied to the Race Office noticeboard.

2.2 [NP] There will be a welcome and briefing for all competitors and their supporters, which all competitors should attend, at the Main Flagpole on Sunday 23rd July as part of the Opening

Ceremony.

- 2.3 There will be a daily briefing for all competitors at the Main Flagpole on Monday 24th July and each day thereafter. Timings will be advised.
- 2.4 Communication with competitors (including BFD notification under RRS 30.4 and RRS 42 penalty signaling under RRS P1) will be by Event number. This changes RRS 30.4 and P1.

3 Changes to Sailing Instructions

- 3.1 Any change to the sailing instructions will be posted at least two hours before the scheduled warning signal of the first race on the day it will take effect, except that any change to the schedule of races will be posted by 18:00 or the end of the latest protest time limit (whichever is the later) on the day before it will take effect.

4 Signals made Ashore

- 4.1 Signals made ashore will be displayed on the main Club flagpole.
- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.
- 4.3 [NP] [DP] Boats shall not go afloat until flag D is displayed ashore.

5 Format of Racing

5.3 class

- 5.1 The International Topper 5.3 World Championship will consist of a Qualification Series followed by a Final Series. Six races are scheduled for the Qualification Series and nine for the Final Series.
- 5.2 The Qualification Series is scheduled to run from Monday 24th July to the end of Tuesday 25th July. If fewer than four races have been completed within that time however, the Qualification Series will continue until at least four races have been completed.
- 5.3 For the Qualification Series the Championship entry will be divided into four flights of as near as possible equal size: Yellow, Blue, Red and White. Flight allocation will be displayed on the official noticeboard after registration. The four flights will race together as follows:

Race	1st Start	2nd Start
1	Yellow & Blue	Red & White
2	Yellow & Red	Blue & White
3	Yellow & White	Blue & Red
4	White & Red	Blue & Yellow
5	White & Blue	Red & Yellow
6	Red & Blue	White & Yellow

- 5.4 If any Qualification series race is abandoned on the water for any reason (flag N displayed on the race committee signal vessel) all subsequent Qualification series races are postponed until the abandoned race has been resailed and completed, or the Qualification series ends.
- 5.5 Following completion of the Qualification Series, the results of the Qualification Series will be used to divide the Championship entry into three fleets for the Final Series: Gold, Silver and Bronze. The Final series fleets will race separately.
- 5.6 The boats with the best series score at the end of the Qualification series will be assigned to the Gold fleet. The minimum number of boats assigned to the Gold fleet will be 50% of the number of boats entered in the Championship, rounded up. In addition, all boats with the same series score as the last boat assigned to the Gold fleet in this way will also be assigned to the Gold fleet.

- 5.7 The minimum number of boats assigned to the Silver fleet will be 50% of the remaining boats. In addition, all boats with the same series score as the last boat assigned to the Silver fleet in this way will also be assigned to the Silver fleet. The remainder will be assigned to Bronze fleet.
- 5.8 The allocation of boats to Final Series fleets will be displayed on the official notice board from at least two hours before the scheduled warning signal of the first race of the Final Series.
- 5.9 Any recalculation of Qualification series scores after boats have been assigned to Final series fleets will not affect those assignments, except that a redress decision before the Final series races commence may promote a boat into a higher fleet.

4.2 class

- 5.10 The International Topper 4.2 World Championship will consist of a Qualification Series followed by a Final Series. Twelve races are scheduled for the Qualification Series and three for the Final Series.
- 5.11 The Qualification Series is scheduled to run from Monday 24th July to the end of Thursday 27th July. If fewer than four races have been completed within that time however, the Qualification Series will continue on Friday 28th July and there will be no Final Series.
- 5.12 For the Qualification Series, boats will be split into 2 fleets, Orange and Green, of as near as possible equal size and will be re-flighted each night based on the results at the time. After the first day of racing boats will be assigned to fleets based on their overall series ranking at the end of the previous day as follows:

Ranking	Fleet
1 st	Orange
2 nd	Green
3 rd	Green
4 th	Orange
5 th	Orange
and so on.	

- 5.13 Following completion of the Qualification Series, the results of the Qualification Series will be used to divide the Championship entry into two fleets for the Final Series: Gold and Silver.
- 5.14 The boats with the best series score at the end of the Qualification Series will be assigned to the Gold fleet. The minimum number of boats assigned to the Gold fleet will be 50% of the number of boats entered in the Championship, rounded up. In addition, all boats with the same series score as the last boat assigned to the Gold fleet in this way will also be assigned to the Gold fleet. The remaining boats will be assigned to the Silver fleet.
- 5.15 The allocation of boats to fleets for each day will be displayed on the official notice board from at least two hours before the scheduled warning signal of the first race each day.

