



International Association
for Disabled Sailing

IFDS INTERNATIONAL BLIND MATCH RACING CHAMPIONSHIPS 2011



**Perth, Western Australia
19th – 26th March 2011**

**Organising Authority
Royal Perth Yacht Club, Western Australia**

SAILING INSTRUCTIONS



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Abbreviations: PC – Protest Committee RC – Race Committee
OA – Organising authority NA – National authority
NoR – Notice of Race RRS – Racing Rules of sailing
SI – Sailing instructions

1. RULES

1.1 The event will be governed by

- (a) the 'rules' as defined in the RRS, including Appendix CBS (Experimental Match Racing Rules for Visually Impaired Sailors – November 2009 version).
- (b) the IFDS Race Management Manual (RMM) Part 1 (where applicable).
- (c) the rules for Handling Boats (SI Appendix D), which also apply to any practice sailing. Class rules will not apply.
- (d) any prescriptions of the national authority that will apply will be posted on the official notice board.

1.2 Delete NoR 7.4 and replace with:

- 7.4 The OA will place a person on each boat to assist the sailors before and after racing and to act as an observer while racing. Observers will be weight equalised by fixing weights near the stern. While racing, observers will not take part in sailing the boat or communicate with the crew except as permitted or required by Appendix CBS. For practise sessions, teams may use their coach as an observer.

1.3 The provisions of IFDS RMM rule 7.1 shall apply and competitors shall wear Personal Flotation Devices (PFD's) at all times while afloat or in the dock area except temporarily, when not '*racing*', for reasons of safety, comfort, well-being or personal hygiene. RRS signal Y will not apply.

1.4 Add to RRS 41: (e) help to recover from the water and return on board a crew member or observer, provided the return on board is at the approximate location of the recovery.

1.5 Add new RRS CBS3.5

CBS3.5 Acoustic mark signals

- (a) Starting marks shall emit their specific acoustic signal from the attention signal until the last boat starts and clears the starting line and marks.
- (b) A course mark shall emit its specific acoustic signal from the time any boat, after clearing the zone of the last mark, is sailing her course to round or pass it until she clears the zone to sail the next leg or after she finishes.

1.6 RRS CBS5.8(b)(3) and 5.8(b)(4) are changed so that an observer may give information about signals, umpire decisions and outstanding penalties without a request from a crew.



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1.7 RRS CBS5.8(f) is changed to

- (f) The observer on a boat that is *clear ahead* and less than one of her hull lengths from another boat will hail '**Clear windward**' if the other boat is approaching on a course to establish a windward *overlap*, or '**Clear leeward**' if an *overlap* will be to leeward. The word '**Clear**' will be repeated until the distance between the boats is more than one hull length or until the boats become *overlapped*. If the boats become *overlapped*, the observer will hail '**Overlap**' and conspicuously lift an arm. If the *overlap* is then broken, the observer will hail '**Clear**' once and lower the arm. The observer will announce the distance between the boats at any time it changes significantly.

2. ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay an entry fee, deposit A\$1,000 for damage and complete an ophthalmic examination all by 1800 on Saturday 19th March, 2011 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the river end of the ground floor hallway of Royal Perth Yacht Club.
- 3.2 Signals made ashore will be displayed from the flag pole outside the river frontage of Royal Perth Yacht Club.
- 3.3 Skippers shall attend the first briefing which will be at 0830 on Sunday 20th March, 2011 in the River Room on the 1st floor of the Royal Perth Yacht Club, unless excused by the OA.



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- 3.4 The first meeting with the umpires and observers will be immediately following the first briefing.
- 3.5 A daily morning meeting will start at 0830 on each day of racing in the River Room on the 1st floor of the Royal Perth Yacht Club.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and Umpires' representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will signalled by the display of flag 3rd substitute with 3 sound signals and communicated by radio. An umpire may communicate these verbally.

5. BOATS AND SAILS

- 5.1
 - (a) The event will be sailed in 3 Sonar class keel boats.
 - (b) The sails to be used will be allocated by the RC.
 - (c) The competitors may be requested to exchange sails during a series. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sails to be used are mainsail and jib.
- 5.3 Restrictions or instructions from the RC may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and the repairs in the time available are not practical.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by their hull/sail number
- 6.2 Boats and jibs will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 6.3 Boats will be exchanged in accordance with the match pairing list and race schedule.

