



The Meisha Campus International Topper World Championships 2018

Longcheer Yacht Club, Shenzhen, China
Tuesday 14th to Tuesday 21st August 2018

Sailing Instructions

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With grateful thanks to
our Title Sponsor:-

Meisha Campus



**Organized by the International Topper Class Association (ITCA) in conjunction with
Longcheer Yacht Club, China**

1 Rules

- 1.1 The championships will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 [DP] The International Topper Class Rules apply.
- 1.3 The following documents apply (and rank as rules under the Racing Rules of Sailing):
 - a) [DP] The ITCA World Championship 2018 Equipment Regulations
 - b) [DP] The ITCA World Championship 2018 Competitor and Support Team Regulations.
- 1.4 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 rule 60.1.
 - b) For breaches of rules marked [SP] the race committee may apply a standard penalty without a hearing. This changes rules 63.1 and A5.
 - c) For rules marked [DP] the penalty for each breach is at the discretion of the protest committee. This changes rule 64.1.
 - d) The last sentence of the preamble to race signals is changed so 'class' is replaced with 'class or fleet'.
- 1.5 In case of conflict with the Notice of Race these Sailing Instructions shall prevail. This changes rule 63.7.
- 1.6 In RRS 30.4 and RRS P1 change sail number to event number
- 1.7 When flags AP/H or N/H are displayed from a race committee vessel all boats shall immediately return ashore and wait there for further information. This changes race signals AP/H and N/H
- 1.8 If there is a conflict between languages the English text will take precedence.
- 1.9 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 Noticeboard outside the main hangar.
- 2.2 There will be a welcome and briefing for all competitors and their supporters, which all competitors should attend, in the marquee/ hangar (to be confirmed at registration) at 18:00 on Wednesday 15th August.
- 2.3 There will be a daily briefing for all competitors on Thursday 16th August and each day thereafter. Times and location will be posted on the Official Noticeboard by 18:00 on the day before it will take effect.

3 Changes to Sailing Instructions

- 3.1 Any change to the sailing instructions will be posted at least two hours before the scheduled start time 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 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 flagpole outside the main hangar.

- 4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.
- 4.3 [NP] [DP] A boat shall not leave her designated place in the dinghy park until flag D is displayed ashore. The warning signal will be made not less than 45 minutes after flag D is displayed or not before the scheduled time whichever is the later.

5 Format of Championships

5.3 class

- 5.1 The International Topper 5.3 World Championship will consist of a Qualification Series followed by a Final Series. Nine races are scheduled for the Qualification Series and six for the Final Series.
- 5.2 The Qualification Series is scheduled to run from Thursday 16th August to the end of Saturday 18th August. 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 each day of the Qualification Series the Championship entry will be divided into three fleets of as near as possible equal size: Yellow, Blue and Red. The allocation of boats to fleets – which will likely change from day to day – will be displayed on the official notice board from at least two hours before the start of the first race on each day.
- 5.4 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.
- 5.5 The boats with the best Championship 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 33% of the number of boats entered in the Championship, rounded up. In addition, all boats with the same Championship score as the last boat assigned to the Gold fleet in this way will also be assigned to the Gold fleet.
- 5.6 The remaining boats will be assigned to the Silver and Bronze fleets in a similar way, with at least 50% of those remaining boats being assigned to the Silver fleet.
- 5.7 The allocation of boats to Final Series fleets will be displayed on the official notice board from at least two hours before the start of the first race of the Final Series.
- 5.8 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

- 5.9 The International Topper 4.2 World Championship will consist of a single Championship series. A total of 15 races are scheduled.

6 Schedule of Racing

- 6.1 Racing is scheduled for both classes on each day as follows:

<i>Date</i>	<i>First Warning Signal</i>	<i>Number of Races</i>
Thursday 16 th August	12:25	3 races back to back
Friday 17 th August	TBA	3 races back to back
Saturday 18 th August	TBA	3 races back to back
Sunday 19 th August	TBA	3 races back to back
Monday 20 th August	TBA	3 races back to back

Tuesday 21 st August	TBA	Spare day if needed
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- 6.2 To alert boats that a race or sequence of races will begin soon the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 6.3 [NP] If the 5.3 class entry is divided into fleets, the intended order of starts for the first race each day.
- a) Yellow / Gold fleet
 - b) Blue / Silver fleet
 - c) Red / Bronze fleet.
- 6.4 On Tuesday 21st August 2018 no warning signal will be made after 10:55

7 Class / Fleet Flags

- 7.1 The 5.3 class flag is flag T. If the 5.3 class entry is divided into fleets, the class flag for each fleet will be as follows:
- a) Yellow fleet / Gold fleet – Yellow flag
 - b) Blue fleet / Silver fleet – Blue flag
 - c) Red fleet / Bronze fleet – Red flag.
- 7.2 The 4.2 class flag is flag T defaced with '4.2'.