6 Schedule of Racing

- 6.1 Racing is scheduled for both classes on each day from Monday to Friday as follows.

Day	5.3 class	
Monday	3 races back to back	Qualification
Tuesday	3 races back to back	Qualification
Wednesday	3 races back to back	Final
Thursday	3 races back to back	Final

Friday	3 races back to back	Final
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<i>Day</i>	<i>4.2 class</i>	
Monday	3 races back to back	Qualification
Tuesday	3 races back to back	Qualification
Wednesday	3 races back to back	Qualification
Thursday	3 races back to back	Qualification
Friday	3 races back to back	Final

- 6.2 If at the end of any day the total number of races completed by a class is fewer than the scheduled total, one additional race may be sailed by that class on the following day without further notice.
- 6.3 The first start on Monday will not be before 12:00. Exact timing will be advised.
- 6.4 To alert boats that a race or sequence of races will begin soon the orange starting line flag will be displayed on the race committee signal vessel with one sound signal at least five minutes before a warning signal is made.
- 6.5 The warning signal for any subsequent start in a sequence will be made not less than two minutes after the starting signal for the previous start in the sequence.
- 6.6 On the last day of the event no warning signal for any fleet will be made after 15:00.

7 Class / Fleet Flags

- 7.1 The 5.3 class flag is flag T. For the Qualification series the class flag for each flight will be a flag of the relevant colour. Class flags for the Final series will be as follows:
- Gold fleet – Yellow flag
 - Silver fleet – Blue flag
 - Bronze fleet – Red flag
- 7.2 When the 5.3 class is split into flights or fleets, each boat shall, while racing, display from the top of her mast a coloured pennant corresponding to her flight/fleet colour (available from the race office). [NP][DP]
- 7.3 The 4.2 class flag is flag T defaced with '4.2'. For the Qualification series the class flag for each fleet will be a flag of the relevant colour. Class flags for the Final series will be as follows:
- Gold fleet - Orange flag
 - Silver fleet - Green flag
- 7.4 When the 4.2 class is split into Fleets, each boat shall, while racing, display from the top of her mast a coloured pennant corresponding to the colour of the class flag for her fleet (available from the race office). [NP][DP]

8 Racing Areas

Each class will race in a separate area within the environs of Cork Harbour.

9 The Courses

- 9.1 The courses to be sailed, including the order in which the marks are to be passed and the side on which each mark is to be left, are shown in Appendix 1. The number of beats to be sailed will be displayed on a board on the race committee signal vessel from no later than the warning signal until at least the starting signal for each start.
- 9.2 No later than the warning signal, the race committee signal vessel may display the

approximate compass bearing of the first leg.

9.3 When one of two gate marks is missing the remaining mark shall be left to port.

10 Marks

10.1 The starting marks for each class will be either two committee vessels each displaying an orange flag, or a committee vessel displaying an orange flag and a dan buoy with an orange flag.

10.2 The finishing marks will be either two committee vessels each displaying a blue flag, or a committee vessel displaying a blue flag and a dan buoy with a blue flag.

10.3 For the **5.3 class**, all other original marks will be Orange inflatable buoys. Mark 5 may have a blue band. A notice will be posted on the official notice board to inform competitors of the description of any change marks before they are used.

10.4 For the **4.2 class**, marks 1 and 2 will be Red/pink tetrahedral inflatable buoys, marks 3a & 3b will be yellow tetrahedral inflatable buoys, marks 4a & 4b will be white tetrahedral inflatable buoys and mark 5 will be a red tetrahedral inflatable buoy with a blue band.

11 Areas that are obstructions

11.1 A support vessel in close attendance to a boat, vessel or person in difficulty is an obstruction.

12 The Start

12.1 The starting line will be between the mast displaying an orange flag on the committee vessel at the starboard end of the line and at the port end either;

- the mast displaying an orange flag on another committee vessel, or
- the course side of a dan buoy with an orange flag.

12.2 If a dan buoy with an orange flag is used, the race committee may position a vessel outside the port end of the starting line to sight the line. When that vessel is in position, or maneuvering to hold position, a boat that touches it shall take a one-turn penalty as described in RRS 44.2

12.3 [NP] [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other fleets and races.

12.4 A boat that starts more than four (4) minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes RRS 35, 63.1, A4 and A5.

