

NATIONAL TWELVE CHAMPIONSHIPS 2013

SAILING INSTRUCTIONS (Provisional - 21/2/13)

1. RULES

1.1 Rules. Racing will be governed by the Racing Rules of Sailing 2013-2016 (RRS), the rules of the National Twelve Owners' Association, and the equipment rules of sailing (ERS) where they apply.

1.2 Distinguishing Numbers. Sails must carry clear distinguishing numbers and insignia as required in the Class Rules. Under exceptional circumstances and at its sole discretion, the Race Committee may permit a boat to use sails carrying a distinguishing number other than that required by RRS Appendix G1.1(c). This changes Rule 77. All competitors should ensure that the sail number shown against their name in the final list of entries, as held by the Beachmaster, is that under which they are sailing. In no circumstances shall a boat be permitted to use the sail number of another boat already competing.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board in the lower corridor of Brixham Yacht Club.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Official Notice Board at least two hours before the advertised start time of the race or races concerned. Any change to the Schedule of Racing will be posted on the Official Notice Board no later than 2000hrs on the day before it will take effect.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the mast in the dinghy compound.

4.2 Boats are not permitted to launch until Flag 'D' is displayed with one sound signal. The warning signal will not be displayed sooner than 60 minutes after flag 'D' being displayed.

4.3 When flag 'AP' is displayed ashore competitors shall not launch until FLAG 'AP' is lowered with one sound signal. The Warning Signal will not be displayed sooner than 60 minutes after lowering of AP. This amends Race Signals in the RRS.

5. SCHEDULE OF RACES. (All timings BST)

5.1

	High Water	Date	Warning Signal	Race
Saturday	19.22 - 5.1m	25 th May 2013	13.55hrs ASA	1 st Points Race 2 nd Points Race
Sunday	07.48 - 5.0m	26 th May 2013	10.55hrs ASA	3 rd Points Race 4 th Points Race
Monday	08.34 - 5.1m	27 th May 2013	10.55hrs	Sir William Burton Cup (5 th Points Race)
Tuesday	09.21 - 5.0m	28 th May 2013	10.55hrs ASA	6 th Points Race 7 th Points Race

ASA: race will follow as soon as possible after completion of first race.

5.2 In the event of the championship falling behind schedule a third race may be scheduled for the subsequent or another day. This will be posted on the notice board no later than 20.00hrs the day before the extra race is scheduled for. The display of Flag E on the committee boat before the start of the second race of a day indicates that a third race will be started at the conclusion of the second race.

5.3 After a long postponement, to alert boats that a race or sequence of races will begin soon an Orange Flag will be displayed for at least four minutes before a Warning Signal is displayed. This may be accompanied by a rapid series of sound signals.

5.4 On the last day of the event no Warning Signal will be made after 15.00hrs.

6. CLASS FLAG

The Class Flag will be IC Flag T.

7. RACING AREA

The principal race area will be in Torbay. It is likely to be in Southern Torbay.

8. AREAS THAT ARE OBSTRUCTIONS

The entirety of mussel beds bearing 280° at a range of 0.7m from the outer end of Brixham breakwater and approximately 0.25m from the shore, including the beds marker buoy and including the entire sea area between the mussel beds and the shore are an obstruction.

9 THE COURSES

9.1 The diagrams in Appendix One show the courses A, B, C and D, the order in which marks are to be rounded, and the side on which each mark is to be left.

9.2 The Committee Boat will display the approximate compass bearing of the first leg on a board on the Committee Boat.

9.3 The Committee Boat will display a board on the Committee Boat prior to the Warning signal to denote the Course to be sailed (letters A, B, C or D.) and the number of laps to be sailed.

Note that in Course A, `Triangle` (Marks 1, 2 and 3) is a Lap, `Sausage` (Marks 1, 1a, 3) is also a Lap. So 3 laps is; a `Triangle`; followed by `Sausage`; followed by another `Triangle`, then finish.

Note that in Course D, `Sausage` (Marks 1, 1a and 3) is a Lap, `Triangle` (Marks 1, 2, 3) is also a Lap. So 3 laps is; a `Sausage`; followed by `Triangle`; followed by another `Sausage` then finish.

10. MARKS

10.1 Rounding Marks:

Mark 1 will be 1.5m high yellow cylinder, Marks 2, 3, & 4 will be 1m high yellow spherical buoys.

10.2 The Port end Starting Line mark will be a dan buoy or end of line boat displaying an orange flag.

10.3 The Finishing Mark will be a dan buoy displaying a blue flag.

10.4 The Course `A` and `D` Offset Mark, 1a, will be a 1m high, narrow yellow pillar buoy and this shall be left to Port on the `Sausage` laps only.

11. LOCAL NAVIGATIONAL REQUIREMENTS

All competitors should be aware that Brixham is a commercial working port and regard should be given to commercial craft including ferries and fishing vessels.