8 Racing Area

See Appendix 1.

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 2 for the 5.3 class and Appendix 3 for the 4.2 class.
- 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 description of the marks for each of the courses will be provided at the event

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 an inflatable buoy
- 12.2 If a buoy is used, the race committee may position a vessel outside the port end of the starting line to sight the line.
- 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 does not start within 4 minutes after her starting signal will be scored 'Did Not Start' without a hearing. This changes rule RRS A4 and A5.

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 (a) lay a change mark, or (b) move a gate, or (c) move the finishing line. When a change mark is laid, the original mark will be removed as soon as possible. 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 a new position

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 a nearby committee vessel, or
- the course side of an inflatable finishing mark

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

14.3 [NP] In addition to the procedure for shortening course in rule 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 rule 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 Rule 42

15.1 Appendix P will apply as changed by SI 15.2.

15.2 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 [NP] Target Time and Time Limits

16.1 The target time, Mark 1 time limit and overall time limit for each class are as follows;

	5.3 Class	4.2 Class
<i>Target time</i>	45 mins	30 mins
<i>Mark 1 time limit</i>	30 mins	20 mins
<i>Overall time limit</i>	90 mins	60 mins

16.2 If no boat has passed mark 1 within the Mark 1 time limit the race will be abandoned

17 Retirement and Penalty Declaration; Exoneration Penalty

17.1 [NP] [DP] A boat that retires before finishing or takes a one-turn penalty or a two-turn penalty under rule 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 rule 31 and did not take a penalty at the time of the incident may, in certain circumstances, accept an Exoneration Penalty as an alternative to retirement. See Appendix 4 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 and receive and acknowledgement from one of the race committee vessels at the finishing line upon finishing the race, or if they do not finish, inform either a jury vessel or a race management vessel as soon as practicable after they retire. This adds to the requirements of rule 61.1 for a protest or request for redress to be valid.

18.2 Protests forms will be available at the race office/ jury room. Protests and requests for redress or reopening shall be delivered there within the time limit.

18.3 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 or Protest Committee concerning an incident they observed in the racing area.

18.4 A notice will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. This is the notification required by rules 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.

18.5 On the last day of the Qualification Series for the 5.3 class 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 rule 66.

18.6 On the last day of the Qualification Series for the 5.3 class 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 rule 62.2.

18.7 Arbitration will be available as an alternative way of resolving protests. See Appendix 4 for details.

18.8 Decisions of the International Jury will be final as provided in rule 70.5.

19 Outside Help

19.1 Rule 41(a) is changed to allow help from the race committee or registered support vessels to recover after a capsize.

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.

20 Scoring

20.1 The event will be scored in accordance with Appendix A using the Low Point System, except as amended below.

20.2 Ties on total points will be broken by rule A8 only for the purpose of awarding trophies and prizes, in which case rule 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 – nine races in the Qualification Series and six races in the Final Series. At least four 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 fleet will first be scored separately. The scores from all the fleets will then be combined to produce the overall result for the race, so that there will be three firsts, three seconds, etc. Rule A7 will not be applied to these tied race scores.
 - b) When a race is postponed, recalled or abandoned for one or more fleets, that race will not be completed and scored for any fleet until at least one boat in each fleet has started, sailed the course in compliance with rule 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 separate fleets to sail the same number of races.
- 20.6 A boat's Championship score will be the sum of her Qualification series score and her Final series score.
- 20.7 In the Championship results all boats assigned to the Gold fleet will rank ahead of all boats assigned to the Silver fleet which will rank ahead of all boats assigned to the Bronze fleet.
- 20.8 For each of the Qualification series and the Final series a boat's series score will be the total of her race scores excluding her worst race scores as follows:
- a) When 3 or fewer races have been completed no race scores will be excluded.
 - b) When 4 to 7 races have been completed one race score will be excluded.
 - c) When 8 or 9 races have been completed two race scores will be excluded.
- 20.9 In the Qualification Series a boat that did not start, did not finish, retired or was disqualified, shall be scored points for the finishing place one more than the largest number of boats assigned to any fleet for that race (changing rule A4.2).
- 20.10 In the Final Series a boat that did not start, did not finish, retired or was disqualified, shall be scored points for the finishing place one more than the total number of boats assigned to her Final Series fleet (changing rules A4.2).