12.5 If a start under RRS 30.4 (Black Flag Rule) is recalled or abandoned after the starting signal, the event numbers of the boats that have been disqualified from the race under that rule will be displayed on the race committee signal vessel or a nearby committee vessel for a minimum of 3 minutes before the next warning signal. A repeated sound signal will be made as the numbers are first displayed. (Competitors are reminded that any boat so notified must not sail in any restart or resail of that race - see RRS 30.4). This changes RRS 30.4

13 Change of the Next Leg of the Course

13.1 For the **5.3 class**, to change the next leg of the course the race committee will move the original mark, gate or finishing line to its new position, unless the move is of mark 1 or 2 and the change of course is signalled in accordance with RRS 33, in which case the race committee will lay a change mark in the new position and remove the original mark as soon as practicable. When in a subsequent change a change mark is replaced, it will be replaced by an original mark.

13.2 For the **4.2 class**, to change the next leg of the course the race committee will move the original mark, gate or finishing line to its new position.

13.3 The requirement to signal a change of course in accordance with RRS 33 does not apply if the race committee changes the angle of the next leg of the course by no more than plus or minus 10 degrees and/or extends or shortens its length by no more than 100 metres. This changes RRS 33.

14 The Finish

14.1 The finishing line will be between the mast displaying a blue flag on the committee vessel at the port end of the line and at the starboard end either:

- the mast displaying a blue flag on another committee vessel, or
- the course side of a dan buoy with a blue flag.

14.2 When finishing, boats should make every effort to show their event number clearly to the finish line committee vessel(s).

14.3 [NP] [DP] After finishing and clearing the finishing line, boats shall keep clear of the finishing area and of all boats not yet finished.

14.4 [NP] Boats re-crossing the finishing line in the direction of the course from the last mark may be scored for their final crossing.

14.5 [NP] In addition to the procedure for shortening course in RRS 32, the race committee may also award a finishing position 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 RRS 28.1), shall stop racing and return to the starting area, or return ashore if there is no more racing. A boat's finishing position under this sailing instruction will be the position 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.

15 Policing of RRS 42

15.1 Appendix P will apply as changed by SI 15.2.

15.2 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

16 [NP] Target Time and Time Limits

16.1 The target time, Mark 1 time limit and race time limit for each class are as follows:

	5.3 class	4.2 class
Target time	45 minutes	40 minutes
Mark 1 time limit	30 minutes	20 minutes
Race time limit	90 minutes	60 minutes

16.2 If no boat has rounded Mark 1 within the Mark 1 time limit the race will be abandoned. (Similarly, RRS 35 specifies that if no boat finishes within the race time limit the race committee shall abandon the race).

17 Post-Race Penalties, Advisory Hearings and Declaration

17.1 [NP] [DP] A boat that retires before finishing or takes a one-turn penalty or a two-turn penalty under RRS 44.2 shall record the details on a declaration form at the tally board before the end of tally time.

17.2 A boat that may have broken a rule of Part 2 or RRS 31 and did not take a penalty at the time of the incident may, in certain circumstances, accept a Post-Race Penalty as an

alternative to retirement. See Appendix 2 for details.

18 Protests and Requests for Redress

- 18.1 Boats intending to protest or request redress for an incident on the race course shall inform the person in a yellow bib on a race committee vessel near the finishing line upon finishing the race, or promptly thereafter. If they do not finish the race they shall inform either a jury vessel or a race committee vessel as soon as practicable after they retire. This adds to the requirements of RRS 61.1 for a protest or request for redress to be valid.
- 18.2 Protests and request for redress or reopening may be submitted either online or on paper. Online protests and requests for redress or reopening shall be delivered within the time limit through the online system specified on the official notice board. Paper hearing request forms will be available at the Race Office. Protests and requests for redress or reopening on paper shall be delivered there within the time limit.
- 18.3 Arbitration will be available as an alternative way of resolving some protests. See Appendix 2 for details.
- 18.4 The protest committee will decide and post the protest time limit for each fleet or class. It will normally be 30 minutes after the last competitor comes ashore after the last race of the day. This time limit is extended by 30 minutes for a protest by the Race Committee, Technical Committee or Protest Committee concerning an incident they observed in the racing area.
- 18.5 A notice will be posted no later than 30 minutes after the last protest time limit on each day to inform competitors of hearings in which they are parties or named as witnesses. This is the notification required by RRS 61.1(b) and 63.2. Arbitration hearings and protest hearings may begin without a notice and within protest time when the parties are available and have had sufficient time to prepare.
- 18.6 On the last day of the Qualification Series and of the event for both classes, a request for re-opening a hearing shall be delivered:
- a) within the protest time limit if the party requesting re-opening was informed of the decision on a previous day;
 - b) no later than 15 minutes after the party requesting re-opening was informed of the decision on that day.
- This changes RRS 66.2.
- 18.7 On the last day of the Qualification Series and of the event for both classes, a request for redress based on a protest committee decision shall be delivered no later than 15 minutes after the decision was posted. This changes RRS 62.2(a).
- 18.8 Decisions of the International Jury will be final as provided in RRS 70.5.

