



monexgroup

Welsh Topper Championships 2023 & OnBoard Regatta Sailing Instructions

1 RULES

1.1 The rules will be as Notice of Race, except where changed by these Sailing Instructions or official notices during the event.

2 NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the official notice board located adjacent to the Watersports building.

3 CHANGES TO SAILING INSTRUCTIONS

3.1 Any change to the sailing instructions will be posted at least 60 minutes before the start of any race in which it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed at the OD Hut.

4.2 Competitors are not allowed to launch until instructed by the Beachmaster.

5 SCHEDULE OF RACES

5.1 See NOR 6

5.2 Schedule is to run up to 8 races over two days. No more than 5 races will be sailed on either day.

6 CLASS FLAGS

6.1 Class flags will be:

Fleet	Class flag
Topper 5.3 and 4.2	T flag
Topper OnBoard	O flag

7 RACING AREAS

7.1 The Racing area will be within the boundaries defined by Dwr Cymru / Welsh Water.

8 THE COURSES

8.1 The courses will be displayed as per Appendix A

Fleet	Course
Topper 5.3	Outer loop
Topper 4.2	Inner loop
Topper On Board	Square (Marks 1A and 2A) if laid

Note Marks 1A and 1B are not marks of the course for Topper 5.3 and 4.2 fleets.

8.2 The number of windward legs will be displayed via a numeral pennant

9 MARKS

9.1 Course marks will be described at the competitors briefing

10 AREAS THAT ARE OBSTRUCTIONS

10.1 Areas outside the permitted sailing area defined by Dwr Cymru / Welsh Water are designated as obstructions.

11 THE START

11.1 Races will be started by using Rule 26 with the warning signal made 5 minutes before the starting signal.

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 The length of a leg may be changed by the race officer provided no boat is prejudiced by this.

13 THE FINISH

13.1 See SI 9.1

14 TIME LIMITS

14.1 Boats failing to finish within 30 minutes after the first boat sails the course and finishes may be scored Did Not Finish without a hearing.

14.2 The time limit for a race is 60 minutes

14.3 If no boat reaches Mark 1 within 30 minutes the race will be abandoned.

15 PROTESTS, ARBITRATION AND REQUESTS FOR REDRESS

15.1 Boats intending to protest must inform the race officer as they finish the race. The only exception being request for redress due to finishing position errors. Protest forms will be made available by the Beachmaster.

15.2 Protests must be submitted with 30 minutes of the last boat coming ashore.

15.3 Arbitration will be offered as the preferred method to resolve rules disputes (see appendix B)

16 SCORING

See NOR 11

17 SAFETY REGULATIONS

17.1 Competitors shall wear buoyancy aids at all times while afloat.

17.2 A boat that retires from a race shall notify a Safety Boat as soon as possible. They must not leave the race area without permission to do so

17.3 A Tally system will be in place. Competitors must tally on when instructed and before going afloat. Failure to tally off within 5 minutes of the last boat coming ashore may lead to additional penalties.

