



**BLIND MATCH  
RACING WORLD  
CHAMPIONSHIP**  
SHEBOYGAN USA 2016



2016  
World Sailing  
Blind Match Racing  
Championship  
SHEBOYGAN, WI, USA  
September 19-25

## SAILING INSTRUCTIONS

### Abbreviations:

PC - protest committee	RC - race committee
OA - organizing authority	NA - national authority
RRS - racing rules of sailing	SI - sailing instructions
IJ - International Jury	NoR - notice of race
TD - Technical Delegate	

### 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 – effective date 14/02/2012); updated
  - b) NOR Addendum A
  - c) The Part 4 - Appendix for Blind and Vision Impaired Sailing to the PWS Race Management Manual updated May-2016;
  - d) the rules for Handling Boats (SI Appendix D), which also apply to any practice sailing;
  - e) Class rules will not apply;
  - f) Any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2. An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3. Changes to Appendix CBS: Change the third sentence of the preamble to: Matches shall be umpired, and observer(s) on board rib(s) shall be provided for safety service and information to umpires while racing.
- 1.4. International Blind Sports Federation (IBSA) Medical and Protest Procedures will be adopted for this event with the following changes
  - 1.4.1. Classifiers are not required to be accredited IBSA International Classifiers
  - 1.4.2. Classifiers may classify a competitor from their own country
  - 1.4.3. PWSC shall approve the classifiers and other classification officials

- 1.5. Add to RRS 41: (e) help to recover from the water and return on-board a crew member, provided the return on-board is at the approximate location of the recovery.
- 1.6. When the umpires proceed under Appendix CBS 8.6 they will follow the guidance in SI Addendum E.
- 1.7. Delete Appendix CBS 6.3 and replace with:

“A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.”
- 1.8. If the first boat has finished and the second boat in the match has a penalty outstanding, the umpires may signal in accordance with CBS 5.5 that the outstanding penalty is now completed and remove the corresponding flag. Once it has finished, the second boat may then be scored with a loss without the requirement of completing a penalty before finishing. This changes rule CBS 7.4.
- 1.9. RRS 31 is changed to ‘While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.’
- 1.10. Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew  
Unless that person was placed on board by the OA and they have been retrieved from the water by a support vessel or official vessel.
- 1.11. Under RRS 86.2, this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in SI Appendix CBS.

## **2. ENTRIES and ELIGIBILITY**

- 2.1. Only skippers invited by the OA are eligible for the event.
- 2.2. To remain eligible the entire crew shall complete registration, pay any entry fee, deposit for damage and complete an ophthalmic examination, all between 10.00 until 1800 on 19<sup>th</sup> September 2016, 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 Jury.
- 2.5. After the attention 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 IJ in conjunction with the TD of the event may authorise an original crewmember to substitute.
- 2.7. When a registered crewmember is unable to continue in the event, the IJ in conjunction with the TD 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 on the windows on the north side of the Club.
- 3.2. The class flag will be a solid blue flag.
- 3.3. Signals made ashore will be displayed from the flag pole located above the floating pier; these signals will be displayed under the class flag.
- 3.4. Skippers shall attend the first briefing, which will be at 1600 on 20<sup>th</sup> September 2016 at the Sheboygan Yacht Club.
- 3.5. The first meeting with the umpires and observers will be immediately following the first briefing.
- 3.6. A daily morning meeting will start at 0815 on each day.
- 3.7. A press conference will be about 60 min after the last race of the day.

## **4. AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1. Amendments to the SI made ashore will be posted at least 60 minutes before the attention signal of any race affected and will be signed by the PRO and the TD.

- 4.2. Flag L over the numeral pennant of the most recent SI amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3. Amendments made afloat will be signalled by the display of flag 3rd substitute by the RC boat with three sound signals. An umpire may communicate these verbally.

## **5. BOATS AND SAILS**

- 5.1. Boats
  - (a) The event will be sailed in Sonar Class boats;
  - (b) The sails to be used will be allocated by the RC;
  - (c) Competitors may be requested to exchange sails during a series. This will not be ground for redress. This changes RRS 62.
- 5.2. The sails combination is mainsail and jib.
- 5.3. The acoustic tack signalling device, the transceivers set and the flags set will be allocated by the RC.
- 5.4. Other restrictions or instructions may be given to the boats verbally or by radio by an umpire. Flag 3rd substitute is not required.
- 5.5. 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.
- 5.6. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## **6. IDENTIFICATION and ASSIGNMENT OF BOATS**

- 6.1. Boats will be identified by their bow number.
- 6.2. Boats shall display the national flag of the skipper on board.
- 6.3. Boats will be assigned each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 6.4. 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. All registered crew shall sail all races.
- 7.2. The registered skipper shall sail all races.