12. THE START

12.1 Races will be started using rule 26.

12.2 The Starting Line will be between the mast displaying an Orange Flag on the Committee Boat (including any attached boats or buoys) at the Starboard end and the Port End Starting Mark (SI 10.2).

12.3 A boat starting later than 5 minutes after her starting signal will be scored `Did Not Start` without a hearing. This changes rules A4 and A5.

13. CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the Race Committee will lay a new mark, (or move the finishing line) and remove the original mark as soon as practicable. Any mark to be rounded after the new mark may be relocated when possible without further signal to maintain the course configuration. When in a subsequent change a mark is replaced, it will be replaced by the original mark. The change windward mark will be a 1.5m orange cylinder buoy, The change Offset mark (1a) for Course A or D will be an orange 1m high, narrow yellow pillar buoy, all other change marks if required will be 1m high red and spherical.

14. THE FINISH

14.1 The Finishing Line will be between the mast displaying a Blue Flag on a Committee Boat and the Finishing Mark (SI 10.3).

14.2 The course may be shortened by the Committee Boat at the Finishing Line (Display of Flag S with two sound signals). All boats shall then complete the lap they are sailing and proceed to the Finishing Line. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. This changes and is additional to Rule 32.2. Boats not on the same lap as the leading boat will be scored in the order they cross the finish line behind all boats on the same lap as the first boat to finish. This changes Rule 28 and Rule 32.2.

14.3 For the Sir William Burton Cup race the Finish Line will be approximately 100 metres to weather of Mark One. If a change of course is signalled at Mark Three the finish line may be to Port or Starboard and/or to leeward of Mark One.

15. RETIREMENT

15.1 A boat that retires from any race for any reason shall complete the Retirement Sheet for that race before the expiry of the protest time. This will be located next to the tally board in the vicinity of the dinghy park / slipway.

16. TIME LIMITS

16.1 The Time Limit for the first boat to finish for each race will be 2 hours, except for the race for the Sir William Burton Cup for which the Time Limit will be 5 hours.

16.2 After the first boat has finished, the Race Officer will keep the finish line open for 30 minutes, except that for the Sir William Burton Cup Race, this will be 60 minutes. Subject to 16.3, boats failing to finish within the appropriate time period will be scored DNF. This changes rule 35 and A5

16.3 At the absolute discretion of the Race Officer, at the expiry of the appropriate time in 16.2, boats that have not finished may be scored their positions from an official boat displaying flag 'W' that will move back down the course from the finishing line and make one sound for each boat passed. Failure to exercise discretion under this instruction shall not be grounds for redress. This changes rules 28, 32.1, 32.2, 35, 62.1(a) and A5

17. PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms will be available at the Race Office. Protests and Requests for Redress shall be delivered there within the protest time limit, which is 60 minutes after the last boat has finished the last race of the day. The same protest time limit applies to protests by the Race Committee or Protest Committee (except under the last sentence of Rule 61.1(b) and to requests for redress). This changes RRS 61.3 & 62.2.

17.2 Notices 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 except under the last sentence of Rule 61.1(b).

17.3 On the last day of the event any request for reopening a hearing shall be delivered either: Within the protest time limit if the party requesting the reopening was informed of the decision the previous day or, no later than 30 minutes after the party requesting the reopening was informed of the decision on that day. This changes RRS 62 and 66.

17.4 Breaches of the SI's 8, 15, 19, 22, 24, 25, 26 and Class Rules will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides. The scoring abbreviation of a discretionary penalty will be DPI. This changes rule 64.1.

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

17.6 Notices of Protests and Redress hearings posted on the Notice Board shall be considered sufficient notice to all parties and witnesses. It is the responsibility of Parties to consult the Notice Board at or before notice expiry time before leaving the venue for the day. This changes Rule 61.1.

17.7 Exoneration Penalty

17.7.1 A boat that may have broken a rule of Part 2, or Rule 31 or 42 may, after finishing the race concerned and before the start of a related protest hearing, notify the race committee that she accepts a 30% scoring penalty as stated in rule 44. 3 (c) (except that the minimum penalty is 2

places and not worse than DNF). This penalty does not reverse an OCS score, a disqualification under rule 30.3, nor a penalty under Appendix P). It is not available for a breach of rule 2 or of class rules or for gross misconduct under rule 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach

17.7.2 When an exoneration penalty is accepted :

- a) Neither the boat nor a protest committee may then revoke or remove the penalty
- b) The boat shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules

17.8 RYA Arbitration

- 1 When a protest or request for redress is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 2 If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator, (who may be that or another member of the protest committee) will call a hearing conforming to section B of the Racing Rules of Sailing, except that rule 64.1 (a) will not apply. Instead, when the Arbitrator decides that a boat that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing rule 63.1
- 3 When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn, or the arbitrator decides that the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing. Rule 66 will not apply to the arbitration decision. A boat may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.
- 4 When redress is offered and accepted at the RYA Arbitration, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted, or not offered at all, the boat may have her request heard before a protest committee.

