

# Sails of Hope

## Blind Match Race Regatta

Etgarim Sailing Club

Tel Aviv, Israel, 15-17 June 2023

## Sailing Instructions

### Abbreviations

PC – Protest Committee	RC – Race Committee
OA – Organizing Authority	NoR – Notice of Race
RRS – Racing Rules of Sailing	SI – Sailing Instructions
ESC - Etgarim Sailing Club	UT – Umpire Team

### 1 RULES

The Event will be governed by

- (a) The 'rules' as defined in the RRS, including Appendix CBS (Jan 2021).
- (b) The NoR and this SI.

### 2 ENTRIES and ELIGIBILITY

- 2.1 The teams are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit 3,000 NIS for damage, all before 1700 on 14 June 2023, unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each team for each incident. In the event that a deduction is made from the deposit, the team 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.

### 3 COMMUNICATIONS

- 3.1 Notices to competitors will be posted on the official notice board located at ESC and on the online official notice board located at <https://etgarim.org/sails-of-hope-2023/>
- 3.2 Signals made ashore will be displayed from the flagpole at Tel-aviv marina.
- 3.3 Skippers shall attend the first briefing, which will be at 10:00 on 15 June on the Marina northern deck.
- 3.4 The first meeting with the umpires will follow the first briefing.
- 3.5 A daily morning meeting will take place - timings will be announced at the first briefing.
- 3.6 Radio communications:

- (a) Event VHF channel - 73
- (b) ESC VHF channel - 74
- (c) Tel Aviv marina working channel - 10

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

- 4.1 Amendments to the SI made ashore will be posted by 1900 hours the day before the start of any race affected and will be signed by the RC.
- 4.2 Amendments made afloat will be signaled by the display of flag L with three sound signals. An umpire may communicate these verbally.

#### **5 BOATS and SAILS**

- 5.1 Boats will be identified by name on transom:  
A - Almog; T – Tikvot; N – Nancy; S - Sydney
- 5.2 Boats will be allocated by the OA for each day in accordance with the pairing list and race schedule by a pre-determined draw.
- 5.3 Each team will be supplied with two signs to be attached by Velcro to both sides of the boom. The signs shall include team number, national flag and letters, and name of skipper. Signs shall be attached to the boom upon boarding.
- 5.4 The acoustic tack signaling device, the VHF radios and the flags will be allocated by the RC.

#### **6 CREW**

- 6.1 Competitors are reminded of CBS2.15, which states:  
*Competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment at all time while afloat. Wet suits and dry suits are not personal flotation devices.* Usage of PFDs is also required by Israeli Law.
- 6.2 PFDs will be supplied by the OA for competitors who do not have their own.

#### **7 BOAT CAPTAINS/OBSERVERS**

- 7.1 Each boat shall have a sighted boat captain designated by the OA, who will also serve as safety officer and observer. The boat captain will sail the boat out of the marina and back and be responsible for hoisting and lowering of sails, taking care of the motor, etc. The boat captain may help and advise the crew regarding rig tuning, sea and wind conditions, etc., while not racing and up to the attention signal.
- 7.2 Permitted actions by observers while racing:
  - a. Observers may advise the crew regarding obstructions.
  - b. Observers may repeat all radio signals from OA, RC and Umpires.
  - c. Observers may advise re flags and other visual signals by Umpires and RC
  - d. In case of danger of collision, observers may call out "collision course!", and in order to avoid a collision, to take the helm. Such actions may result in penalties imposed by Umpires.

