



AUSTRALIAN
hansa
CLASS ASSOCIATION

**AUSTRALIAN, STATE & TERRITORY
CHAMPIONSHIPS
GUIDE**

Australian Hansa Class Association

CHAMPIONSHIPS GUIDE

INDEX

Glossary	2
Introduction.....	3
Expression of Interest Form	4
Event Requirements for Organising Committees.....	6
Advice for Race Committees.....	12

GLOSSARY

Organising Committee:

The organising committee is the committee that is in charge of the complete organisation of the event in accordance with the ISAF rules & regulations, the AHCA Championship Guidelines, the Hansa Class Rules, the Yachting Australia Safety Prescriptions and the local laws that apply at the regatta venue.

The committee includes representatives of the Organising Club, which shall be affiliated to Yachting Australia through its State Yachting Association, State Representatives of the National Hansa Class Association, and the Technical Delegate of the AHCA or the Vice-President Championships of the AHCA.

Race Committee:

The race committee shall conduct races as directed by the organizing authority and as required by the ISAF Racing Rules of Sailing.

Technical Delegate:

The Technical Delegate is appointed by the Executive Committee of the Australian Hansa Class Association. Their role is:

- to be the official link between the AHCA and the organising committee
- to monitor that the Championship Guidelines are applied by the organising committee
- to monitor that the event is organised in accordance with the ISAF rules
- to assist the organising committee in the organisation of the event
- to approve all official documents such as Notice of Race, Sailing Instructions etc
- to provide technical advice to the race committee
- to provide a link between the competitors and the organising committee

INTRODUCTION

Hansa Class Championships are organised to promote inclusive sailing and competition all over the world.

The Committee of the Australian Hansa Class Association will agree which Organising Authority will act as host to events. The Vice-President Championships will make recommendations after ensuring that Associations/Organising Authorities that apply are able to fulfil the requirements laid down by the Australian Class to host an event.

An Organising Authority must have read and agreed to be bound by the guidelines, and undertake that they can fulfil the requirements, before being accepted.

Application to host an event should preferably be made 18 months before the event, to the AHCA Committee, in writing. An Expression of Interest form is available from the AHCA website (www.hansaclass.org/?Page=18392).

The organising committee shall ensure the championships have the highest quality racing and the best conditions for developing friendship and goodwill among competitors and all participating people.

Official request:

After discussion with the AHCA, the club will forward a completed Expression of Interest form, which should include the following information:

- Proposed dates
- Venue information including Accessibility
- Weather and tide details
- Travel and accommodation information (including accessible accommodation)
- Social and official program
- Fees and costs
- Particulars of the club or the area
- Experience in such championship organisation

Visit of the site

At the organising committee or club's official invitation and cost, a member or representative of the Executive Committee may inspect the organising club, preferably during a major national or international event.

Request for Expressions of Interest

Australian Hansa Class Championships



Evaluation Criteria and Application for Australian, State or Territory Championships

The Organising Authority should preferably apply for the Championship a minimum of 18 months prior to the proposed event. Please address the criteria below and include additional information where appropriate.

Proposed Event Dates

Host Club / Event Venue

Organising Authority

Contact Person

Telephone.....

Email

Fax

Event Organisation & Management

Organising Authority is a Yachting Australia affiliated Club **Yes/No**
 Organising Committee - Identify Chairperson, Secretary, Host Club/Venue representative, Race Management representative:

.....

.....

The event will comply with the provisions of the AHCA Championship Guidelines **Yes/No**
 If no, state variations:

.....

.....

Host Club / Venue

Has race office, official noticeboard & protest committee facilities **Yes/No**
 Provides sufficient competitor facilities (toilets, showers, change) **Yes/No**
 Sufficient vehicle & trailer parking..... **Yes/No**
 Sufficient hard stand storage area for rigged boats **Yes/No**
 Sufficient personal hoisting equipment for transferring sailors with a disability **Yes/No**
 Marina, yard, clubhouse & social facilities are accessible for people with disabilities **Yes/No**
 Launching and retrieval areas are protected from the effects of strong winds **Yes/No**
 Typical wind conditions and wave heights in proposed sailing area

.....