7. CREW MEMBERS AND NUMBER

- 7.1 The total number of crew (including the skipper) shall be 3, excluding the observer placed onboard by the RC. All registered crew shall sail all races.



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- 7.2 The crew shall comprise of a helmsperson who is IBSA classified B1 with at least one male and one female. The cumulative total of IBSA points shall not exceed 5 where IBSA Vision Classification B1 = 1 point, B2 = 2 points & B3 = 3 points.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendices B and C.
- 8.2 In a knock out series between two skippers:
- (a) the higher ranked skipper from the Round Robin series shall be assigned the starboard entry for the 1st match and they shall thereafter alternate ends for each match.
 - (b) when the series has been decided, further matches between these two will not be sailed.
 - (c) crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as 20th to 22nd and 24th to 26th March. Wednesday 23rd March is a reserve day that may be scheduled for racing if required.
- 8.4 The latest time for an attention signal on the last day of racing will be 1600.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- (b) Add RRS CBS10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void'.
- 8.7 The intended time for the first attention signal each day is 0930.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- ## 9. RACING AREA
- 9.1 The racing area will be Matilda bay, Crawley, Western Australia.

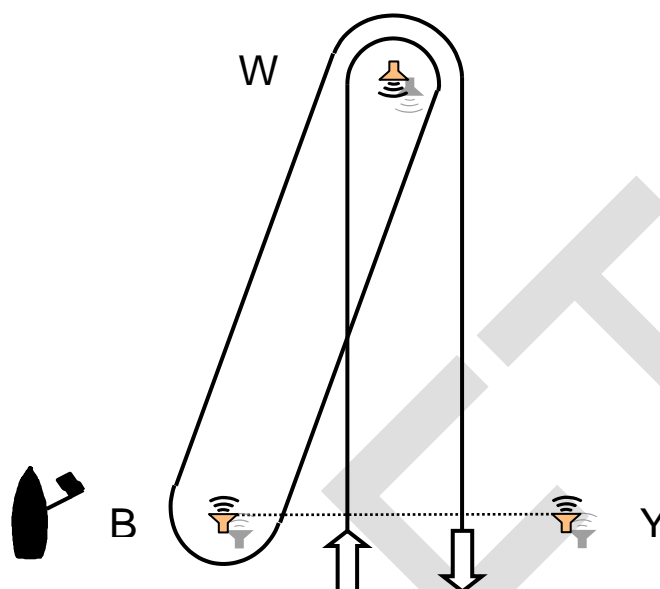


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10. COURSE

10.1 (a) Course configuration (not to scale)



(b) Course signals and course to be sailed

Course signals will be displayed from the RC boat at or before the warning signal. The display or removal of flag S will be communicated by radio.

Marks W and B shall be rounded to starboard.

Signal	Course
No signal	Start – W – B – W – Finish
S	Start – W – Finish

(c) Description of Marks

Marks B, Y and W will be acoustic marks. The sound of each acoustic mark will be demonstrated during the first briefing.

10.2 Starting/Finishing Line

The starting/finishing line will be a straight line between the course side of the starting/finishing line acoustic marks B & Y. The RC boat does not form part of the starting line and is an obstruction.

10.3 Switching On/Off Acoustic Marks

The RC may switch on/off any acoustic mark for any reason that adds to the fairness of the competition. In accordance with RRS CBS2.3 'A mark not emitting its specific acoustic signal is an obstruction'.



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10.4 Course Limits

- (a) While racing, no part of a boat shall sail inside the imaginary line between the navigation posts Knot Spit and Quarry Spit that identify Pelican Rocks shallow bank or inside the line between the posts that mark Crawley Baths as shown in the course map (SI Appendix F).
- (b) The imaginary lines between these posts shall rank as obstructions and are the limit of safe pilotage for the purposes of RRS Part 2.
- (c) There is no penalty for touching the posts defining these areas.
- (d) A breach of this sailing instruction is not open to protests by boats but is subject to action by the umpires in accordance with RRS CBS8.2. This changes RRS CBS6.2 and CBS8.2.

