



South East Topper Traveller  
King George Sailing Club in association with the International Topper Class  
Association UK South East Area  
Saturday 8<sup>th</sup> November 2025

## SAILING INSTRUCTIONS (SIs)

### 1 RULES

- 1.1** The event is governed by the rules as defined in *The Racing Rules of Sailing* and other rules as listed in the Notice of Race.
- 1.2** Appendix T will apply.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1** Any change to the sailing instructions will be posted at least 30 minutes before the warning signal of the race it will take effect.
- 2.2** Changes to a sailing instruction may be made on the water displaying flag Lima and a notice being displayed on the committee vessel or verbal instructions given.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1** Notices to competitors will be posted on the official notice board, the location of which is described in the Notice of Race.
- 3.2** The race office is located in the Race Box at the top of the slipway.

### 4 CODE OF CONDUCT

- 4.1** [DP] Competitors and support persons shall comply with reasonable requests from race officials.

### 5 SIGNALS MADE ASHORE

- 5.1** Signals made ashore will be displayed at the Race Box.
- 5.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' in Race Signals AP.

### 6 SCHEDULE OF RACES

**6.1**

<b>Race</b>	<b>Warning Signal</b>
1	1055
2, 3, 4	As soon as possible after the previous race

**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 one** minutes before a warning signal is made.

**7**

## **CLASS FLAGS**

**7.1**

The class flag is International Code Flag Tango.

**8**

## **RACING AREA**

**8.1**

The racing area is on King George Reservoir.

**9**

## **COURSES**

**9.1**

The possible courses to be used will be described in Appendix 1. Further description may be given in the competitor's briefing.

**9.2**

No later than the warning signal, the race committee signal vessel will display the course designation to be used.

**10**

## **MARKS**

**10.1**

The start or finish line marks, and marks of the course will be any of the following:

- Orange or yellow inflatable marks
- Fixed or semi-permanent club race marks
- Any other mark or object as described at the competitor's briefing

**11**

## **OBSTRUCTIONS**

**11.1**

The following areas are defined as obstructions:

- Launching pontoons
- Floating powerboat 'Islands'
- Floating water quality station

**12**

## **THE START**

**12.1**

Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.

**12.2**

The starting line is between a staff displaying an orange flag on the committee vessel and the starting mark or another committee vessel.

**12.3** An alternative starting line will be a line formed by the transit of the central flag mast of the race box and the white diamond in front of it. An outer distance mark, as described in SI 10.3, will be positioned as close as possible to the start line.

**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 RRS A5.

## **13 CHANGE OF THE NEXT LEG OF THE COURSE**

**13.1** To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

## **14 THE FINISH**

**14.1** The finishing line is between a staff displaying a blue flag on the committee vessel and the finishing mark or another committee vessel. An alternative finishing line may be used as described in SI 12.3.

## **15 NOT USED**

## **16 TIME LIMITS AND TARGET TIMES**

**16.1** The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
30	60	20

**16.2** If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

**16.3** The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place [one][two] more than the finishing place of the last boat that sailed the course within the Finishing Window and was not penalised under RRS 30.3 or 30.4. This changes RRS 35, A5.1, A5.2 and A10.

**16.4** The target time for all races will be 40 minutes. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.

## **17 HEARING REQUESTS**

- 17.1** The protest time limit is 40 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.
- 17.2** Hearing request forms are available from the race office.
- 17.3** 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 along with the location of the hearing.

## **18 SCORING**

- 18.1** 1 race is required to be scored to constitute a series.
- 18.2** The discard profile is described in NOR 15.2.

## **19 - 24 SAFETY REGULATIONS**

### **25 TRASH DISPOSAL**

- 25.1** Trash may be placed aboard official vessels.

### **26 - 28 BERTHING**

### **29 PRIZES**

- 29.1** Prizes will be given at the discretion of the Organising Authority.