Maximum tidal flows in proposed sailing area kts

Other shipping and boating traffic in proposed sailing area **Yes/No**
 Sufficient supply of nearby accessible accommodation **Yes/No**

Community Involvement

- Community spectator viewing of event is available **Yes/No**
- Local Government Authority is consulted **Yes/No**
- Required event permits are obtained **Yes/No**

Race Management

- Accredited State or National Race Officer appointed as Principal Race Officer **Yes/No**
- National Jury to be appointed and approved by MYA / YA **Yes/No**
- Sufficient Race Management Resources (officials, boats, buoys & tackle) **Yes/No**
- Effective rescue capability – number of rescue craft exceeds recommended minimum of one rescue vessel for each 10 competing craft **Yes/No**
- Notice of Race available 6 months before event **Yes/No**
- Sailing Instruction available 2 weeks before event **Yes/No**
- Competitors' eligibility to be confirmed at or before registration **Yes/No**

Organising Authority Risk Management

- Current Public Liability Insurance minimum \$10 Million or equivalent **Yes/No**
- All competing boats to be insured for public liability **Yes/No**
- Club / venue has implemented a risk management plan **Yes/No**
- Event emergency plan in place **Yes/No**

Media & Promotion

- ISAF Standard Notice of Race and Sailing Instructions proforma used **Yes/No**
- NoR & Sailing Instructions – approved by Technical Delegate **Yes/No**
- Distribution of NOR or promotional material to all AHCA members **Yes/No**
- Event information provided to AHCA for website **Yes/No**
- Media Officer appointed **Yes/No**
- Media releases distributed (minimum pre & post-event) **Yes/No**
- Media boats available during event **Yes/No**

Commercial

- Sponsorship does not conflict with AHCA sponsors **Yes/No**
- Please name sponsors (note that this information will be treated in confidence):
.....
.....
- Draft event budget provided **Yes/No**
- Provision of unencumbered photographic images for AHCA promotional purposes **Yes/No**

Entries

- Estimated number of national entries
.....
- Estimated number of international entries
.....
- Estimated number of total entries
.....

Application Process

The Organising Authority should submit its expression of interest by addressing the criteria above and returning completed form with any supporting material by mail, fax or email to:

David Staley
Executive Officer
Australian Hansa Class Association Inc
2 Noyes Street, Sandringham VIC 3191
Email: david@hansaclass.org

AHCA REQUIREMENTS FOR EVENTS

LANGUAGE

The official language of all events is English. In case of different interpretations about a translated text, the English version shall prevail.

AUSTRALIAN EVENTS

The events

Each year, the Australian Hansa Class Association may authorise Hansa Class Australian, State or Territory Championships including:

- The Hansa 2.3 Single Person Championship
- The Hansa 2.3 Servo Championship
- The Hansa 303 Single Person Championship
- The Hansa 303 Two Person Championship
- The Liberty Championship
- The Liberty Servo Championship
- The SKUD 18 Championship

These events are generally held concurrently at a single venue but in certain circumstances individual championships may be authorised.

Dates of the events

Australian Championships are usually conducted over the Easter weekend each year.

State and Territory Championships are generally conducted between January and Easter.

Application of rules

The current ISAF Racing Rules of Sailing, the ISAF regulations, the Hansa Class Rules, the Yachting Australia Safety Prescriptions and the AHCA Championship Guidelines will govern each event.

Eligibility

Participation in Hansa Class Championships is only open to financial members of a National Hansa Class Association or individual members of the International Hansa Class Association.

Minimum Fleet Sizes

The minimum number of entries required for an open division to be valid at Hansa Class Australian, State or Territory Championships is three (3) boats. For a servo division, no minimum number of entries is required but the servo boats shall sail within the open division.

This requirement shall be clearly indicated in the Notice of Race (NOR).

Advertising

Each event shall be conducted in accordance with the ISAF Advertising code.

Format of the event

The Hansa Class Championships shall be of conventional fleet racing format. The schedule, including registration, practice race/s, reserve day and championship races for all Hansa Classes, shall not exceed 5 days.

Individual classes shall preferably sail 8 races.
A minimum of 4 races is required to complete a Championship.
Where more than 5 races have been sailed, a competitor's worst score may be discarded.

