Racing Rules of Sailing

Rule CBS2012 - Experimental Match Racing Rules for Vision Impaired Competitors

A submission from the Italian Sailing Federation

Purpose or Objective

Substitute the current published Appendix CBS2010 with an updated one on purpose to become definitive.

Proposal

Replace current Appendix CBS with:

APPENDIX CBS 2011 July version
EXPERIMENTAL MATCH RACING RULES
for vision impaired competitors

Match races for vision impaired competitors shall be sailed under The Racing Rules of Sailing as changed by this appendix. Each crew shall be classified according to the IFDS’ Functional Classification System. Matches shall be umpired and one observer shall be on board each boat while racing unless the notice of race and sailing instructions state otherwise. Neither the spinnaker nor the gennaker shall be used. Each boat shall be provided with an acoustic tack recognizing device and a transceiver radio set operating on the race committee and umpires communication channel. Each mark shall be provided with an acoustic recognizing device. Any signal by the race committee or umpires shall be promptly transmitted by radio.

CBS1 TERMINOLOGY
‘Competitor’ means the skipper, team or boat as appropriate for the event. ‘Observer’ means any person onboard of a racing boat other than the competitors.

CBS2 CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 2 AND 4
(1) CBS2.1 Replaced definitions
(a) The definition Finish is changed to
A boat finishes when any part of her hull crosses the finishing line in the direction of the course from the last mark after completing any penalties. However, when penalties are cancelled under rule CBS7.2(d) after one or both boats have finished, each shall be recorded as finished when she crossed the line.
(b) The definition Mark is changed to
An object emitting a specific acoustic signal that the sailing instructions require a boat to leave on a specified side or from which the starting or finishing line extends. An anchor line or an object attached temporarily or accidentally to a mark
is not part of it. A mark not emitting its specific acoustic signal is an obstruction.

(2) CBS2.2 Add to the definition Proper Course: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.’

(3) CBS2.3 In the definition Zone the distance is changed to two hull lengths.

(4) CBS2.4 Rule 13 is changed to

13 WHILE TACKING OR GYBING

13.1 After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course.

13.2 After the foot of the mainsail of a boat sailing downwind crosses the centreline she shall keep clear of other boats until her mainsail has filled.

13.3 While rule 13.1 or 13.2 applies, rules 10, 11 and 12 do not. However, if two boats are subject to rule 13.1 or 13.2 at the same time, the one on the other’s port side or the one astern shall keep clear.

(5) CBS2.5 Rule 16.2 is deleted.

(6) CBS2.6 Rule 18.3 is changed to

If two boats were on opposite tacks and one of them changes tack and as a result is subject to rule 13.1 in the zone when the other is fetching the mark, rule 18.2 does not thereafter apply. If, once the boat that changed tack has completed her tack,

(a) the other boat cannot by luffing avoid becoming overlapped inside her, she is entitled to mark-room, the boat that changed tack shall keep clear and rule 15 does not apply;

(b) the other boat can by luffing avoid becoming overlapped inside her, the boat that changed tack is entitled to mark-room.

(8) CBS2.7 When rule 20 applies the hails provided by rule 20.1 shall be transmitted by radio.

(9) CBS2.8 Rule 23.1 is changed to: ‘If reasonably possible, a boat not racing shall not interfere with a boat that is racing or an umpire boat.’

(10) CBS2.9 Add new rule 23.3: ‘When boats in different matches meet, any change of course by either boat shall be consistent with complying with a rule or trying to win her own match.’

(11) CBS2.10 Add to the preamble of Part 4: ‘Rules 40, 41 and 42 shall also apply between the warning and preparatory signals.’

(12) CBS2.11 Rule 42.2(d) is changed to ‘sculling: repeated movement of the helm to propel the boat forward;’

(13) CBS2.12 Rule 18.2(e) is changed to ‘if a boat obtained an inside overlap and from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.’

(14) CBS2.13 Change the Rule 32.1(d) to: ‘(d) because a mark is missing, is not emitting its specific acoustic signal or out of position, or’

(15) CBS2.14 Add to Rule 62.1: ‘(e) a mark failing to emit its specific acoustic signal as provided by CBS 3.4.’