#### **8 EVENT FORMAT and STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed will be communicated in order of starting by the RC or umpires.
- 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 a draw. This changes RRS CBS4.1.
  - (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, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as 15-17 June.
- 8.4 The latest time for an attention signal on the last day of racing will be 14:30.
- 8.5 The number of matches to be sailed each day will be determined by the RC/UT.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 8.7 The intended time of the first attention signal each day is 11:00.
- 8.8 Each subsequent match will be started as soon as practicable after the previous match.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will move forward but keeping their sequence flags.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

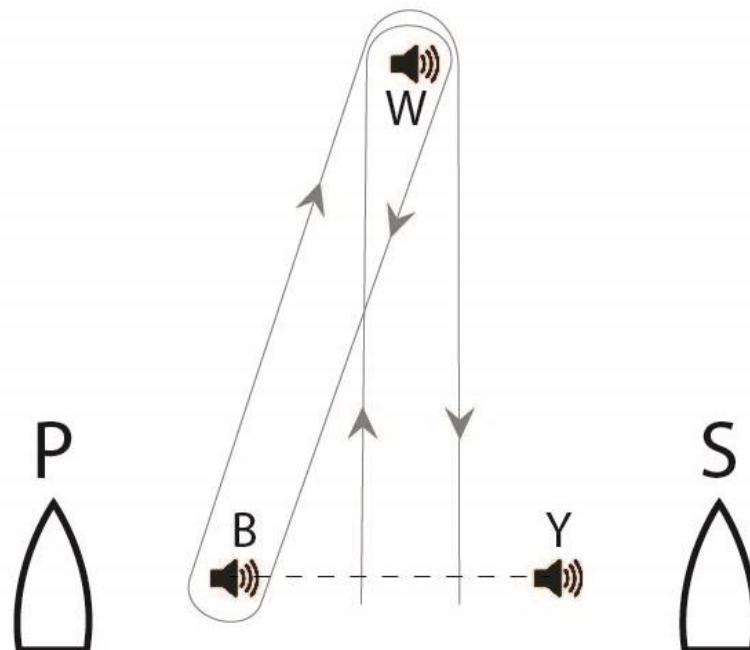
## 9 RACING AREA

The intended course area will be SW of Tel Aviv Marina entrance.

## 10 COURSE

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

- (a) The configuration of course (not to scale) is shown below. The RC boat will be positioned on an extension of the start/finish line, either to Port (P) or Starboard (S). This vessel is an obstruction.
- (b) **Signals and Course to be Sailed**  
 Course signals will be displayed from the RC boat at or before the warning signal. Marks W and B shall be rounded to starboard. The windward mark will also be referred to as the red mark (R).



<b><u>Signal</u></b>	<b><u>Course</u></b>
No Signal*	Start – W/R - B – W/R - Finish
S	Start - W /R- Finish

(c) **Description of Marks**

The RC boat will be a vessel as detailed in the first briefing  
The starting/finishing line mark(s) and Mark W/R will be detailed at the first briefing together with the sounds that each make.

**10.2 Starting/Finishing Line**

The starting/finishing line will be a straight line between the course side of the two starting/finishing line marks B and Y.

**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 when practical.'

**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 (provided) to signal breakdown or damage to the boat or her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.

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 Match signals will be as per CBS 3.1.

12.2 The RC will announce the next signal by radio and transmit a countdown before any signal.

**13 CHANGE OF POSITION OF MARKS**

13.1 The RC may adjust the course during the match to keep it square. Any adjustment will be made before any boat has rounded the previous mark and will be hailed over VHF radio.

13.2 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 5 minutes after her opponent has completed the course and finished will be scored DNF (no points). This changes RRS 35 and A5.

**15 COACHES & COACH BOATS**

15.1 Each team is permitted a coach on-board prior to and between races. Coaches will be removed from the boats prior to the Warning Signal.

Coaches will be returned to the boats at the earliest opportunity after the boat has crossed the finish line or the race has been concluded.

- 15.2 The OA-provided RIBs will collect coaches from boats, and will allow coaches to observe racing and communicate with their teams between matches. Individual coach boats are permitted at the discretion of the OA.
- 15.3 Any interference by a coach or individual coach boat with the racing or event organization may result in a penalty applied at the discretion of the PC to the associated skipper or team.