18. SCORING

18.1 The event will use the Low Point Scoring System.

18.2 Seven Races are scheduled. Three shall be completed to constitute a series.

18.3 A boats series score will be the total of her race scores if 3 races are completed. If four or more races are completed a boats series score will be the total of her races scores with her worst score discarded. This changes rule A2.

18.4 SPECIAL PROVISIONS

The results of races that are shortened to fewer than four LEGS will not count towards the Yachting World Silver National Points Trophy. If the race programmed as the Sir William Burton Cup Race has to be shortened to less than 12 legs of the course, the results will count for the next scheduled race, and the Sir William Burton Cup Race will, if possible, be rescheduled later. If a Sir William Burton Cup length race has not been completed by 1900hrs on the Tuesday, that Cup will not be awarded at this event but may be sailed for at an event later in the year. If a seventh points race has been sailed the Sir William Burton Cup place prizes will be given for this race.

19. SAFETY REGULATIONS

19.1 Personal Flotation Devices. All competitors shall wear an adequate personal flotation device at all times whilst afloat. Wet suits and dry suits are not personal flotation devices. This varies the preamble in Part 4 of the racing rules 27.1 and 40.

19.2 Mandatory Tally System. The Tally System will be described at the competitors briefing.

19.3 A Tally Number will be allocated at Registration. This number will also be attached to the boats launching trolley.

19.4 Competitors shall collect and wear their tally wrist bands before going afloat.

19.5 The Beachmaster will be in charge of the Tally Board adjacent to the slipway.

19.6 Tally bands shall be returned to their correct hook on the Tally Board as soon as competitors return to the slipway. A retiring helm shall sign the Retirement Declaration Sheet, one for each race retired, the declaration sheets will be with the tally board. Boats failing to comply with these procedures will be subject to disqualification without a hearing from all races that day. This adds to

exceptions within rule 63.1. The Race Committee may commute this DSQ to a contribution of £10 to the local RNLI.

19.7 Long hair on all crew shall be tied up or restrained to eliminate the risk of entanglement.

20. REPLACEMENT OF CREW OR EQUIPMENT

20.1 The NTOA Measurement Coordinator at the event will decide upon applications made under NTOA Class Rules.

20.2 Any request to substitute a nominated crew shall be submitted at the Race Office before going afloat. The full name of the replacement crew must be provided. Substitution of a crew must not be used for the purpose of gaining an advantage in the race series.

21. EQUIPMENT & MEASUREMENT CHECKS

21.1 Boats may be measured at any time at the discretion of the Race Committee.

22. ADVERTISING

The event is part of the 2013 Gul series. Event sponsors advertising may be supplied and required to be displayed in a position to be specified at registration.

23. OFFICIAL BOATS

A description of the official boats will be posted on the official notice board.

24. SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside the areas where boats are racing from the time of the warning signal until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. Any support personnel who interfere with the racing in any way including, in the opinion of the race committee, making excessive wash across the race course will result in a protest against the boat associated with that personnel and possible disqualification of that boat.

25. TRASH DISPOSAL

Attention is drawn to Rule 55. Trash may be placed aboard support and race committee boats.

26. RADIO COMMUNICATION

Except in emergencies radio or mobile telephones shall not be used during racing.

27. PRIZES

Trophies & Prizes are listed on attached pages.

28. RISK STATEMENT

28.1 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."

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 while taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions as it can be practically provided in the circumstances;

- (g) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face the extremes of weather; that the crew is sufficient in experience and fitness to withstand such weather.

28.2 INSPECTIONS

The fact that the race committee conducts inspections does not reduce the responsibilities of each competitor set out in this Notice of Race.

29. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per event (or the equivalent) valid for the duration of the Championship.

APPENDIX ONE COURSES (A - D)