19 Outside Help

- 19.1 RRS 41(a) is changed to include help to recover after a capsize from the race committee or registered support vessels.
- 19.2 [DP] No boat shall be towed by any support vessel at any time whilst afloat, unless the boat is disabled, or permission has been given by the course safety lead or race officer. This includes towing to or from the race area. If the race committee displays flag R ashore then towing out to the race areas is permitted. If the race committee displays flag R afloat then towing back from the race area is permitted.

20 Scoring

- 20.1 The event will be scored in accordance with Appendix A as amended below.
- 20.2 Except where specifically stated ties on total points will be broken by RRS A8 only for the purpose of awarding trophies and prizes, in which case RRS A8.2 will be applied (if necessary) considering only those races in which the tied boats sailed against each other.

Scoring for the Topper 5.3m2 Championship

- 20.3 A total of 15 races are scheduled – six races in the Qualification Series and nine races in the Final Series. At least four (4) races must be completed in the Qualification Series prior to the fleet being split into Final Series fleets. One race must be completed by the Gold fleet in the Final Series to constitute the Championship.
- 20.4 In the Qualification Series:
- a) For each race, each start will first be scored separately. The scores from both starts will then be combined to produce the overall result for the race, so that there will be two firsts, two seconds, etc. RRS A7 will not be applied to these tied race scores.
 - b) When a race is postponed, recalled or abandoned for one or more starts, that race will not be completed and scored for any start until at least one boat in each start has started, sailed the course in compliance with RRS 28 and finished within the time limit, and the race has not subsequently been abandoned.
- 20.5 For the Final Series each fleet will be scored separately. There is no requirement for the different fleets to sail the same number of races.
- 20.6 In the Championship results, all boats assigned to the Gold fleet will rank ahead of all boats assigned to the Silver fleet and all boats assigned to the Silver fleet will rank ahead of all boats assigned to the Bronze fleet
- 20.7 For each of the Qualification series and the Final series a boat's series score will, subject to RRS 90.3(b), be the total of her race scores excluding her worst race scores as follows:
- a) When three (3) or fewer races have been completed no race scores will be excluded.
 - b) When four (4) to seven (7) races have been completed one race score will be excluded.
 - c) When eight (8) or more races have been completed two race scores will be excluded.
- 20.8 Scoring ties at the completion of the Qualification series will be split using Series Ties A8.1 & A8.2
- 20.9 A boat's Championship score will be her Final series score.
- 20.10 For the Qualification series RRS A5.2 is changed as follows: the words "the number of boats entered in the series" are deleted and replaced with "the largest number of boats assigned to start together in the race".
- 20.11 For the Final series RRS A5.2 is changed as follows: the words "the number of boats entered in the series" are deleted and replaced with "the number of boats assigned to her final series fleet".
- 20.12 When the Championship is not properly constituted (minimum 1 race completed in the Final Series by the Gold Fleet), prizes will be presented. However, the Overall Championship Trophy will not be awarded.

Scoring for the Topper 4.2m2 Championship

- 20.13 A total of fifteen (15) races are scheduled – twelve (12) in the Qualification Series and three (3) in the Final Series. Four races must be completed in the Qualification Series to constitute the Championship.
- 20.14 In the Qualification Series:
- a) For each race, each start will first be scored separately. The scores from both starts will then be combined to produce the overall result for the race, so that there will be two firsts, two seconds, etc. RRS A7 will not be applied to these tied race scores.

- b) When a race is postponed, recalled or abandoned for one or more starts, that race will not be completed and scored for any start until at least one boat in each start has started, sailed the course in compliance with RRS 28 and finished within the time limit, and the race has not subsequently been abandoned.
- c) RRS A5.2 is changed as follows: the words "the number of boats entered in the series" are deleted and replaced with "the largest number of boats assigned to either fleet in that race".

20.15 For the Final Series:

- a) Each fleet will be scored separately. There is no requirement for the different fleets to sail the same number of races.
- b) RRS A5.2 is changed as follows: the words "the number of boats entered in the series" are deleted and replaced with "the number of boats assigned to her fleet".

20.16 Each boat's Qualification Series score will, subject to RRS 90.3(b), be the total of her Qualification Series race scores excluding her worst race scores as follows:

- a) When three (3) or fewer races have been completed no race score will be excluded;
- b) When four (4) to seven (7) races have been completed one race score will be excluded;
- c) When eight (8) or more races have been completed two race scores will be excluded.