Divisions may be grouped into two fleets – Fleet A for single-person divisions and Fleet B for two-person divisions as follows:

- | | | |
|--------------|-------------------------------|---------|
| • Division 1 | Hansa 2.3 Single Person | Fleet A |
| • Division 2 | Hansa 2.3 Single Person Servo | Fleet A |
| • Division 3 | Hansa 303 Single Person | Fleet A |
| • Division 4 | Hansa 303 Two Person | Fleet B |
| • Division 5 | Liberty Single Person | Fleet A |
| • Division 6 | Liberty Single Person Servo | Fleet A |
| • Division 7 | SKUD 18 Two Person | Fleet B |

Fleets A&B shall alternate morning and afternoon sessions.

It is recommended that two or three races are scheduled for each class in each session with the subsequent races starting as soon as possible after the end of the preceding race. At the discretion of the Race Committee, a maximum of three races may be sailed on the same day for any division.

Sample Timetable

- Day 1 Registration & measurement
- Day 2 Registration, measurement, practice race & opening ceremony
- Day 3 Fleet A Races 1, 2 & 3 (AM), Fleet B Races 1, 2 & 3 (PM)
- Day 4 Fleet B Races 4, 5 & 6 (AM), Fleet A Races 4, 5 & 6 (PM)
- Day 5 Fleet A Races 7 & 8 (AM), Fleet B Races 7 & 8 (PM), Presentation & Closing Ceremony

Courses and duration

When divisions are grouped as above, it is recommended that they be sailed on the same course area in the following format:

- The Hansa 2.3 course will be an outer trapezoid.
- The Hansa 303 Single Person course will be an inner trapezoid.
- The Hansa 303 Two Person course will be an outer trapezoid.
- The Liberty and SKUD 18 course will be windward / leeward or long inner trapezoid.

The target time of each division race will be approximately 30 minutes for the leading boat. The dimension of the course will be calculated according to the wind speed and sea state.

Every effort shall be made to separate the faster classes from the slower classes on the race course.

Trophies

The following perpetual trophies will be provided by the Australian Hansa Class Association:

- The Hansa 2.3 Single Person Australian Championship Trophy Plaque
- The Hansa 2.3 Servo-Assist Australian Championship Trophy Plaque
- The Hansa 303 Single Person Australian Championship Trophy Plaque
- The Hansa 303 Two Person Australian Championship Trophy Plaque
- The Liberty Australian Championship Trophy Plaque
- The Liberty Servo- Australian Championship Trophy Plaque
- The SKUD 18 Australian Championship Trophy Plaque

The following trophies, medals or prizes are to be provided by the organising authority:

- The Hansa 2.3 Single Person Australian / State / Territory Champion
- The Hansa 2.3 Single Person Australian / State / Territory Championship 2nd Place
- The Hansa 2.3 Single Person Australian / State / Territory Championship 3rd Place
- The Hansa 2.3 Servo-Assist Australian / State / Territory Champion
- The Hansa 303 Single Person Australian / State / Territory Champion
- The Hansa 303 Single Person Australian / State / Territory Championship 2nd Place
- The Hansa 303 Single Person Australian / State / Territory Championship 3rd Place
- The Hansa 303 Two Person Australian / State / Territory Champions
- The Hansa 303 Two Person Australian / State / Territory Championship 2nd Place
- The Hansa 303 Two Person Australian / State / Territory Championship 3rd Place
- The Liberty Australian / State / Territory Champion
- The Liberty Australian / State / Territory Championship 2nd Place
- The Liberty Australian / State / Territory Championship 3rd Place
- The Liberty Servo-Assist Australian / State / Territory Champion
- The SKUD 18 Australian / State / Territory Champions
- The SKUD 18 Australian / State / Territory Championship 2nd Place
- The SKUD 18 Australian / State / Territory Championship 3rd Place

Further trophies, medals or prizes may be awarded with the approval of the AHCA Technical Delegate.

Charter boats

The organising authority shall cooperate with the AHCA to supply good racing-quality boats for charter and available at the event venue. Charterers may be required to provide their own sails. Charter fees should not exceed 5% of the local retail price of a new boat. Coach and support IRBs should also be available for charter at a reasonable cost. Full details of charter boats should be available with the Notice of Race.

TRAVEL AND ACCOMMODATION

As with any quality sailing event, full details of accommodation, travel etc. must be available. A range of accommodation close to the venue, including fully wheelchair accessible options, must be provided.

A high proportion of competitors in Hansa Class events will be sailors with a disability. The quality, proximity and physical accessibility of accommodation and accessible transport will have a significant impact on their enjoyment of the event.