Scoring for the Topper 4.2m² Championship

- 20.11 15 races are scheduled. Three races must be completed to constitute the Championship.
- 20.12 A boat's Championship score will be the total of her race scores excluding her worst race scores as follows:
- a) When 3 or fewer races have been completed no race score will be excluded;
 - b) When 4 to 7 races have been completed one race score will be excluded;
 - c) When 8 to 12 races have been completed two race scores will be excluded.
 - d) When 13 or more races have been completed three race scores will be excluded

21 [NP] [DP] Safety

- 21.1 Each competitor shall wear a personal flotation device of at least CE50 Newton standard or equivalent at all times when afloat, except briefly while changing or adjusting clothing or personal equipment. This changes rule 40.
- 21.2 Boats not leaving the shore for a scheduled race shall promptly notify the race office

21.3 When a member of the race committee or its designated official 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.

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

21.5 A boat that retires from racing shall notify the race committee before leaving the racing area, or if that is not possible, shall notify the race office as soon as possible after returning ashore.

22 [NP] [SP] Tallying

22.1 Each competitor shall, in person, tally out before launching by personally collecting their tally in exchange for their accreditation card which is then left ashore.

22.2 Each competitor shall, in person, tally in immediately on returning ashore after racing by returning the tally to tally control in exchange for their accreditation card

22.3 Tallies shall be worn visibly on the right wrist whilst afloat.

22.4 The penalty for failing to tally out is a 1 point Scoring Penalty calculated as stated in rule 44.3(c), applied without a hearing to the first race that she starts after the incident.

22.5 The penalty for failing to tally in is a 1 point Scoring Penalty calculated as stated in rule 44.3(c), applied without a hearing to the last race that she started before the incident.

23 [DP] Equipment Inspection and Sail Changes

23.1 In addition to measurement before the first day of racing, an official measurer or an equipment inspector 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 during the event, except that in the case of damage that it is impossible to repair in time for a race, the technical committee may authorise the use of an alternative sail in one or more races. Such authorisation shall be sought at the first reasonable opportunity, ideally before the alternative sail is used.

24 Waste

24.1 Trash may be placed aboard support and safety vessels.

25 Radio Communication

25.1 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.

26 Risk Statement

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

26.2 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.