20.17 Each boat's Final Series score will, subject to RRS 90.3(b), be the total of her Final Series race scores excluding her worst race scores as follows:

- a) When two (2) or fewer races have been completed no race score will be excluded;
- b) When three (3) or more races have been completed one race score will be excluded.

20.18 Each boat's Championship score will be the total of her Qualification Series score and her Final Series score.

20.19 In the Championship results, all boats assigned to the Gold fleet will rank ahead of all boats assigned to the Silver fleet.

21 [NP] [DP] Safety

21.1 RRS 40.1 Personal Floatation Devices, Basic Rule applies at all times while afloat.

21.2 When a member of the race committee or technical committee considers that a boat, its equipment, or a competitor may not be adequate for the current or expected conditions, or for any other reason associated with safety, he or she may stop the boat launching, or require it to return ashore, or go to a designated location.

21.3 Boats and competitors shall comply with all reasonable support vessel crew instructions.

21.4 A boat that wishes to leave the racing area before the end of racing shall request permission from the race committee or an official safety vessel before doing so, and shall obey any instruction given in response.

21.5 The launching trolley of each boat shall have a tag attached to the handle clearly identifying the event number of the boat.

21.6 A fixed loop shall be formed in the longer end of the bow line of each boat to facilitate towing. As required by class rule C.5.4.7.c), the longer length of the bow line shall be stowed in a manner that permits its immediate use for towing using a small piece of elastic cord around the mast. It shall not be stowed by passing it around the mast. The penalty for breaking this instruction or class rule C.5.4.7.c) is 10% (rounded up) of the number of boats in her last race of the day added to her score without a hearing.

21.7 When code flag V is displayed on the race committee signal vessel, coach vessels shall provide safety support to all boats and may enter the racing area in order to do so. They shall also monitor the designated safety communication channel for instructions. This

changes the meaning of race signal V.

22 [NP] [SP] Tallying

- 22.1 Each competitor shall, in person, collect their tally band from the tally board before launching and return their tally band to the tally board on returning ashore.
- 22.2 Each competitor shall wear their tally band on a wrist, outside all clothing, at all times when afloat, except briefly whilst changing or adjusting clothing or personal equipment. [DP]
- 22.3 The time for a boat to tally out ends when the boat is launched. The penalty for failing to tally out is 10% (rounded up) of the number of boats in her first race after the incident, added to her race score without a hearing.
- 22.4 A boat that fails to tally out must request and receive permission to remain afloat from a safety official before starting any race. A boat in this situation that starts a race before receiving such permission will be scored DNC for that race without a hearing. This changes RRS 35 and A4.
- 22.5 The time for a boat to tally in finishes ten minutes after the last boat in her fleet is ashore. The penalty for failing to tally in is 10% (rounded up) of the number of boats in her last race before the incident, added to her race score without a hearing.
- 22.6 If a competitor fails to tally in or out three times during the event, on the third time the penalty will be disqualification from the relevant race without a hearing.
- 22.7 An announcement will be made when boats may tally out.

23 [DP] Equipment Inspection and Sail Changes

- 23.1 In addition to measurement before the first day of racing, technical committee may inspect or measure a boat before or after she races. A boat selected for inspection or measurement shall comply with the instructions of the measurer or inspector. In addition to any protest lodged by the technical committee, a boat that a measurer or equipment inspector decides does not comply with class rules shall not race without the prior written consent of the technical committee, until she is re-inspected and found to comply.
- 23.2 Each boat shall use only one sail and one hull during the Championships, except in case of loss or damage beyond repair, in which case any replacement shall be made only with the approval of a member of the technical committee or race committee.
- 23.3 Competitors are reminded that under class rules C.4.2.a), b) and c) the only electronic devices that may be carried or attached to a boat while racing are electronic timing devices which do not have any other function / capability, and/or an electronic compass, unless the Notice of Race or Sailing Instructions permit or require additional electronic equipment to be carried aboard.

24 Identification and Advertising

- 25 23.1 When event sponsor's promotional material is issued at registration, competitors shall make every reasonable effort to display it on their boats, sails and, in the case of race bibs, on top of all sailing apparel throughout the event, as directed at registration.
- 26 23.2 In addition, coloured race bibs for overall first, second & third in each fleet will be issued on a daily basis.

27 Waste

- 27.1 Trash may be placed aboard support and race committee vessels

28 Radio Communication

- 28.1 A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

29 Risk Statement

- 29.1 RRS 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." 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 event.
- 29.2 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, support vessels and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - f) The provision of support vessel 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 or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitor briefing held for this event.

30 [NP] [DP] Insurance

- 30.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or equivalent.