**16 MEDIA, IMAGES and SOUND see NoR**

**17 PRIZES – see NoR**

**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 Addendum C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS CBS8.3(c) and may result in an umpire initiated penalty under RRS CBS5.2 or CBS5.3:
- Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PCJ and may include exclusion from further participation in the event, the withdrawal of any prize or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

**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.

RISK STATEMENT – see NoR

**SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS**

**(TBA)**

<b>Number</b>	<b>Country/Team</b>	<b>Helm</b>	<b>Crew</b>
1			
2			
3			
4			
5			

## **SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES**

### **EVENT FORMAT**

#### **1 First Stage - Round Robin(s)**

- (a) All skippers will sail a continuous round robin until a time at the discretion of the RC.
- (b) The 4 highest scoring skippers shall qualify for the next stage.

#### **2 Second Stage – Semi-finals**

- (a) The highest scored skipper from Stage 1 shall choose their opponent when requested by the RC to do so. The remaining two (2) skippers shall race each other.
- (b) In each semi-final the higher scored skipper from Stage 1 will choose its entry in the first match.
- (c) The first two (2) skippers to score at least two (2) points shall proceed to the finals. The other two (2) shall proceed to the Petit Finals.

#### **3 Third Stage – Petit Finals**

- (a) The higher scored skipper from Stage 1 will choose its entry in the first match.
- (b) The first skipper to score at least two (2) points shall be awarded third place, the other fourth place.

#### **4 Fourth Stage –Finals**

- (a) The higher scored skipper from Stage 1 will choose its entry in the first match.
- (b) The first skipper to score at least three (3) points will be the winner, the other second place.

**Pairing lists will be handed out for each stage by the Umpires**

## SI ADDENDUM C – HANDLING of BOATS

### 1 GENERAL

While all reasonable steps are taken to equalize the boats variations will not be grounds for redress. This changes RRS 62.1(a).

This Addendum will also apply to any practice sailing.

### 2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire 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 berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 (spare)
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 (spare)
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 (spare)
- 2.13 Perforating sails, even to attach tell tales.
- 2.14 Radio transmission (including mobile telephones) after each attention signal, except to report damage or in response to a signal from the RC/UT.
- 2.15 The use of electronic equipment, unless permitted by SI C3.1.
- 2.16 Hiking outside the hull, as defined in the Sonar Class rules, c.f. "A crew member shall be seated inboard of the toe rail (including legs) but the upper body may lean outboard."
- 2.17 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.18 Adding, removing, or altering the position of mast "chocks".
- 2.18 A breach of SI C2.16, C2.17 and C2.18 is not open to protest by boats but is subject to action by Umpires in accordance with RRS CBS 8.2. This changes RRS CBS 6.2 and CBS 8.2.



**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) tell tale material
- (e) hand held compasses, watches, timers and small personal video devices such as GoPro
- (f) shackles and clevis pins
- (g) velcro tape
- (h) spare flags
- (i) PFD's when not supplied by the OA

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
- (f) make signals as per Appendix CBS6
- (g) personal safety

3.3 Changing the number of mainsheet purchases.

**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, 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. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

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
- (d) Securely fastening the tiller with the backstay and additional lines as appropriate

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/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.

## **SI ADDENDUM 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

### **SAFETY GEAR**

- Bucket and lanyard
- Boarding ladder
- Life buoy
- Paddle(s) and boathook(s)
- First aid kit, pyrotechnics and other gear required by law

### **GROUND TACKLE**

- Anchor and chain
- Anchor line

### **MOORING LINES and FENDERS**

- Two mooring lines
- Fender(s)

### **ELECTRONIC DEVICES**

- Tack indicator with batteries and sounder
- VHF handheld radio

## SI ADDENDUM E – DAMAGE PENALTIES

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

Appendix CBS6.6 and CBS8.6 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:

Level	Extent	Effect
Level A - Minor Damage	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.
Level B - Damage	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.
Level C - Major Damage	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);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is 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.