27 [NP] [DP] Insurance

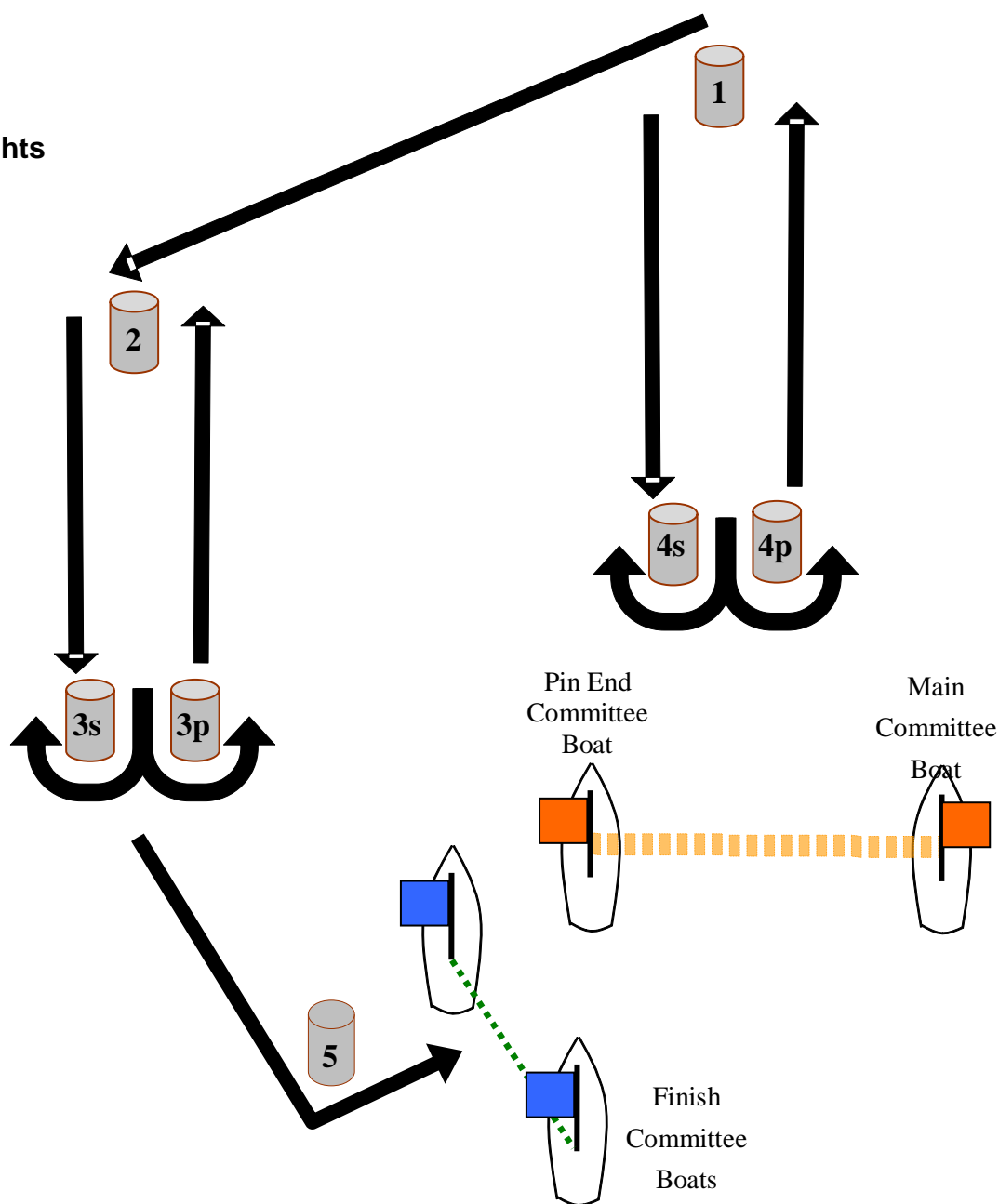
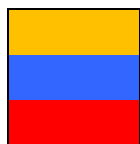
- 27.1 Each participating competitor shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or equivalent.