A member of the organising committee shall be responsible for inspecting and verifying the physical access claims of local accommodations, confirming the availability of wheelchair accessible transport, and distributing detailed information to the national associations and entered competitors.

RACE MANAGEMENT

Notice of Race

The Notice of Race (NOR), developed from ISAF Appendix K and approved by the Technical Delegate, shall be circulated to all Australian Hansa Class Associations members and National Hansa Class Associations in nearby countries no later than 6 months before the event. The NOR shall indicate the minimum number of boats to constitute a valid division. The NOR shall also specify the configuration in which the SKUD 18 shall be sailed as per Section J of the SKUD 18 Class Rules.

Sailing Instructions

The Sailing Instructions (SIs), developed from ISAF Appendix L and approved by the Technical Delegate, shall be posted to the event website no later than 1 week before the event. The SIs shall include the following:

For all classes, rule 44.1 is changed so that only one turn, including one tack and one gybe, is required.

Race Committee

The Race Committee members shall be designated in accordance with the ISAF rules and regulations. The Technical Delegate shall be consulted about the composition of the Race Committee.

Race Management Volunteers

The Organising Authority shall ensure that sufficiently skilled and experienced Race Management Volunteers are available to undertake all key tasks for the duration of the event. In particular, Start Boat, Finish Boat, Mark Boat & Safety Boat crews should remain committed to their specific roles from the beginning to the end of the event.

Technical Delegate

The Australian Hansa Class Association shall appoint the Class Technical Delegate.

Jury

A National Jury is required for Hansa Class Australian Championships and shall be comprised in accordance with the Yachting Australia regulations. The Technical Delegate shall approve the members of the Jury before the Organising Authority seeks MYA or Yachting Australia approval. A Protest Committee must be convened for State & Territory Championships

Equipment Inspection

The Australian Hansa Class Association Executive Committee shall appoint the Chief Equipment Inspector of the event. The Technical Delegate shall be consulted about the composition of the equipment inspection team and measurement / weighing facilities. The Organising Committee shall provide a minimum of two Assistant Equipment Inspectors and areas for measurement of spars and foils, weighing of hulls and measurement of sails.

ON-SHORE ORGANISATION

Official Functions

Each Australian Championship shall include at a minimum:

- Competitors' Briefing
- Opening Ceremony
- Closing and Prize-giving Ceremony
- Australian Hansa Class Association Annual General Meeting

Each State or Territory Championship shall include at a minimum:

- Competitors' Briefing
- Prize-giving Ceremony
- Australian Hansa Class Association Forum

These functions will be provided at no cost to the AHCA, officials or competitors. Any additional social or recreational activities should be optional and provided at reasonable cost.

LOGISTICS

Onshore amenities shall include:

Competitors

- Club and marina facilities to be wheelchair accessible
- Secure and sufficient area for storage and rigging
- Secure car and trailer parking close-by with areas for trailers and containers
- Adequate and safe launch and recovery ramps accessible whatever the height of the tide
- Several personnel hoists suited to transferring persons from wheelchairs to boats
- Clean, spacious, changing rooms preferably with accessible showers
- Clean, inexpensive and accessible accommodation nearby
- Fresh water tap in the rigging area
- Accessible toilets in sufficient number
- Accessible catering and social facilities
- Suitable food for all competitors and supporters, including vegetarian, gluten free and other special dietary requirements
- Spectators and supporters needs must be provided for by the host club. This should include food and drink being available. The availability of accessible spectator craft is recommended if the sailing area is not visible from the venue

Registration

Adequate accessible space for competitor registration

Equipment Inspection

Facilities shall be provided for equipment inspection, possibly including weighing and sail checking and measurement. The list of full details for equipment inspection may be provided by the Technical Delegate or Chief Equipment Inspector.

Jury

A room of suitable size for the Jury to use for hearings shall be provided with access to office support (internet, photocopier etc). A jury secretary shall also be provided by the Organising Committee.

Australian Hansa Class Association

During any Championships, an Australian Hansa Class Forum or General Meeting may be held. The organising committee shall supply a room with a capacity of not less than 50 persons to host the meeting.