31 Coach Communication

- 31.1 A coaches briefing will take place on Sunday 24th July at 17.00 in the RCYC Dining Room

32 Support Person and Support Vessel Rules [NP][DP]

- 32.1 Except when necessary in the interests of safety, or when expressly asked to do so by a member of the race committee or official safety team, no support person that is not on board a registered support vessel shall provide help or assistance to a boat or competitor at any time while afloat, except help to launch or recover their boat. This changes RRS 41.
- 32.2 Except when necessary in the interests of safety, no vessel under the control of a support person that is not a registered support vessel or driver shall cause undue wash, interfere with the work of any race committee or other official vessel, or be positioned anywhere within 100m of the race course at any time (or within 200m if proceeding at more than 5 knots).
- 32.3 Support persons shall register a support vessel and driver with the organising authority and shall do so before going afloat. The organising authority may decline to register any vessel or driver that they consider to be unsuitable and may revoke the registered status of any vessel or driver if they consider that appropriate for any reason.
- 32.4 Except when code flag V is displayed on the race committee signal vessel, or when otherwise necessary in the interests of safety, no registered support vessel shall cause undue wash, interfere with the work of any race committee or other official vessel, or be positioned:
- a) closer than 50m to any boat that is racing (and no closer than 150m if the vessel is motoring at more than 5 knots)
 - b) between any boat that is racing and the next mark of the course
 - c) less than 50m to leeward of the starting line and its extensions from the time of any

preparatory signal until all boats have left the starting area, or the race committee signals a postponement, general recall or abandonment

- d) within 50m of any mark of the course when boats are in the vicinity of that mark
- e) within 50m of the finishing line and marks while boats are finishing.

32.5 All persons onboard registered support vessels shall wear a personal floatation device at all times while afloat, except briefly whilst changing or adjusting clothing or personal equipment.

