Topper Open Meeting

Sunday 16th September

The Organising Authority is Brixham Yacht Club

Addendum A
MANDATORY TALLY SYSTEM and other safety related requirements and recommendations

A1. MANDATORY TALLY SYSTEM

A1.1 There will be a mandatory Tally System in place. The Tally System will be described at the competitors briefing.

A1.2 A Tally Number will be allocated at Registration, and is allocated to the boat. This number will also be attached to the boats launching trolley.

A1.3 Competitors shall collect and wear their tally wrist bands before going afloat. Helms shall wear a yellow tally with the designated number and the crew shall wear an orange tally with the same designated number

A1.4 The Beachmaster will be in charge of the Tally Board adjacent to the slipway. Competitors shall follow instructions issued by the Beachmaster or his assistants, in the event of conflict of instructions instructions issued by the beachmaster shall prevail.

A1.5 Tally bands shall be returned to their correct hook on the Tally Board as soon as competitors return to the slipway. The penalty for failure to tally-out and/or tally may result in a discretionary penalty (DP), subsequent failures may result in disqualification. This adds to exceptions within RRS 63.1, 64.1 and A5.

A2 PERSONAL BUOYANCY

A2.1 Competitors are reminded of their responsibilities that adequate personal flotation shall be worn at all times when afloat except briefly while changing or adjusting clothing or personal equipment by all competitors under SI 19.1. This amends and adds to RRS 27.1 and 40.

A2.2 It is recommended that the 'Personal Floatation Device' (PFD) is worn outside all other clothing as this can assist rescue crews in the event of a competitor requiring assistance to be retrieved from the water. This amends and adds to the preamble to Part 4 of the RRS, and RRS 27.1 and 40.

A3 LOCAL NAVIGATIONAL REQUIREMENTS

A3.1 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. It is strongly advised to avoid the main channel in the harbour and the port and starboard navigational marks near the outer end of Brixham Breakwater.

A4 RETURNING TO THE SHORE AND PROCEEDURE APROACHING THE HARBOUR AND SLIPWAY

A4.1 The slipway at Oxen Cove that will be used to launch and recover boats is quite narrow and exposed to the North. It is essential that the fleet follow instructions upon returning to the shore to avoid excessive congestion at the slipway that can result in damage to boats.

A4.2 A full recovery process will be described at the competitors briefing but the general plan is as follows

1) There will be a patrol boat located at the slipway, midway down the harbour and at the entrance to the harbour. Boats will be called to hold station at the most seaward point and released in manageable batches to the next station creating an orderly line ashore so that as one boat is being pulled up the slip the next boat will be provided their trolley from the shore team.
2) The first boats to the harbour will be permitted to sail straight to the slip but they must pass via the holding patrol boats. These patrol boats will call the shore with tally / boat / bow (if used) numbers so that the trolley is waiting at the slipway for the boats arrival
3) Once more than 2 boats are in the vicinity of the slip the patrol boats by the slip and in mid harbour will each hold back, then release boats in order to enable a continuous flow of recovering boats.
4) Once the recovery process is underway boats approaching the harbour will be required to sail a loop around the patrol boat by the harbour, each boat will be released by the patrol boat to proceed towards the slip via the other patrol boats. Every effort will be made to release boats towards the slip in the order that they arrived
5) This procedure has been implemented and refined over the past few years during our larger fleet championships and is now well proven. The system is to establish a safe and orderly recovery process. The system relies on the patrol boats calling to the shore the boat / tally / bow numbers so that the trolleys can be found and stacked in order of approach. The system has proven highly effective and results in far less delays on the slip finding trolleys and reduces risk of damage to boats and equipment. Your patience is requested and the shore team will do all they can to recover your boats as fast and efficiently as possible. Please do not ignore instructions or push in in front of boats ahead in the system as this breaks the system down.

A5 INJURIES

A5.1 Any injuries to competitors should be reported to a Race Committee or Patrol boat or the beach master as soon as possible. Any injury must be logged in the BYC accident book.

A6 RETIREMENT

A6.1 Boats retiring are reminded of their responsibilities stated in SI15.

A7 OTHER REQUESTS FROM THE RACE COMMITTEE

A7.1 It is strongly advised that Long hair on all crew shall be tied up or restrained to eliminate the risk of entanglement.

A7.2 On arrival in the racing area each day, each boat is requested sail past the stern of the Committee Boat on starboard.

A8 RISK STATEMENT

A8.1 Boats are reminded of their responsibilities issued in the Risk Statement in NOR 11