ON-WATER ORGANISATION

The Organising Committee shall ensure that:

- The event is reserved solely for the Hansa Classes
- Well laid, clearly marked courses are provided and clear signals are made from the Committee boat
- Sufficient number of experienced and appropriately trained personnel provide safety coverage using IRBs in good reliable condition

Safety

The Organising Committee shall take all reasonable steps to ensure the safety of participants in the event and shall appoint a Safety Officer to coordinate appropriate actions and responses.

The number of safety boats will be at least 1 for every 10 competing boats. The majority of those boats shall be inflatable boats and will have at least two suitably experienced and qualified persons onboard with appropriate equipment.

First aid assistance shall be available at the venue and on the water at all times throughout the event.

Jury

A suitable IRB shall be available for the Jury Members in order for them to observe racing throughout the event. This is not a requirement for State Territory Championships.

Coaches

Coach and support boats must remain outside the course area unless assisting with rescue / safety at the request of the Race Officer.

Coach and support boats shall be identified while afloat.

EXPENSES

The Organising Authority will meet the following expenses:

- Replica Trophies & Prizes
- Travelling and accommodation expenses to the championship for the Technical Delegate
- Travelling and accommodation expenses for Jury members
- Travelling and accommodation expenses for the Chief Equipment Inspector
- Travelling and accommodation expenses for the Race Officer and Race Committee.
- A minimum of two meals per day shall be provided for the above personnel.

FUNDING AND SPONSORSHIP

It is the responsibility of the Organising Authority to cover all funding for the event.

Sponsorship is the responsibility of the organising committee and shall be used for the benefit of competitors to reduce the entry fee and improve the overall quality of the event.

DISCLAIMER

The organising committee is responsible for the correct application of all the laws and rules applied in the hosting country, regarding the organisation of sport and/or sailing events. The International Hansa Class Association shall not be responsible of any infringement regarding the laws and rules applied in the hosting country regarding sport and/or sailing events.

ADVICE FOR RACE COMMITTEES

The following information is provided for the assistance of Race Committees responsible for conducting Hansa Class events.

Course configuration

Courses are generally windward/leeward for individual classes or trapezoid when conducting races of several classes concurrently.

Wherever possible, slower classes (2.3 / 303 two person) should be separated from the faster classes (303 single person / Liberty) and all of the smaller classes should be separated from the SKUD 18.

Target race times are 30-40 minutes for the first boat.

Relative speeds are indicated by the boats' Yachting Victoria or Portsmouth Yardstick:

Access Class Recommended Yardsticks for Mixed Class Racing

Access Class	Portsmouth Yardstick (PY) 2012	Yachting Victoria Yardstick (YV) 2012-13	Sportsboat Measurement System (SMS) Rating	ACA(UK) Recommended Portsmouth Yardstick	AACA Recommended YV Yardstick
Access 2.3 Single Person	1925	175	-	1925	175
Access 2.3 Single Person Full Servo	-	-	-	-	182
Access 303 Single Person	1630	166	-	1630	165
Access 303 Two Person	1660	-	-	1660	170
Access Liberty	1550	132	-	1550	140
Access Liberty Full Servo	-	-	-	-	145
SKUD 18 (two person, two centreline seats)	1060	-	0.685	1060	113
SKUD 18 (two person, open)	-	-	0.704	-	110
SKUD 18 (three person, open)	-	-	0.715	-	108
Comparative Class					
29er	922	96.5	-	-	-
International 2.4mR	1250	137	-	-	-
International Cadet	1432	153	-	-	-
Laser	1085	113	-	-	-
Laser 4.7	1175	122	-	-	-
Mirror	1385	143	-	-	-
Optimist	1646	166.5	-	-	-
Flying Fifteen MkI	1022	109	-	-	-
Flying Fifteen MkII	1022	112	-	-	-

Minimum Wind Speed

The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start manoeuvres.

Maximum Wind Speed

Class	Average Wind Speed with Difficult Wave Conditions	Average Wind Speed with Small Waves	Maximum Gust
Hansa 2.3	16kts	20kts	24kts
Hansa 303	18kts	22kts	28kts
Liberty	24kts	26kts	30kts
SKUD 18	22kts	25kts	30kts

Note: The above are guidelines only. Decisions about when to commence, continue or abandon racing are the responsibility of the race officials and should take into consideration local conditions, the ability of the sailors, fatigue levels and the capability of safety coverage. If appropriate the AHCA Technical Delegate or an AHCA Committee member should be consulted for advice.