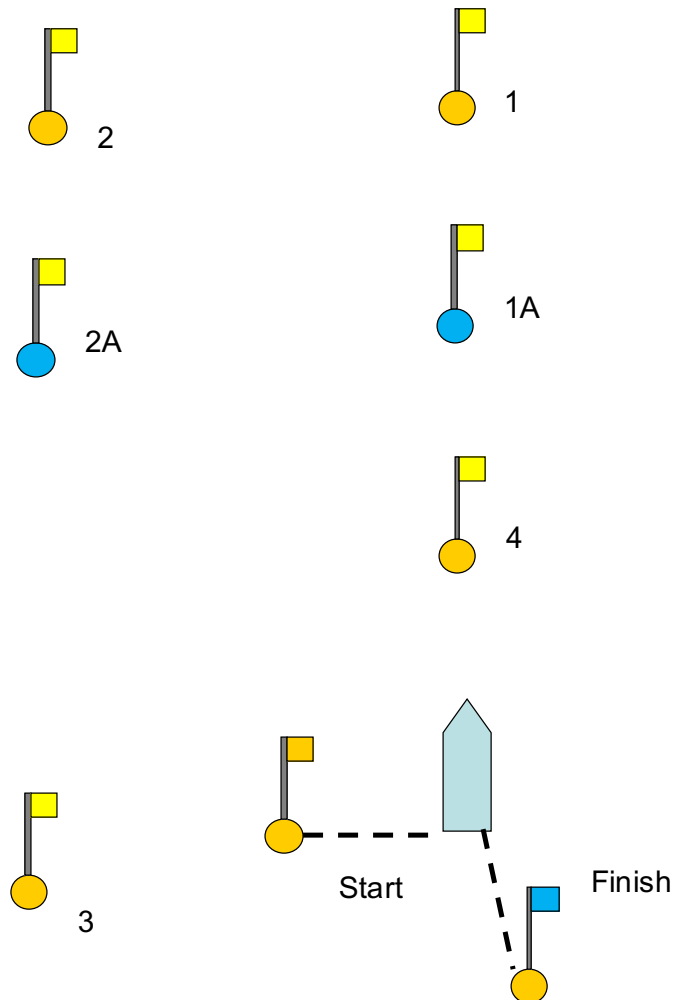
18 RISK STATEMENT

18.1 See NOR 14

19 INSURANCE

19.1 See NOR 16

Appendix A Course Chart



Appendix B – Arbitration

Arbitration is a process whereby the protestor and the protested explain the incident one at a time to a selected arbitrator (Coach or Jury). They then gather the facts and if needed call witnesses to give evidence. If the protest is found to be valid the keep clear boat will be offered a **Post-Race Penalty which is 30%** of the boats that came to the starting area in that race. If the protest is thrown out no penalty will be applied. Both the protestor and the protested can opt to have a full protest at any time. N.B If there was damage or serious injury arbitration will not be offered. The full procedure can be found below RYA ARBITRATION PROCEDURE

1. A boat will lodge a protest filling in a protest form from the race office, and within the normal time limit
2. When RYA Arbitration is provided for in the notice of race or sailing instructions, its use may be requested by any party or the protest committee or race committee.
3. The Arbitrator will first consider whether there was injury or serious damage and/or that a boat gained a significant advantage from the incident. If they are satisfied that none of these occurred, and if all parties agree, an arbitration will be called, to take place as soon as possible in a quiet place, and without observers permitted to attend (who might otherwise be called as witnesses to a subsequent protest committee hearing).
4. If the arbitrator judges the issue too complex, or if a party does not agree to arbitration, the protest will be heard by a protest committee.
5. If a party is not present, and therefore is not able to accept a Post-Race Penalty, the protest must be heard by a protest committee. If RYA Arbitration was suitable, it may be equally suitable for the arbitrator to act as a one-person protest committee.
6. The arbitrator follows the same procedure as for a protest hearing (see Appendix M in the Racing Rules of Sailing), starting by considering the validity of the protest.
7. Each sailor then gives a brief summary of the incident.
8. The arbitrator may decide at any time during the arbitration that the issue should be heard by a protest committee, and terminate the arbitration. Any boat may accept a Post-Race Penalty before the start of the protest hearing (or retire if it caused injury, serious damage or, despite taking a penalty, gained a significant advantage – rule 44.1). However, the arbitrator may instead decide that hearing witness evidence immediately will enable an immediate and clear opinion to be found. Only the arbitrator may call witnesses.
9. The arbitrator summarises the evidence of the parties, and gives an opinion on whether any boat broke a rule and, if so, which and why. Each boat that may have broken a rule is invited to accept a Post-Race Penalty (or retire if the boat may have caused injury, serious damage or gained a significant advantage).
10. When all boats that may have broken a rule accept a Post-Race Penalty (or decide to retire), or if the arbitrator's opinion is that the protest is invalid or no rule was broken, the protestor is invited and allowed to withdraw the protest.
11. No party is obliged to accept a Post-Race Penalty or retire, and no party is obliged to accept that another party did not break a rule. In either case, the party is entitled to have the protest heard by a protest committee.

12. The arbitrator completes the decision form, detailing any penalties accepted and whether the protest is withdrawn and returns it to the race office. The decision form sections on facts found, conclusions and decision must be left blank. If a full protest hearing is to follow, no new protest from the party is needed - the protest committee will attach a new decision form to the written protest for its own hearing.

13. If, for any reason, the protest proceeds to a protest hearing, any party may accept a Post Race Penalty at any time before the protest hearing starts (or retire if she they caused injury, serious damage or, despite taking a penalty, gained a significant advantage – rule 44.1). A Post-Race Penalty, once accepted, cannot be withdrawn or removed, even if a protest committee later decides that a boat that accepted a Post-Race Penalty did not in fact break a rule.

14. When a boat accepts a Post-Race Penalty at RYA Arbitration or at any time before the start of any related protest hearing, the boat will not be penalised further at the protest hearing if the protest committee decides that the penalty the boat has already accepted was appropriate to the facts it finds.

15. When RYA Arbitration proceeds to a protest hearing, there is no objection in principle to the arbitrator being a member of the protest committee, but a protest committee may decide not to have the arbitrator as a member.