## **8. EVENT FORMAT AND STARTING SCHEDULES**

- 8.1. The event format and match pairing lists are detailed in SI Appendix B. Each flight will be constituted by one match only. The matches to be sailed will be communicated in order of starting by the RC boat.
- 8.2. In a knock-out series between two skippers:
  - (a) They will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by draw.
  - (b) When the series has been decided, further matches between these two will not be sailed.
  - (c) Crews will exchange boats as in SI Appendix B.
- 8.3. The racing days are scheduled as 21<sup>th</sup> to 25<sup>th</sup> September.
- 8.4. On 19<sup>th</sup> September practice races will be sailed from 1200 until 1700, 20 September from 10.00 until 1500.
- 8.5. The latest time for an attention signal on the last day of racing will be 1500. This time may be postponed of not more than 1 hour to allow a tie break as by rule CBS 11.3.
- 8.6. The number of matches to be sailed each day will be determined by the RC.
- 8.7. The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.8. The intended time for the first attention signal each day will be 1000. Any change to the intended first attention signal will be posted on the official notice board before 2030 on the previous day;
- 8.9. Each subsequent flight will be started as soon as practicable after the previous flight.

## **9. RACING AREA**

- 9.1. The racing area will be determined each day and given out at the morning briefing.

## 10. COURSE

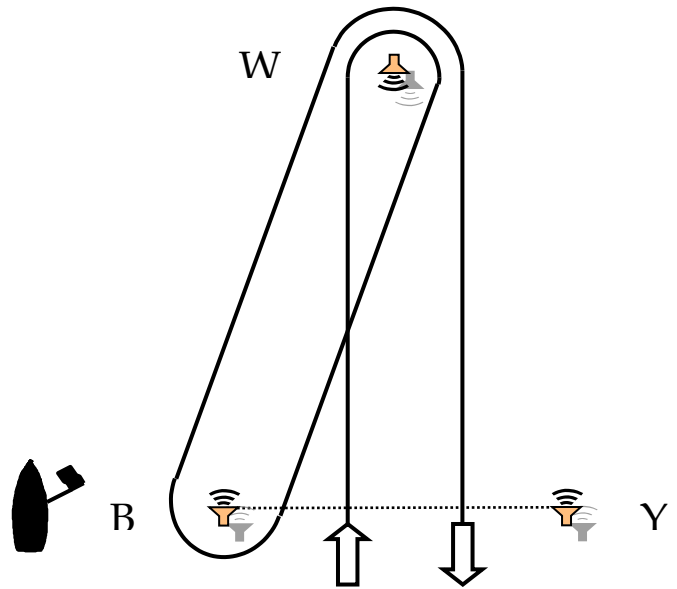
### 10.1. Configuration, Signals and Course to Be Sailed

#### (a) Course configuration (not to scale)

<u>Signal</u>	<u>Course</u>
None	Start - W - B - W - Finish
S . . .	Start - W - Finish

#### (b) Course signals and course to be sailed

Course signals will be displayed from the RC boat at or before the warning signal.  
Marks shall be rounded to starboard.



#### (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 the straight line between the B & Y acoustic signalling devices on the marks.

### 10.3. Abandonment and Shortening

RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires and Jury when practical.'

## 11. BREAKDOWN and TIME FOR REPAIRS

11.1. Before the attention signal of a match 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 signal by radio breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. The request can be made also by a person that is not a crew member.

11.2. The time allowed for repairs shall be at the discretion of the RC.

11.3. 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. The attention signal will not be made before both boats of the preceding match have finished.

12.2. The RC will check by radio the availability of the boats for the next match before giving their attention signal.

12.3. The RC will announce the next signal by VHF radio and transmit a countdown to that signal.

12.4. Prior to the attention signal, observers/coaches shall disembark the race boats onto ribs stationed at each starting mark.

12.5. A boat that does not start before her opponent has rounded the leeward mark will be scored DNS without a hearing and the match will be terminated and awarded to the other boat. This changes RRS A4 and A5.

## 13. CHANGE OF POSITION OF A MARK

(a) The RC may adjust the course during the match to keep it square. Any adjustment will be hailed over VHF radio.

(b) In the case of failure of acoustic mark B, or a wind shift, 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, unless the RC decides differently.

## 14. TIME LIMIT

A boat that does not finish within 3 minutes after her opponent has completed the course and finished will be scored DNF without a hearing. This changes RRS 35 and A5.

## 15. COACH BOATS

- (a) Coach boats shall conspicuously display identification of the team being coached, and remain on the leeward side of the starting line.
- (b) The OA will provide berths for coach boats.
- (c) Coach boats shall not pass on the course side of a line 50 meters below the starting line while boats are sailing a match.
- (d) Any interference by a coach boat with the racing boats or event organisation may result in a penalty applied at the discretion of the Jury to the associated skipper or team.