It is recommended that races should not start, or races in progress should be abandoned, when average wind strength or gusts exceed the speeds indicated in the table above, or the race committee considers conditions unsuitable for racing.

Safety

The most suitable safety and rescue boats are mid-sized inflatables. Rigid hull boats should be padded to prevent damage when working alongside Hansa class boats on the water. The Hansa Class boats have positive buoyancy and are adequately ballasted with lead in the centreboard, and will not capsize except in a violent knock-down. A daily check of all boats to ensure they have their keel locking pins fitted is recommended.

Bailing

Hansa class boats are not fitted with pumps or self-bailers although the SKUD 18 has two large diameter drain tubes at the rear of the cockpit. The Hansa 2.3S and the Liberty rarely ship water. The Hansa 2.3W and the Hansa 303W will ship water if heeled over in gusty conditions and can become swamped. It is helpful if rescue boats carry a small bucket or similar to assist in bailing.

Reefing

If the sailor requests assistance with reefing, proceed as follows:

1. Turn the competitor's boat and safety boat head to wind.
2. Release mainsheet from the cleat on the centreboard case and outhaul from the cleat on the boom. On the Liberty, also release the kicker.
3. Release the mainsheet reefing line (inboard line on 303 and Liberty) from the cleat on the port side of the centreboard case.
4. Haul aft on reefing line on the port side of the centreboard case, or rotate mast by hand. Note that boom will rise as sail is reefed.
5. Re-cleat the reefing line on the port side of the centreboard case. This will prevent the mast from turning and the sail from coming un-reefed.
6. Adjust the outhaul and cleat on the boom.

Note: For the reefing system to operate correctly, the reefing clamp through which the mast tube passes under the centerboard housing must be tight (but do not over-tighten).

Towing

A painter should be passed through the towing ring on the bow, and a bowline tied around the mast. Boats can be towed in single file by tying the tow rope of the following boat to the traveler rope at the stern of the boat ahead. Boats can also be towed alongside by kedging, with the painter secured to the bow area of the tow vessel and the seat rail or traveller line secured aft. Always tow at a slow or moderate speed.

Loss of steering - Servo-Assist

Should a servo-assisted boat suffer loss of steering the most likely cause will be a discharged battery. Another possible cause may be a short-circuit in the servo-control (joystick). It is recommended that safety crews remove rudder blade/s and tow alongside (kedging).

Loss of steering - Manual steering

If a manually sailed boat suffers a loss of steering the likely cause is a steering line coming off the base of the joystick holder, under the seat. Pushing the manual joystick fully to port or starboard will allow the steering line to be slipped back into the slot in the base. Alternatively, if the tiller connector has become dislodged, insert the clevis pin into the tiller end fitting and secure with spring clip.

Boom unclipped from mast

Should the boom come off the mast, proceed as follows:

1. Turn boat head to wind.
2. Release mainsheet and outhaul (and kicker on Liberty).
3. Push rowlock at forward end of boom onto bobbin just below the mainsail tack ensuring lines are not twisted.
4. Adjust outhaul.

Sailors with disabilities

Many of the sailors in Hansa fleets have a physical disability, but it is important to be aware this has no bearing on their sailing ability. Sailing ability varies quite widely, from the very capable and experienced to the novice.

Physical disabilities include paraplegia and quadriplegia, leg or arm amputation, cerebral palsy and stroke. Some may have difficulty with verbal communication. Sailors with an intellectual disability or multiple disabilities may also be competing in these classes. Once again, ability may vary significantly.

As the Hansa classes are ballasted keelboats, sailors with a disability do not have different limitations in terms of coping with wind and water conditions in comparison with able-bodied sailors of similar sailing ability.

Due to the potential for injury of the sailor and the safety crews if transferring afloat, it is recommended that sailors with a physical disability who are injured or unwell should remain in the boat and be transferred ashore using a crane or hoist.

The Race Committee should note that special consideration to the needs of sailors with physical, intellectual or sensory disabilities in regard to conveying information (ashore and afloat), and signalling afloat.

It may assist during the competitors briefing to note that sailors with right of way may need to take into account the possibility of delayed reaction times and limited maneuverability of some sailors. Also, that while the audible call of "PROTEST" is required in accordance with RRS 61, a competitor may be unable to make such a call because of disability or similar reason.