32.6 Drivers shall wear a kill cord at all times when an engine is running.

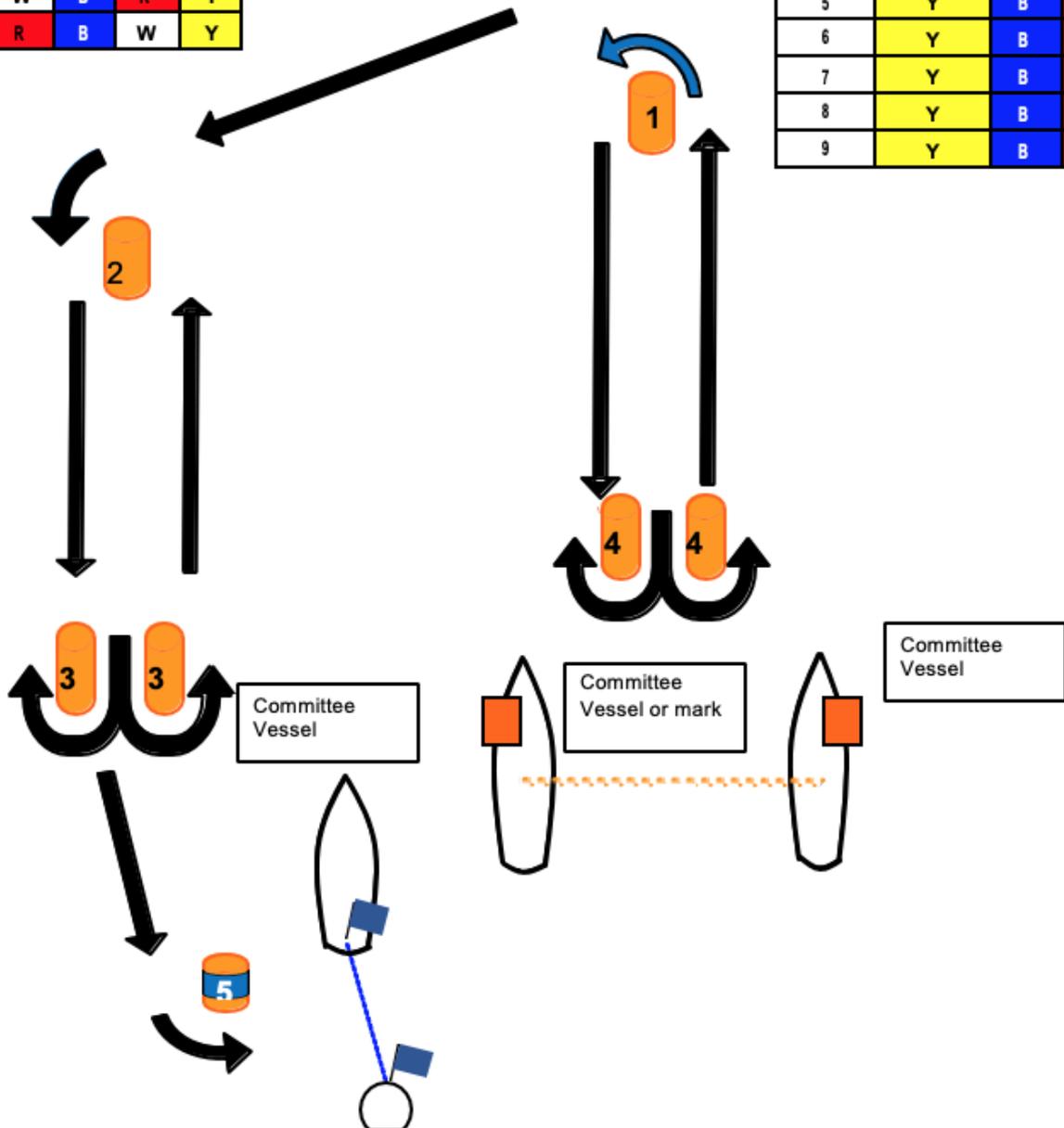
APPENDIX 1 Worlds 5.3 Course Card

Course signal	1	2	3
Number of beats	1 beat	2 beats	3 beats
1 st Flight (OL)	1, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 2, 3a/b, 5, Finish
2 nd Flight (IL)	1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 4a/b, 1, 2, 3a/b, 5, Finish.
3 rd Flight (IL)	1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 4a/b, 1, 2, 3a/b, 5, Finish.

All individual marks are to be left to port. Marks 3a/3b and 4a/4b are gates.

Qualification Series				
Race Number	1 st Flight		2 nd Flight	
1	Y	B	R	W
2	Y	R	B	W
3	Y	W	B	R
4	W	R	B	Y
5	W	B	R	Y
6	R	B	W	Y

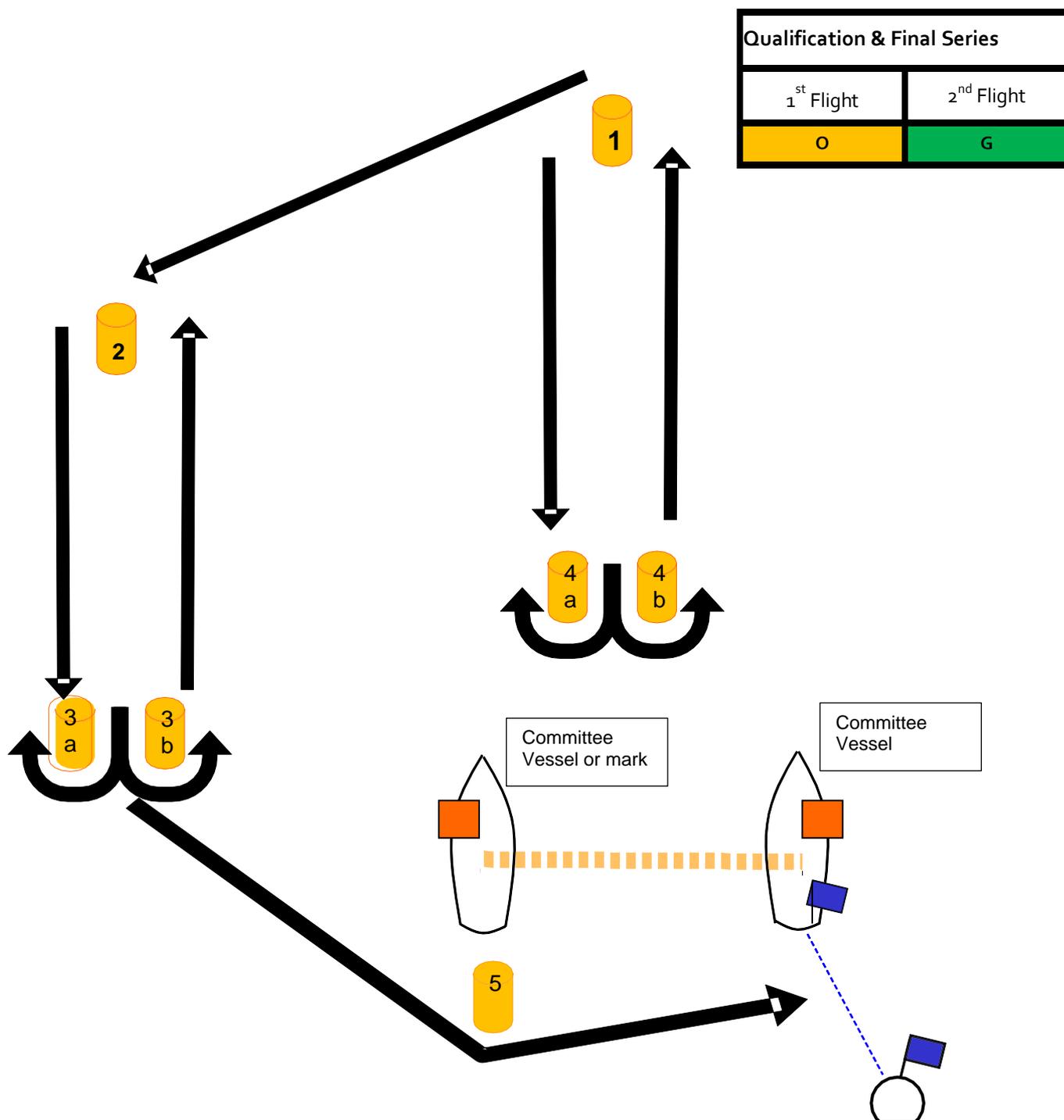
Final Series			
Race Number	1 st Flight	2 nd Flight	
1	Y	B	R
2	Y	B	R
3	Y	B	R
4	Y	B	R
5	Y	B	R
6	Y	B	R
7	Y	B	R
8	Y	B	R
9	Y	B	R