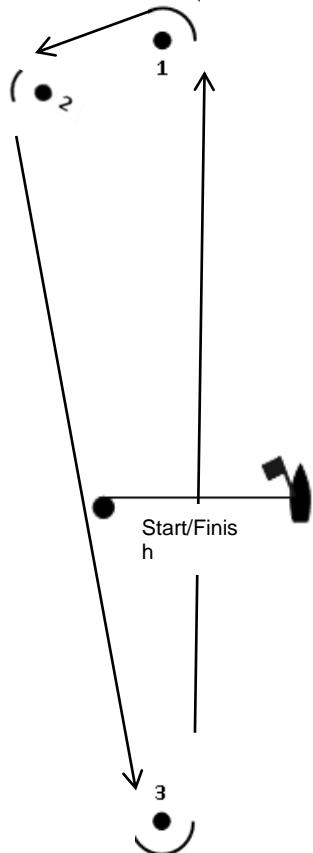
### **30 RISK STATEMENT**

- 30.1** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

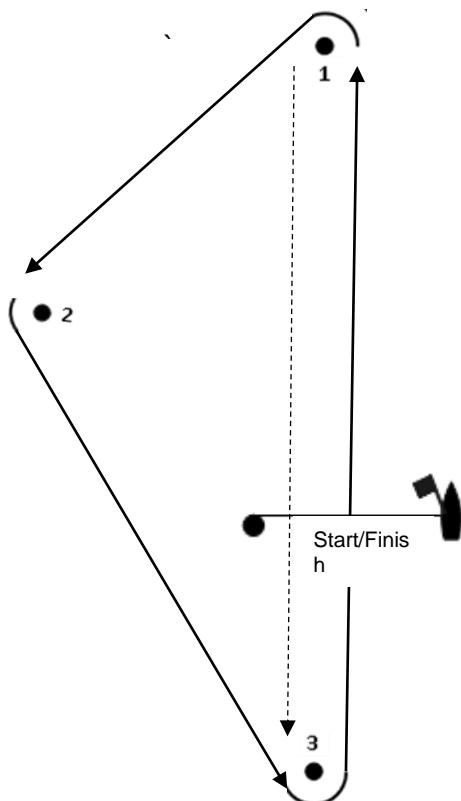
## APPENDIX 1 Courses

Note: The Marks will be as described in Section 10 of the SI's and not necessarily as they appear in the course diagrams below where all Marks are for illustrative purposes only.

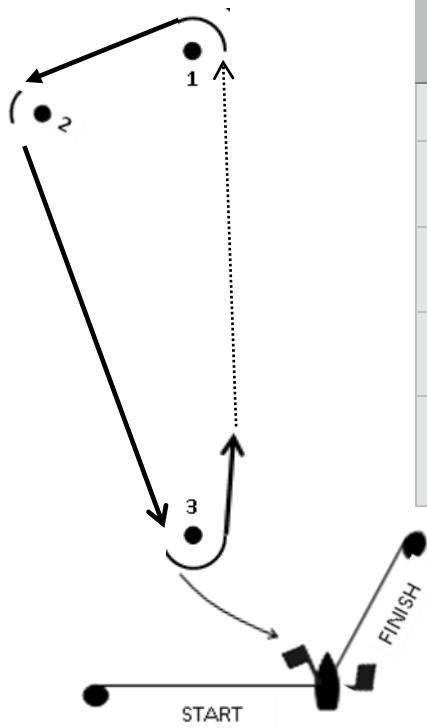
For courses A and B, the courses require boats to sail through the start/finish line on every lap. This is not required for Courses C and D.



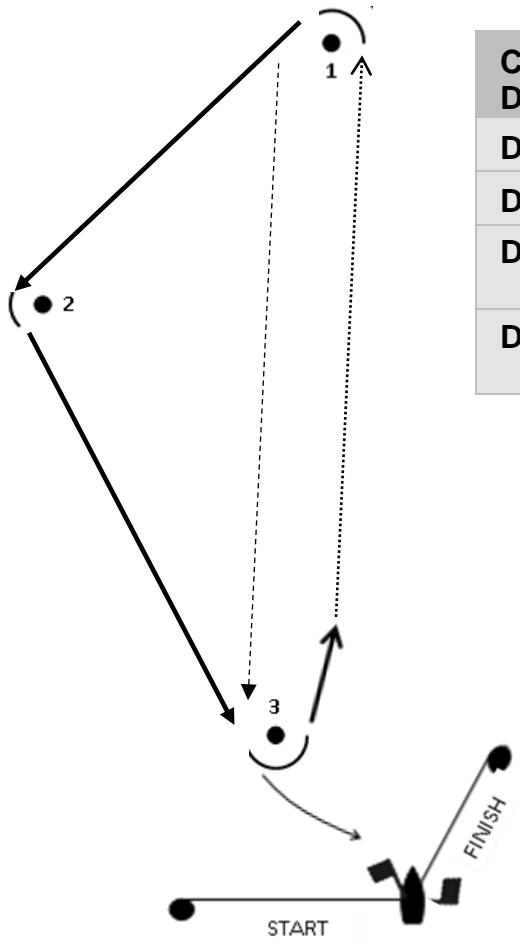
Course A Course Designation	
A1	1p, 2p, 3p, Finish
A2	1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish
A3	1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish
A4	1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish
A5	1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 2p, 3p, Finish



Course B Course Designation	
B1	1p, 2p, 3p, Finish
B2	1p, 2p, 3p, S/F, 1p, 3p, Finish
B3	1p, 2p, 3p, S/F, 1p, 3p, S/F, 1p, 2p, 3p, Finish
B4	1p, 2p, 3p, S/F, 1p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 3p, Finish
B5	1p, 2p, 3p, S/F, 1p, 3p, S/F, 1p, 2p, 3p, S/F, 1p, 3p, S/F, 1p, 2p, 3p, Finish



Course C Course Designation	
C1	1p, 2p, 3p, Finish
C2	1p, 2p, 3p, 1p, 2p, 3p, Finish
C3	1p, 2p, 3p, 1p, 2p, 3p, 1p, 2p, 3p, Finish
C4	1p, 2p, 3p, 1p, 2p, 3p, 1p, 2p, 3p, 1p, 2p, 3p, Finish
C5	1p, 2p, 3p, 1p, 2p, 3p, 1p, 2p, 3p, 1p, 2p, 3p, Finish



Course D Course Designation	
D1	1p, 2p, 3p, Finish
D2	1p, 2p, 3p, 1p, 3p, Finish
D3	1p, 2p, 3p, 1p, 3p, 1p, 2p, 3p, Finish
D4	1p, 2p, 3p, 1p, 3p, 1p, 2p, 3p, 1p, 3p, Finish