10.5 Abandonment and Shortening

- (a) CBS3.4 is deleted and replaced with: 'Add to rule 32.1: (f) After the starting signal, the RC may abandon or shorten a match for any reason, after consulting with the match umpires when practical. The observer may give help by guiding the crew through the execution of the RC instructions communicated by radio (adds to CBS5.8(b)(3))'.
- (b) Abandonment of a match that has started will be communicated by radio or by the match umpires approaching the two boats concerned and hailing (alters Race Signals N).
- (c) The course may be shortened after the start while boats are in the general vicinity of Mark W. A shortened course will be communicated by radio. Boats shall proceed to the finish at the starting/finishing line after rounding Mark W if they have not already done so (alters Race Signals S).

11. BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag and the observer communicate by radio, to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.



12. STARTING PROCEDURE

- 12.1 Starting signals will be made in accordance with rule CBS3.1 except that the table of signals is changed to the following:



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<i>Time in minutes</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Countdown</i>	<i>Means</i>
7	Number 7 displayed	One	10 seconds	Attention signal
6	Number 7 removed	None	None	
5	Number 5 displayed Pennant 1  displayed	One	10 seconds	Warning signal
4	Number 5 removed Number 4 displayed	One	10 seconds	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	None	End of pre-start entry time
1	Number 4 removed Number 1 displayed	One	None	
0	Number 1 removed Pennant 1  removed	One	10 seconds	Starting signal

** These signals shall be made only if one or both boats fail to comply with rule CBS4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

12.2 The next flight number will be displayed on a black board with yellow numbers positioned on the transom of the RC boat and accompanied by a repeated sound signal and communicated by radio approximately one minute before the attention signal for the flight.

12.3 For the purposes of CBS8.5, if a boat has not started before her opponent has rounded the leeward mark, it will be deemed that she will not start and the umpires will signal under rule CBS5.4 that the boat that did not start is disqualified and the match is terminated.

13. CHANGE OF POSITION OF A MARK

13.1 There will be no change of course after the start.

13.2 In the case of failure of acoustic mark B, the RC may direct by radio that the boats are to round mark Y instead of mark B. Such direction applies to the match in progress only.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.



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15. COACH BOATS

- 15.1 A coach boat shall conspicuously display identification of the team being coached.
- 15.2 The OA will provide berths for coach boats.
- 15.3 Coaches and support personnel will be permitted to assist the crew with rigging and setting up the boat when crews transfer onto a boat.
- 15.4 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

16. MEDIA, IMAGES and SOUND

- 16.1 If required by the OA, competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA have the right to use any images and sound recorded during the event free of any charge.

17. PRIZES

Prizes will be awarded for first, second and third places. Other prizes may be awarded.

18. CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices D and E.
- 18.3 Any penalty for a breach of this SI will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

19. DISCLAIMER

- 19.1 All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

APPENDIX A

ELIGIBLE SKIPPERS

SKIPPER	COUNTRY	RANKING (02/02/2011)
Luigi Bertanza	ITA	191
Vicki Sheen	GBR	540
Manuel Gimeno	ESP	629
Kylie Forth	AUS	746
Sharon Grennan	GBR	-
Russell Lowry	NZL	-
Craig Gordon	AUS	-

APPENDIX B

EVENT FORMAT

1. STAGE 1 – ROUND ROBIN

- (a) All skippers will sail a double round robin – each skipper sails each of the other skippers twice.
- (b) The four highest scoring skippers shall qualify for Stage 2.

2. STAGE 2 – SEMI FINAL KNOCKOUT

- (a) The highest ranked skipper from Stage 1 shall select their opponent when requested to do so by the Race Committee. The remaining two skippers will race each other.
- (b) The first two skippers to score THREE points will proceed to Stage 4. Their opponents will proceed to Stage 3.

3. STAGE 3 – PETIT FINAL KNOCKOUT

The first skipper to score TWO points will be awarded third place, the other fourth place.

4. STAGE 4 – FINAL KNOCKOUT

The first skipper to score THREE points will be awarded first place, the other second place.