APPENDIX 1 Course Card 4.2 Flighted

Course signal	1	2	3
Number of beats	1 beat	2 beats	3 beats
1 st Flight (OL)	1, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 5, Finish	1, 2, 3a/b, 2, 3a/b, 2, 3a/b, 5, Finish
2 nd Flight (IL)	1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 2, 3a/b, 5, Finish	1, 4a/b, 1, 4a/b, 1, 2, 3a/b, 5, Finish.

All individual marks are to be left to port. Marks 3a/3b and 4a/4b are gates.



Post-Race Penalty and Arbitration

Post-Race Penalty

1. A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the protest committee that she accepts a Post-Race Penalty – a 30% Scoring Penalty (SCP) calculated as stated in RRS 44.3(c) (as amended), except that the minimum penalty is three places and she shall not be scored worse than the score for DSQ. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
2. A boat accepts a Post-Race Penalty by delivering to the international jury, or an arbitrator appointed by the international jury, a written statement to that effect, identifying the relevant race and incident.
3. When a Post-Race Penalty is accepted:
 - a) Neither the boat nor a protest committee (including the international jury) may then revoke or remove that penalty;
 - b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

Arbitration

4. Any protest concerning the breach of a rule or rules for which the Post-Race Penalty is available (but not any other rule) may be decided by binding arbitration and a boat may be penalised by an arbitrator as a result of a binding arbitration hearing. This changes RRS 63.1.
5. When a protest is lodged the protestor may at the same time request binding arbitration. The international jury, or any member of it, may also offer binding arbitration at any time before the start of a relevant protest hearing.
6. Binding arbitration shall only be used to decide a protest if all parties to the protest agree to its use and an arbitrator appointed by the international jury agrees that the protest is amenable to decision by binding arbitration.
7. Each binding arbitration hearing will be conducted by a single arbitrator appointed by the international jury. RRS 63.2, RRS 63.3(a), RRS 63.4, RRS 63.5, RRS 63.6, RRS 63.7, RRS 64.1 and RRS 65.1 apply to binding arbitration hearings as to full protest hearings, replacing 'protest committee' with 'arbitrator'. RRS 63.6 is changed in this case so that it is for the arbitrator to decide whether or not to take the evidence of witnesses in a binding arbitration hearing.
8. If binding arbitration is used to decide a protest the decision of the arbitrator shall be final and binding on all parties; RRS 65.2, RRS 66 and RRS 70 do not apply to binding arbitration decisions.
9. If a binding arbitration hearing is used to decide a protest, and the arbitrator decides that a protest committee would disqualify a boat that is a party to the binding arbitration under RRS 64.1 for a breach of one or more rules for which the Post-Race Penalty is available, the arbitrator shall impose the Post-Race Penalty on that boat. No greater penalty shall be imposed on a boat as a result of a binding arbitration hearing.
10. If the arbitrator in a binding arbitration hearing decides for any reason that the protest should instead be the subject of a full protest hearing, they shall stop the binding arbitration hearing and refer the protest to the international jury for a full protest hearing. In this case RRS 64.1 is changed so that the penalty to be imposed by the protest committee for a breach of one or more rules for which the Post-Race Penalty is available (but not any other rule, and not if RRS 44.1(b) applies) is the Post-Race Penalty and not disqualification. The arbitrator may be a member of the protest committee in such a hearing.