



# SAILING INSTRUCTIONS

Version 1.7

## 2018 Blokart World Championship & 2018 Spanish Open Blokart Sailing Championship

Mallorca, Spain

Organised by Association Binissalem Blokart Worlds 2018 [ABBW], The International Blokart Racing Association [IBRA] and Blokart® International Ltd [BIL]

[www.blokartworlds.com](http://www.blokartworlds.com)

## 1 Priority of Documents

These Sailing Instructions must be read in conjunction with the Notice of Race Version 1.2. The Sailing Instructions give event related instructions that must be followed by all competitors, and have priority over the Notice of Race and the IBRA Rules Edition 6 (Published September 2017) under which this event is being run. Final clarifications and changes may be made during the race briefings.

## 2 Event Timing

### 2018 Spanish Open

Registration, weigh in & scrutineering	Thursday	18 October 2018	10am to 4pm
Race Day 1	Friday	19 October 2018	10am to 6pm
Race Day 2	Saturday	20 October 2018	10am to 6pm

### 2018 World Championships

Registration, weigh in & scrutineering	Sunday	21 October 2018	10am to 4pm
Welcome Dinner & Spanish Open	Sunday	21 October 2018	Time & venue TBA
Presentation dinner			
Race Day 1	Monday	22 October 2018	10am to 6pm
Race Day 2	Tuesday	23 October 2018	10am to 6pm
Race Day 3	Wednesday	24 October 2018	10am to 6pm
Race Day 4 or Lay Day	Thursday	25 October 2018	10am to 6pm
Race Day 5	Friday	26 October 2018	10am to 3pm
Worlds Presentation Dinner	Saturday	27 October 2018	Time & venue TBA

Official practice times are;

- 15-17 October
- On Registration Days
- On race Days prior to the pre-race briefing

No race shall start before 10am. Racing may be extended beyond the scheduled end time at the discretion of the race committee, except on Race Day 5 of the 2018 Blokart World Championships, when no races shall be started after 3pm

The lay day shall be taken on Race Day 4 if at least 9 races in each division are completed before the end of day 3.

## 3 Briefings

There will be a briefing before the start and at the end of each days racing. The pre-racing briefing on the first day of the Spanish Open and Worlds will be at 10am and briefing times thereafter will be advised by the Principal Race Officer (PRO.) Racing will start as soon as practicable after briefing.

Further general briefings may be carried out during the day at a central point for all competitors, or in the start area, with each racing group briefed immediately prior to their race. All competitors must attend all pre-racing, post-racing and general briefings.

## 4 Race format

Races will be of 8 minutes duration with a 2 minute dial-up unless notified by the PRO at a briefing.

Preference will be given to run each weight division separately, but the race committee may require some weight divisions to be sailed together, depending on numbers in each division. The timing system automatically gives results by weight division even if they are combined.

The flights and order of racing will be notified at the pre-racing briefing and posted on the notice board. The order may be changed during the race day depending on the wind conditions. All competitors will be briefed if the order is changed.

## 5 Courses

The course to be sailed will be notified at the briefing. If the course needs to be changed to suit the wind direction or conditions during the day, all competitors will be re-briefed.

Each mark will have an overlap zone of 20 metres. Where practicable the extent of the zone may be marked.

The venue is an enclosed area and has an active airfield runway on one side, refer to site plan at the end of this document. The boundaries of the site, in particular the runway, are defined as permanent obstructions under IBRA rule E.11 with an overlap zone of 1.5 metres (blokart width).

Blokarts shall not be sailed outside the boundaries of the course.

## 6 Start and Finish Gate

The start and finish gate will be the timing (transponder) line. Competitors should note that in compliance with IBRA Rule E.17 a) overlap Rules E.9 and E.10 do not apply to the start gate during the race start. The starting pole is considered to be an obstruction.

A start box will not be used. General sailing rules apply during the dial-up and race start.

All competitors must cross the timing line on each lap of the race in the direction of the first mark.

It is intended that the electronic timing system will be used to determine On Course Side (OCS) at the start. Competitors should be aware that transponders can be detected up to 600mm before the line, and competitors are warned that they push the start line early at their own risk. Any competitor whose transponder is detected before the start signal will be deemed to be OCS.

There will be no OCS flag so competitors must determine for themselves if they are OCS and return to the dial-up side of the line by sailing round the end of the start line and re-cross the start line in the direction of the first mark in compliance with Rule IBRA E.17 d). In doing so the competitor must not interfere with any other competitor.

If a competitor is OCS before the race start signal and does not return and re-cross the start line in the direction of the first mark, they will have deemed to have started the next time they cross the timing line, i.e. after they have completed a lap.

A dial up direction and/or starting tack may be specified at briefing. If a competitor does not cross the start line on the specified tack they must return to the dial-up side of the start line, as described above for competitors who are OCS.