<table>
<thead>
<tr>
<th>Time in minutes</th>
<th>Visual signal</th>
<th>Sound signals</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Flag F displayed</td>
<td>short short long short</td>
<td>Attention signal</td>
</tr>
<tr>
<td>6</td>
<td>Flag F removed</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Numeral pennant 1 displayed</td>
<td>short long long</td>
<td>Warning signal</td>
</tr>
<tr>
<td>4</td>
<td>Flag P displayed</td>
<td>short long long short</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>2</td>
<td>Blue or yellow flag or both displayed**</td>
<td>short **</td>
<td>End of pre-start entry time</td>
</tr>
<tr>
<td>30 s</td>
<td>short short short</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 s</td>
<td>short short</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 s</td>
<td>short</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Warning and preparatory signals removed</td>
<td>long</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

**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.

### CBS3.2 Changes to Related Rules

(a) Rule 29.1 is changed to

(1) When at a boat’s starting signal any part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one long sound. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

(2) When at a boat’s starting signal no part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, and before she starts she sails to the course side across an extension, the race committee shall promptly display a blue or yellow flag identifying the boat with repeated sounds. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

(b) In the race signal AP the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.’

(c) In the race signal N the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed.’
CBS3.3  **Finishing Line Signals**
The race signal Blue flag or shape shall not be used.

CBS3.4  **Acoustic signals**
(a) Starting *marks* shall begin emitting their specific acoustic signal no later than the attention signal, and continue emitting until the last boat *starts* and clears the starting line and *marks*.

(b) Course *marks* shall emit their specific acoustic signal while any boat is on the leg that *mark* ends. The signal shall continue until the boat clears the zone of the emitting *mark* to sail the next leg of the course.

(c) Finishing *marks* shall emit their specific acoustic signal while any boat is on the finishing leg of the course. The signal shall continue until the boat *finishes* and clears the finishing line and *marks*.

(d) No later than her attention signal a boat shall begin emitting her tack recognizing acoustic signal, and continue emitting until she is no longer *racing*.

CBS4  **REQUIREMENTS BEFORE THE START**
(18) CBS4.1  At her preparatory signal, each boat shall be outside the line that is at a 90º angle to the starting line through the starting *mark* at her assigned end. In the race schedule pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at her stern while *racing*. The other boat is assigned the starboard end and shall display a yellow flag at her stern while *racing*.

(19) CBS4.2  Within the two-minute period following her preparatory signal, a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.

CBS5  **SIGNALS BY UMPIRES AND ACTIONS BY OBSERVERS**
(20) CBS5.1  A green and white flag with one long sound means ‘No penalty’.

(21) CBS5.2  A blue or yellow flag identifying a boat with one long sound means ‘The identified boat shall take a penalty by complying with rule CBS7.’

(22) CBS5.3  A red flag with or soon after a blue or yellow flag with one long sound means ‘The identified boat shall take a penalty by complying with rule CBS7.3(d).’

(23) CBS5.4  A black flag with a blue or yellow flag and one long sound means ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’

(24) CBS5.5  One short sound means ‘A penalty is now completed.’

(25) CBS5.6  Repetitive short sounds means ‘A boat is no longer taking a penalty and the penalty remains.’

(26) CBS5.7  A blue or yellow flag or shape displayed from an umpire boat means ‘The identified boat has an outstanding penalty.’

CBS5.8  **Actions by observers**
(a) add to rule 41

(e) help in the form of information given by an observer about signals by the race committee or the umpires;
(f) help in the form of requested repeats of radio transmission by an observer;
(g) help in the form of information about an obstruction, that is not a boat she is required to keep clear of or avoid under rule 22, and suggestion of suitable actions to avoid it;
(h) help in the form of hailing “collision course” and giving information about position, distance or time when a boat is clearly sailing on a collision course toward another boat.

(b) If, in order to avoid a collision, an observer has suggested a course change or has acted personally on a boat required to keep clear or give room or mark-room, it will be presumed that the boat failed to do so.

(c) Any observer giving help under the rule 41(a) shall report any injury to the race committee or the umpires and may request a postponement or an abandonment of the match in order to ascertain the extent of injury. The responsibility for the competitor’s decision whether to continue racing or to retire is hers alone.

CBS6 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

(27) CBS6.1 A boat may protest another boat:
(a) under a rule of Part 2, except rule 14, by promptly hailing ‘Protest’ and clearly displaying flag Y immediately after an incident in which she was involved;
(b) under any rule not listed in rule CBS6.1(a) or CBS6.2 by clearly displaying a red flag as soon as possible after the incident.

(28) CBS6.2 A boat may not protest another boat under
(a) rule 14, unless damage or injury results;
(b) a rule of Part 2, unless she was involved in the incident;
(c) rule 31 or 42; or
(d) rule CBS4 or CBS7.

(29) CBS6.3 A boat intending to request redress because of circumstances that arise before she finishes or retires 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.