## 16. MEDIA, IMAGES and SOUND

The OA may require media personnel and equipment (or equivalent weights) to be carried on board at any time and may require competitors to be available for interviews.

- (a) The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally.
- (b) The OA shall have the right to use any images and sound recorded during the event free of charge.
- (c) Crew members (including the skipper) may be required to carry an audio microphone.

## 17. PRIZES

- (a) The first placed team in the final results will be declared as the Para World Sailing 2016 Blind Match Racing World Champion
- (b) World Sailing medals will be awarded to the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> teams.

## 18. CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperate with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices D and E.
- (c) The penalty for breaking this SI is at the discretion of the Jury and may include exclusion from further participation in the event, or the withholding of deposits. This changes rule 69.1.

## 19. DISCLAIMER

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 B**

### **EVENT FORMAT and SCHEDULE OF RACES**

#### **EVENT FORMAT AND STAGES**

##### **1. Stage 1 - Qualifying**

(a) Round robins:

- a. Round Robin 1, 10 flights of 1 match each
- b. Round Robin 2, 10 flights of 1 match each
- c. Round Robin 3, 10 flights of 1 match each
- d. Round Robin 4, 10 flights of 1 match each

(b) Each round robin shall be considered a separate stage.

##### **2. Stage 2 - Semi-Finals**

(a) The highest ranked skipper in Stage 1 – Qualifying shall choose their opponent. The remaining two skippers shall sail each other.

(b) In each Semi-Final, the highest ranked skipper from Stage 1 will be starboard entry in the first match.

(c) The first skippers to score at least 3 points shall move on to Stage 4 - Final, the others shall move on to Stage 3 - Petit-Final.

##### **3. Stage 3 – Petit-Final**

(a) The highest ranked skipper from Stage 1 will be starboard entry in the first match.

(b) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.

##### **4. Stage 4 - Final**

(a) The highest ranked skipper from Stage 1 will be starboard entry in the first match.

(b) The first skipper to score at least 3 points shall be awarded first place, the other second place.

### **PAIRING LIST**

The pairing list, boat and sail assignments will be distributed at the morning briefings.

## SI APPENDIX C - HANDLING BOATS

### 1 GENERAL

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

### 2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire or observer 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 or specifically permitted.
- 2.3 The 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 mooring without having permission from the RC.
- 2.8 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Marking directly on the hull or deck with permanent ink.
- 2.16 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, the traveller and the vang.
- 2.17 Hiking is not permitted. Attention is drawn to [the WS Race Management Manual for Para Sailing Part 4, 6.2](#) crews shall remain in the cockpit or on the side deck, but shall remain inside lifelines where fitted. Crews may not go forward of the mast except temporarily to clear a line or set any equipment or in case of emergency.
- 2.18 Radio transmission (including mobile telephones), except to report damage, in response to a request from the RC or Umpire or transmissions allowed under the rules

### 3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
  - (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
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) Attach tell tales

- (c) Prevent sails being damaged or falling overboard
- (d) Mark control settings
- (e) Make minor repairs and permitted adjustments

**3.3** Changing the number of mainsheet purchases. The mainsheet purchases may be changed between 3:1 and 4:1.

#### **4 MANDATORY ITEMS and ACTIONS**

The following are mandatory.

- 4.1** The completion of a written damage report before leaving a boat and submitting it to the RC/boson, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2** At the end of each sailing day:
  - (a) Folding, bagging and placement of the sails as directed
  - (b) Leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) Releasing backstay tension
- 4.3** At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4** Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes or no answer.
- 4.5** Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6** A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7** When a boat is sailing in the next match, she shall sail to the quadrant above the starting line extension assigned to her next match, and await her attention/warning signal as appropriate.



## **SI APPENDIX D - EQUIPMENT LIST**

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### **SAILS and SAILING EQUIPMENT**

Mainsail  
Jib  
Tiller extension  
Sheets

### **SAFETY GEAR**

Bilge pump  
Emergency signals  
Throw able PFD

### **TOOLS**

Any supplied tools

### **GROUND TACKLE**

Anchor and chain  
Anchor line

### **MOORING LINES and FENDERS**

Two mooring lines  
One fender

### **ACCUSTIC EQUIPMENT**

Tack indicating switch, acoustic box

**SI ADDENDUM E – DAMAGE PENALTIES**

**Match Racing Penalties for Damage resulting from contact between boats**

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
<b>Level A - Minor Damage</b>	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
<b>Level B - Damage</b>	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
<b>Level C - Major Damage</b>	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

**Point Penalties - to be applied without a hearing (this amends RRS C8.6);**

<b>Level</b>	<b>Round Robin</b>	<b>Knock Out</b>
<b>A</b>	Half point	Three quarters of a point
<b>B</b>	One point	One point
<b>C</b>	Two points	Two points

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

**Deductions from Damage Deposits**

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor’s damage deposits. Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