## 7 Start Procedure

Competitors for the next flight will assemble in a designated assembly area which may be monitored by marshals. When the previous race is finished, and it is safe to do so, the PRO will tell the assembly area marshals to release the next flight. If a competitor is not in the assembly area, i.e. they go to the start from another location then they may not be eligible for that race.

Competitors shall not leave the assembly area until released by a marshal. Once released, competitors must go directly to the designated start area as quickly as possible and remain stationary prior to the start in accordance with IBRA Rule E.17 b).

In compliance with IBRA Rule E.17 e) sound signals from the starting pole will take precedence over verbal or visual signals (flags).

The PRO will give an audible signal from the starting pole and the orange flag will be raised. The PRO will then press the start button on the starting pole which will give two short and one long audible signals, the long audible signal defines the start of the dial-up period, and the orange flag is lowered.

At one minute before the start an audible signal is given and the green flag raised.

At 30 seconds before the start the green flag held horizontally, there is no audible signal.

At 10 seconds, and every second thereafter including 1 second, i.e. 10 signals, a short audible signal is given. At 0 seconds a long audible signal is given and the green flag lowered. The long audible signal is the race start signal.

A demonstration of the start sequence will be provided to competitors prior to the start of racing in each event.

## 8 End of Race Procedure

After the notified race duration is finished an audible signal is given and the chequered flag is raised.

A race may be shortened by the PRO who presses the Stop button on the starting pole which will give an audible signal and the orange flag and chequered flags will be raised.

Once competitors have crossed the timing line with the chequered flag raised they must exit the course immediately via the designated route. Refer to site plan.

## 9 Abandoning a Race

The PRO has the discretion to abandon a race if conditions become unsafe or if there is observed to be an un-sailable section of the course which requires sustained wheeling by all competitors, see IBRA Rule E.14.

A race may be abandoned during the dial-up or after the start. The race may also be abandoned after the race time is complete and the chequered flag is raised. For example, if the wind drops and some competitors remain out on the course.

The results from any abandoned race will be void and the race re-run when sailing conditions permit.

## 10 Updated Rules for Event

**Race Numbers** – IBRA Rule B.5.7 is reworded to the following:

*Competitors will be supplied a race number at registration which must be fitted to their pulley whip at all times during racing. Failure to properly display the race number, while racing, in accordance with instructions may result in disqualification.*

**Safety Equipment** – IBRA Rule C.3 is reworded to the following:

*Competitors must wear helmets, enclosed footwear, and gloves at all times while the blokart is being sailed.*

**Right-hand Rule** – IBRA Rule E.1 is reworded to the following:

*Competitors shall give way to all blokarts on opposing tacks approaching from their right.*

*Note: When blokarts are approaching head to head, then the blokart on the downwind leg gives way to one on the upwind leg as required under Rule E.8. If an upwind and downwind direction has not been nominated or competitors are on the same leg, then each competitor shall steer to their right to avoid a collision.*

Note: The above change of IBRA Rule E.1 was agreed between the hosts and Blokart International as condition for hosting the event in Majorca. IBRA's intention is that the internationally agreed IBRA rules are used at all future IBRA sanctioned events. This included the port-starboard rule as outlined in E.1 in the current Edition of the IBRA rules.

**Hitting a Mark** - IBRA Rule F.2 add the following:

*Race officers may disqualify a competitor for breaches of Rule E.12 without hearing.*

**Production Downhaul** – IBRA Rule B.7.1 clarified as follows:

The cord used for the production downhaul may be replaced (need not be of BIL supply).

There is no restriction on the length of the cord, but all other requirements of B1.1. and B.7.1 must be met. Specifically no additional pulleys, cleats or other fittings shall be added.

## 11 Penalties

Any violation of Rules added or modified in these sailing instructions or added during briefings may result in disqualification from a race following successful protest from another competitor, or at the discretion of the race committee

## 12 Protests

The Protest Fee is 10 Euro (cash only at time of protest), reduced from 20 Euro in the Notice of Race.

The Protest process is encouraged as a means to sort out disputes and infringements that can occur during racing.

In accordance with the IBRA Rule G.5 a mediation meeting will run prior to the formal protest hearing to give an opportunity for competitors to discuss and agree an outcome.

The Protest fee is refundable if the protest is upheld, or if the protested competitor withdraws, as outlined in the IBRA Rules.

## 13 Blokart on Site Storage

At their own risk, competitors may leave blokarts and gear on site, although there will be no buildings or covered area provided for this purpose. Tents are available for hire from the shop on the [Blokart Worlds Website](#).

## 14 Binissalem Airport Restrictions and Emergency Action

Binissalem is an operational airport. All competitors are required to remain out of the operational areas marked on the attached map at all times

The airport siren (or 3 blast of the race horn) indicates an emergency situation and all competitors must immediately cease racing, remove their blokart from the track, and evacuate themselves and their blokart as soon as possible back to the evacuation meeting point located at TBC

Any racing in progress will be abandoned, and the race may be re-run.

## 15 Site Map

The site map for the sailing venue is to be confirmed.

The map will be finalised and issued prior to the commencement of racing.