(30) CBS6.4
(a) A boat protesting under rule CBS6.1(a) shall remove flag Y before or as soon as possible after the umpires’ signal.
(b) A boat protesting under rule CBS6.1(b) or requesting redress under rule CBS6.3 shall, for her protest or request to be valid, keep her red flag displayed until she has so informed the umpires after finishing or retiring. No written protest or request for redress is required.

CBS6.5 Umpire Decisions
(a) After flag Y is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule CBS5.1, CBS5.2 or CBS5.3.
(b) The red-flag penalty in rule CBS5.3 shall be used when a boat has gained a controlling position as a result of breaking a rule, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.
(31) **CBS6.6 Protest Committee Decisions**

(a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally or by radio.

(b) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the match, it may

1. impose a penalty of one point or part of one point;
2. order a resail; or
3. make another arrangement it decides is equitable, which may be to impose no penalty.

(c) The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

---

**CBS7 PENALTY SYSTEM**

(32) **CBS7.1 Deleted Rule**

Rule 44 is deleted.

(33) **CBS7.2 All Penalties**

(a) A penalized boat may delay taking a penalty within the limitations of rule CBS7.3 and shall take it as follows:

1. When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
2. When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.

(b) Add to rule 2: ‘When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.’

(c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

(d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.

(e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.

(f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule CBS5.4.

(35) **CBS7.3 Penalty Limitations**

(a) No part of a penalty may be taken inside the *zone* of a rounding *mark* that begins, bounds or ends the leg the boat is on.

(b) If a boat has one outstanding penalty, she may take the penalty any time after starting and before finishing. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before starting.
(c) When the umpires display a red flag with or soon after a penalty flag, the penalized boat shall take a penalty as soon as reasonably possible, but not before starting.

(36) **CBS7.4 Taking and Completing Penalties**

(a) When a boat with an outstanding penalty is on a leg to a windward mark and gybes, or is on a leg to a leeward mark or the finishing line and passes head to wind, she is taking a penalty.

(b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule CBS5.6.

(c) The umpire boat for each match shall display blue or yellow flags or shapes, each flag or shapes indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one flag or shape shall be removed. Failure of the umpires to display or remove flags or shapes shall not change the number of penalties outstanding.

**CBS8 PENALTIES INITIATED BY UMPIRES**

(37) **CBS8.1 Rule Changes**

(a) Rules 60.2(a) and 60.3(a) do not apply to rules for which penalties may be imposed by umpires.

(b) Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.

(38) **CBS8.2** When the umpires decide that a boat has broken rule 31, 42, CBS4, CBS7.3(c) or CBS7.3(d) she shall be penalized by signalling her under rule CBS5.2 or CBS5.3. However, if a boat is penalized for breaking a rule of Part 2 and if she in the same incident breaks rule 31, she shall not be penalized for breaking rule 31. Furthermore, a boat that displays an incorrect flag or does not display the correct flag or fails to emit her tack recognizing acoustic signal, shall be warned orally and given an opportunity to correct the error before being penalized.

(39) **CBS8.3** When the umpires decide that a boat has

(a) gained an advantage by breaking a rule after allowing for a penalty,

(b) deliberately broken a rule, or

(c) committed a breach of sportsmanship,

she shall be penalized under rule CBS5.2, CBS5.3 or CBS5.4.

(40) **CBS8.4** If the umpires or protest committee members decide that a boat may have broken a rule other than those listed in rules CBS6.1(a) and CBS6.2, they shall so inform the protest committee for its action under rule 60.3 and rule CBS6.6 when appropriate.

(41) **CBS8.5** When, after one boat has started, the umpires are satisfied that the other boat will not start before her opponent has rounded the leeward mark, they may signal under rule CBS5.4 that the boat that did not start is disqualified and the match is terminated.
When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a half-point penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and may request a hearing. The protest committee shall then proceed under rule CBS6.6. Any penalty decided by the protest committee may be more than half a point. When the umpires decide that a penalty greater than half a point is appropriate, they shall act under rule CBS8.4.

**CBS9 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

- **CBS9.1** There shall be no request for redress or an appeal from a decision made under rule CBS5, CBS6, CBS7 or CBS8. In rule 66 the third sentence is changed to ‘A party to the hearing may not ask for a reopening.’

- **CBS9.2** A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

- **CBS9.3** No proceedings of any kind may be taken in relation to any action or non-action by the umpires or the observers, except as permitted in rule CBS9.2.