APPENDIX C – MATCH PAIRING LIST

ROUND ROBIN 1

Flight	Blue Skipper	Boats	Yellow Skipper
1	Russell Lowry		Luigi Bertanza
2	Kylie Forth		Russell Lowry
3	Craig Gordon		Kylie Forth
4	Manuel Gimeno		Craig Gordon
5	Russell Lowry		Manuel Gimeno
6	Vicki Sheen		Russell Lowry
7	Sharon Grennan		Vicki Sheen
8	Luigi Bertanza		Sharon Grennan
9	Kylie Forth		Luigi Bertanza
10	Vicki Sheen		Kylie Forth
11	Craig Gordon		Vicki Sheen
12	Sharon Grennan		Craig Gordon
13	Manuel Gimeno		Sharon Grennan
14	Luigi Bertanza		Manuel Gimeno
15	Craig Gordon		Luigi Bertanza
16	Russell Lowry		Craig Gordon
17	Sharon Grennan		Russell Lowry
18	Kylie Forth		Sharon Grennan
19	Manuel Gimeno		Kylie Forth
20	Vicki Sheen		Manuel Gimeno
21	Luigi Bertanza		Vicki Sheen

ROUND ROBIN 2

Flight	Blue Skipper	Boats	Yellow Skipper
1	Luigi Bertanza		Russell Lowry
2	Russell Lowry		Kylie Forth
3	Kylie Forth		Craig Gordon
4	Craig Gordon		Manuel Gimeno
5	Manuel Gimeno		Russell Lowry
6	Russell Lowry		Vicki Sheen
7	Vicki Sheen		Sharon Grennan
8	Sharon Grennan		Luigi Bertanza
9	Luigi Bertanza		Kylie Forth
10	Kylie Forth		Vicki Sheen
11	Vicki Sheen		Craig Gordon
12	Craig Gordon		Sharon Grennan
13	Sharon Grennan		Manuel Gimeno
14	Manuel Gimeno		Luigi Bertanza
15	Luigi Bertanza		Craig Gordon
16	Craig Gordon		Russell Lowry
17	Russell Lowry		Sharon Grennan
18	Sharon Grennan		Kylie Forth
19	Kylie Forth		Manuel Gimeno
20	Manuel Gimeno		Vicki Sheen
21	Vicki Sheen		Luigi Bertanza

APPENDIX D

HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This alters RRS 62.

2. PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended.
- 2.3 Replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or on race days, prior to one sound signal being made by the RC or while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Perforating sails, even to attach tell tales.
- 2.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.11 Marking or writing directly on the deck or hull with permanent pens.
- 2.12 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.13 The use of electronic instruments (including portable radios and telephones) other than watches and the observer's use of a radio.
- 2.14 No crew member shall climb the mast.
- 2.15 No crew members shall completely leave the cockpit to stand on the side deck, go forward of the shrouds or onto the foredeck except temporarily to clear a line or in case of an emergency. Crew members may sit on the side deck and hike provided that their legs remain inboard in the cockpit.
- 2.16 A breach of 2.14 or 2.15 is not open to protest by boats but may be subject to action by the umpires in accordance with C8.2. This amends RRS C6.2 and C8.2.

3. PERMITTED ITEMS and ACTIONS

- 3.1 Taking on board and making appropriate use of the following:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) watch, timers and hand held compass
- (g) shackles and clevice pins
- (h) velcro tape
- (i) spare flags

- 3.2 Altering the number of falls on the mainsheet

4. **MANDATORY ITEMS AND ACTIONS**

The following are mandatory:

- 4.1 The completion of a written or verbal damage report and submitting it to the RC representative before or as soon as possible after leaving a boat. The report shall include any damage or loss of equipment, however minimal or slight, and shall include advice of matters which could potentially result in damage, danger or disadvantage to the boat during further races.
- 4.2 At the end of each sailing day:
 - (a) Folding, bagging and placement of the sails if so directed.
 - (b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.4 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 Infringement of item 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

APPENDIX E

EQUIPMENT LIST

1. SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- Jib
- Sail bags
- One jib sheet
- Tiller extension
- One blue flag
- One yellow flag
- One Y flag
- One red protest flag
- One green damage flag

2. SAFETY EQUIPMENT

- Four life jackets and whistles
- One bucket with lanyard and sponge
- One manual bilge pump with hoses and pump handle
- Other safety items required by regulation. (Note: it is the responsibility of the skipper to ensure that a knife and the correct quantity of water is carried onboard)

3. GROUND TACKLE (which shall remain on the boat)

- Two loose mooring lines
- One set of boat lifting straps
- Anchor, chain and warp (which must remain where placed under the cockpit)

COURSE MAP