Race Area



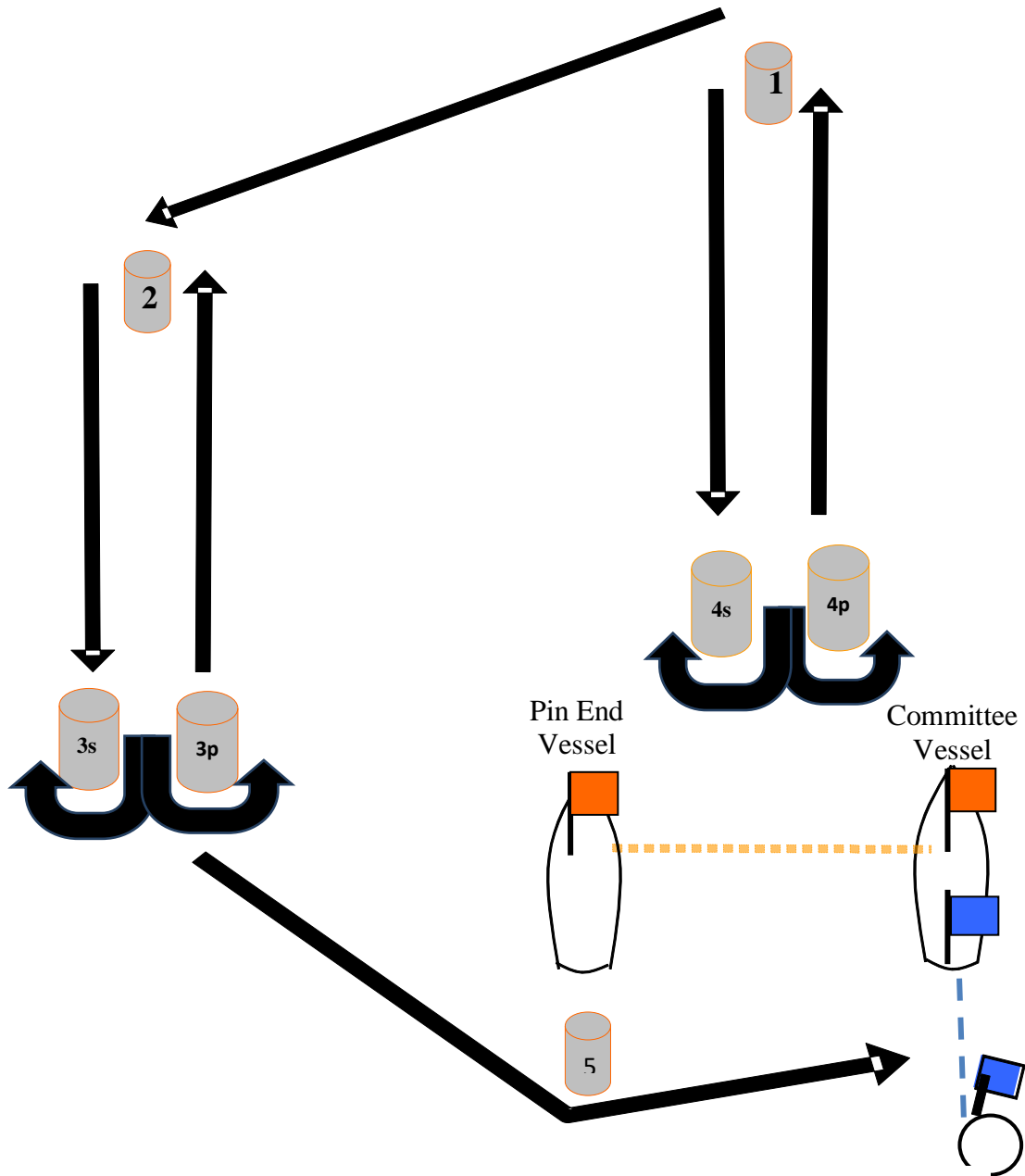
APPENDIX 2 - 5.3 Course Card

Order of Flights



Course signal	Course
O1 or I1	1 – 2 – 3s/3p(Gate) – 5 – Finish
O2	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
O3	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
O4	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
I2	1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish
I3	1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish
I4	1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish

APPENDIX 3 – 4.2 Course Card



Course signal	Course
O1 or I1	1 – 2 – 3s/3p(Gate) – 5 – Finish
O2	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
O3	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
O4	1 – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 2 – 3s/3p(Gate) – 5 – Finish
I2	1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish
I3	1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish
I4	1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 4s/4p(Gate) – 1 – 2 – 3s/3p(Gate) – 5 – Finish

Exoneration Penalty and Binding Arbitration

Exoneration Penalty

1. Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 and/or rule 31 in an incident may, after the incident but before the start of any related protest hearing, take a 30% Scoring Penalty calculated as stated in rule 44.3(c) (as amended) in respect of the breach of those rules in that incident – an exoneration penalty.
2. A boat takes an exoneration 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 an exoneration penalty is taken:
 - 3.1. Neither the boat nor a protest committee (including the international jury) may later retract, revoke or remove that penalty;
 - 3.2. The boat shall not be penalised further in respect of that incident unless a protest committee decides in a protest hearing that the exoneration penalty was not appropriate to the facts found and/or the applicable rules.

Arbitration

4. Any protest concerning the breach of a rule or rules for which the exoneration 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 rule 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. Rules 63.2, 63.3(a), 63.4, 63.5, 63.6, 63.7, 64.1 and 65.1 apply to binding arbitration hearings as to full protest hearings, replacing 'protest committee' with 'arbitrator'. Rule 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; rules 65.2, 66 and 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 rule 64.1 for a breach of one or more rules for which the exoneration penalty is available, the arbitrator shall impose the exoneration 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 rule 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 exoneration penalty is available (but not any other rule, and not if rule 44.1(b) applies) is the exoneration penalty and not disqualification. The arbitrator may be a member of the protest committee in such a hearing.