**CBS10 SCORING**

- **CBS10.1** The winning competitor of each match scores one point (half a point each for a dead heat); the loser scores no points.

- **CBS10.2** When a competitor withdraws from part of an event the scores of all completed races shall stand.

- **CBS10.3** When a multiple round robin is terminated with an incomplete round robin, only one point shall be available for all the matches sailed between any two competitors, as follows:

<table>
<thead>
<tr>
<th>Number of matches completed between any two competitors</th>
<th>Points for each win</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>One point</td>
</tr>
<tr>
<td>2</td>
<td>Half a point</td>
</tr>
<tr>
<td>3</td>
<td>A third of a point</td>
</tr>
<tr>
<td>(etc.)</td>
<td></td>
</tr>
</tbody>
</table>

- **CBS10.4** In a round-robin series,
  (a) competitors shall be placed in order of their total scores, highest score first;
  (b) a competitor who has won a match but is disqualified for breaking a rule against a competitor in another match shall lose the point for that match (but the losing competitor shall not be awarded the point); and
  (c) the overall position between competitors who have sailed in different groups shall be decided by the highest score.
In a knockout series the sailing instructions shall state the minimum number of points required to win a series between two competitors. When a knockout series is terminated it shall be decided in favour of the competitor with the higher score.

**CBS11 TIES**

(52) **CBS11.1 Round-Robin Series**

In a round-robin series competitors are assigned to one or more groups and scheduled to sail against all other competitors in their group one or more times. Each separate stage identified in the event format shall be a separate round-robin series irrespective of the number of times each competitor sails against each other competitor in that stage.

Ties between two or more competitors in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules CBS11.1(a) to CBS11.1(e) shall be reapplied to them. Ties shall be decided in favour of the competitor(s) who

(a) placed in order, has the highest score in the matches between the tied competitors;

(b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors;

(c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule CBS11.1(c) procedure:

1. the higher-place tie shall be resolved before the lower-place tie, and
2. all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule CBS11.1(c);

(d) after applying rule CBS10.4(c), has the highest place in the different groups, irrespective of the number of competitors in each group;

(e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

(55) **CBS11.2 Knockout Series**

Ties (including 0–0) between competitors in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the competitor who

(a) has the highest place in the most recent round-robin series, applying rule CBS11.1 if necessary;

(b) has won the most recent match in the event between the tied competitors.

(57) **CBS11.3 Remaining Ties**

When rule CBS11.1 or CBS11.2 does not resolve a tie,
(a) if the tie needs to be resolved for a later stage of the event (or another event for which the event is a direct qualifier), the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the competitor who has the highest score in the round-robin series after eliminating the score for the first race for each tied competitor or, should this fail to break the tie, the second race for each tied competitor and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule CBS11.1 or CBS11.2.

(b) to decide the winner of an event that is not a direct qualifier for another event, or the overall position between competitors eliminated in one round of a knockout series, a sail-off may be used (but not a draw).

(c) when a tie is not broken any monetary prizes or ranking points for tied places shall be added together and divided equally among the tied competitors.

Note: A Standard Notice of Race and Standard Sailing Instructions for vision impaired competitors' match racing are available from the IFDS.

These rules are evolving. Organizing authorities are urged to use the most recent version. The ISAF Racing Rules Committee and the IFDS would appreciate suggestions for improving these rules.

Current Position

Since November 2009 national and international Match Racing events for vision impaired competitors has been held applying the Racing Rules of Sailing and the Experimental Appendix CBS for Blind Match Racing, based on Appendix C (formally ExperimentalAppendixCBS2010). The main events held applying Appendix CBS has been:

- the first IFDS Disabled Sailing World & International MR Championships, ISAF grade 3 match race held in Gargnano – ITA, June 2010, and
- the international IFDS disabled sailing international championship 2011, ISAF grade 2 match race held in Perth - AUS, March 2011.

Reasons

During both events race officials, organising authorities and competitors agreed that some amendments should be done in order to reduce as much as possible the possible subjective interference of the figure of the sighted person onboard, named observer.

Interference means actions by observers not requested and not necessary resulting in help to competitors and/or tactic decision reducing competitors’ autonomy while racing.

The Proposed Appendix CBS2012 is the output of a deep discussion and analysis between the ISAF and IFDS race officials involved in managing and observing Blind Match Racing events held applying Appendix CBS.
Applying Appendix CBS2012 the interference of observers is limited to safety purpose and any help is given in form of information available to all competitors.

More consistency is given to starting signals adopting the sound system used for the main Team racing events.