COURSE A

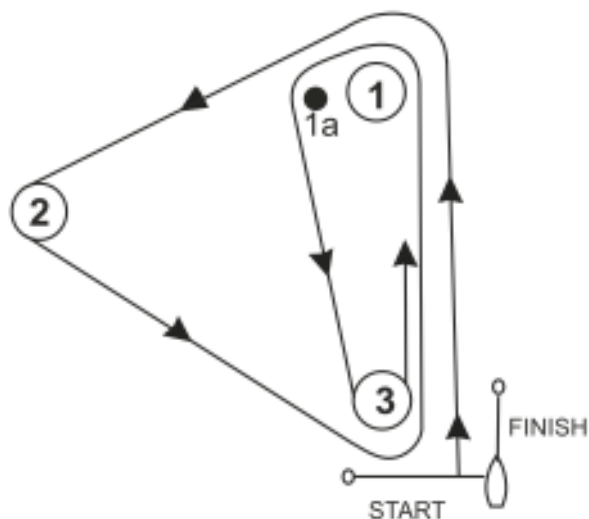
First and all subsequent odd rounds

Mark 1 to port
Mark 2 to port
Mark 3 to port

Second and all subsequent even rounds

Mark 1 to port
Mark 1a to port
Mark 3 to port

Finishing leg from mark 3 to finishing line



Continued below

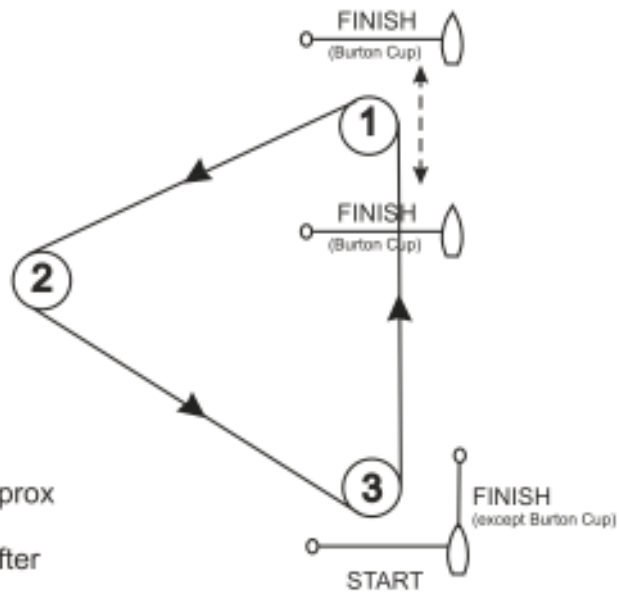
COURSE B

First and all subsequent rounds

Mark 1 to port
Mark 2 to port
Mark 3 to port

Finishing leg from mark 3 to finishing line.

For Burton Cup.
The finish line will be positioned approx 100mtrs to windward of Mark1, or may be between mark 3 and 1 after a change of course

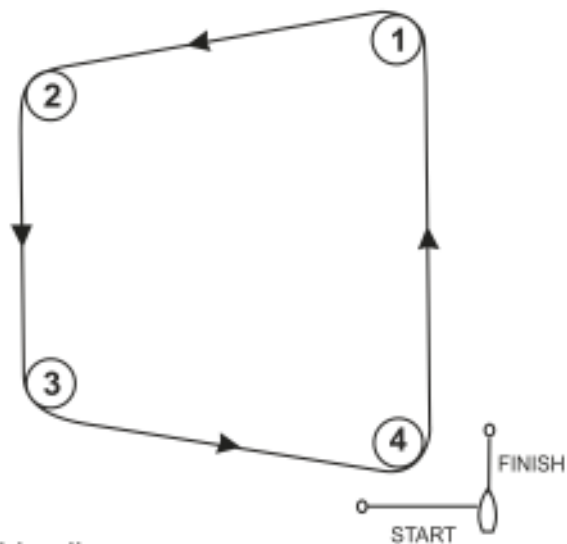


COURSE C

First and all subsequent rounds

Mark 1 to port
Mark 2 to port
Mark 3 to port
Mark 4 to port

Finishing leg from mark 4 to finishing line



Continued below

COURSE D

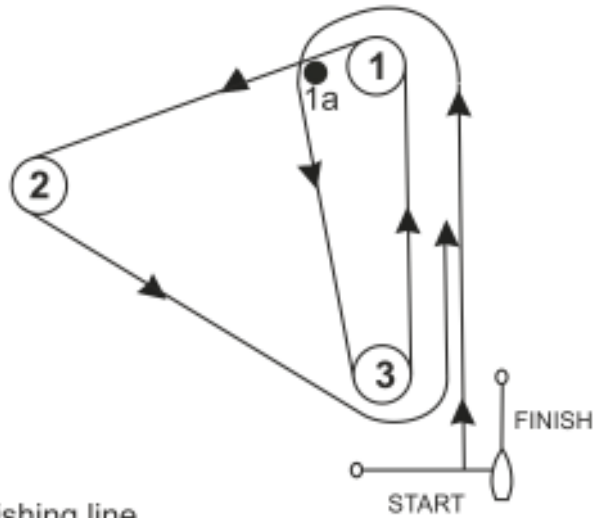
First and all subsequent odd rounds

Mark 1 to port
Mark 1a to port
Mark 3 to port

Second and all subsequent even rounds

Mark 1 to port
Mark 2 to port
Mark 3 to port

Finishing leg from mark 3 to finishing line



NOTE: These maps are for information only. They are not intended to give any idea of length of leg or course direction in any way.