



Mobility Cup | Coupe mobilité

GUIDELINES

REVISED 2022

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Deed of Gift for Mobility Cup

Canada's International Regatta for Sailors with a Disability

I the undersigned, am pleased to donate the Mobility Cup trophy, for presentation to the winner of the MOBILITY CUP REGATTA (Mobility Cup), on the condition that it be preserved as a perpetual challenge cup for friendly competition between sailors of all levels of disability, always including those with significant disabilities, from all countries.

It is my wish that Mobility Cup stand as a symbol of freedom and possibility and to demonstrate that all areas of life can be made accessible for people with all levels of disability. It is my hope that those who participate will be inspired to challenge social and physical barriers and to demonstrate that the sport of sailing is open to all.

Purpose & Principles:

The purpose of Mobility Cup is to act as a catalyst to strengthen organizations that do exist for sailors of all levels of disability and to start new sailing organizations where they do not exist for people of all levels of disability.

Mobility Cup will support the creation of inclusive programs for sailors of all levels of disability as part of a global initiative to ensure that people of all levels of disability have a sport and recreation in which they can participate with dignity.

Mobility Cup will strive for the twin objectives of high quality competition and inclusiveness.

Governance:

Mobility Cup will be governed by the Mobility Cup Committee, comprised of 5 people who are geographically dispersed and have demonstrated commitment to making sailing possible for people of all levels of disability.

Mobility Cup will be governed by the MOBILITY CUP GUIDELINES, which shall be the responsibility of the Mobility Cup Committee and reviewed annually.

Sam Sullivan

Sam Sullivan
Founder, Mobility Cup



September 5, 2001

Date

Mobility Cup Purpose & Governance

Mobility Cup is a “regatta of possibility” where personal, social, geographic, technological and organizational barriers are challenged in the spirit of friendly competition. It is international in scope, inviting people from around the globe to participate, for the purpose of excellence, discovery and learning.

The purpose of the Mobility Cup Regatta is to demonstrate that sailing is an inclusive, accessible and integrated sport/recreation available to all persons. Our credo: “ANYONE can sail independently regardless of his or her physical ability or disability”. It is incumbent upon the Host of Mobility Cup and all participants to “do-whatever-it-takes” to assure that all who wish to can participate and contribute to the event as competitors, organizers, promoters, teachers or spectators.

Mobility Cup is a major event. The exposure and fundraising provides a great opportunity for the host committee to leave a legacy of funds, capital equipment, accessible facilities and programs which will have a positive impact for years to come.

The Mobility Cup regatta is governed by the AbleSail Network of Canada (ASN) through the Mobility Cup sub-committee. The sub-committee is comprised of the regatta chairperson of the previous three years’ events, that of the current year, and that of the subsequent year, as well as a chairperson appointed by the ASN board of directors. The chairperson of the committee sits on the organizing committee of the current year’s event.

The ASN Mobility Cup Committee will issue a call for bids to host Mobility Cup twenty-four months prior to the event with a deadline for submissions in December of the same year. The successful bid will be announced 18 months prior to the event. (N.B. This timeline may be adjusted at any time to accommodate special circumstances.) Bids to host must be submitted on the Mobility Cup application form.

Although this document is titled “Guidelines” it is highly recommended that all the points contained within be adhered to as closely as possible. Departures from these guidelines must be approved by the ASN Mobility Cup Committee.

EVENT PLANNING

1. Organizing committee

The sooner the committee is formed, and people to chair the various subcommittees are found, the smoother the event planning and operations will go. A model of the various subcommittees can be found at the end of this document. This can be adapted to each organizing committee's needs.

2. Budget

Sources of Revenue

- Sponsorship
- Entry Fees
- Grant Funding
- Donations
- In-kind Donations
- Extra meal ticket sales for banquet, caregivers and family members
- Sale of regatta merchandise

Typical Expenses

Marketing

- Marketing to People with Disabilities/Allied Health Professions/Students
- Building Community Relationships and Links (i.e. Sailing Clubs and Associations, Chandleries etc.)
- Website
- Design- poster, promotional material, funding presentation kit, program
- Printing – posters, race material-Notice of Race, Sailing Instructions, program
- Prizes/trophies, recognition awards for contributors
- Banners and signage
- Photography/ Video taping
- Presentation- audio visual, staging
- Regatta regalia – t-shirts, golf shirts, hats etc.

Transportation

- For athletes & care givers
- Lift truck rental (removing boats from the CN container)
- Taxis, delivery

Food & Beverage

- Breakfast and lunch for competitors and volunteers
- Opening and closing ceremonies
- Barbecue and banquet

Venue / Shore requirements

- Shelter/Tent rental
- Docks, ramps, hoist installation
- Repairs and maintenance
- Accessible toilet rental

The regatta registration fee includes all meals, as well as a golf/polo shirt.

(Budgets from previous events are available on request.)

3. Sponsorship

Mobility Cup could not happen without the ongoing support of CN Rail who ship boats across Canada each year's regatta location – free of charge. It is very important that this sponsorship be acknowledged on all promotional material (banners, website, etc.)

Finding a title sponsor for the event can significantly assist in covering regatta expenses. Each year's organizing committee usually prepares a sponsorship "package" with different levels of sponsorship and the corresponding recognition. Examples from previous years may be available.

Many of the regatta expenses can be covered by in-kind donations, such as food and beverage.

4. Venue

- Access to club from parking lot or adapted transport stop should be asphalt or concrete
- Extra parking spaces for people with disabilities must be made available during the week of the event.
- Bar, restaurant, washrooms must be wheelchair accessible. If necessary, small ramps can be installed over door thresholds.
- If portable toilets are used it is important to provide a hand-washing area nearby.
- Ideally ramps to access docks should be at least 2 m. wide so that two wheelchairs can pass. A non-slip surface is essential and handrails on one or both sides are desirable.
- The junctions between ramp and dock or sections of docks should be free of gaps in which wheelchair castors, canes, etc. could get stuck.
- If the ramps are unavoidably steep due to fluctuating water levels, human assistance should be available to assist in going up and down the ramp safely
- Docks should be wide enough to allow two wheelchairs to pass and should have a dock rail on the edge so that a wheelchair cannot roll into the water. (ideally 10-15 cm high)
- Docks should have sufficient flotation to provide stability, especially for power wheelchairs.
- Dock should not be higher than 30 cm. above the gunnels of the boat being used for the event to facilitate transfers for sailors not requiring a lift.

- A minimum of 4 lifts should be available in order to ensure efficient transfer time (or one lift for every 5 boats.) If possible, it is very helpful to paint a spot on the dock that indicates where the optimal placement of the wheelchair in relation to the lift is.
- Provide a designated area for tagged wheelchair storage while racing (out of the sun and rain.)
- Provide a designated inside area with sufficient power supply for storing and charging auto-helms and windlasses overnight.
- Provide an area where boats arriving from other programs can be unloaded from, and reloaded onto, CN containers.
- Provide an area where empty trailers will be stored during the regatta.
- Provide a wheelchair accessible room for hearing protests.
- If an events tent will be used this should be reserved as soon as possible, several months in advance, as they are in high demand in the summer months.

5. Schedule

Below is a typical schedule for the week:

| | |
|-----------|---|
| Sunday | AbleSail Network Symposium Registration Container unloading |
| Monday | Registration Practice race for each fleet Welcome & briefing for sailors & companions Opening ceremonies |
| Tuesday | Gold Fleet Racing – am Silver Fleet Racing – pm Coaching session Barbecue |
| Wednesday | Silver Fleet Racing – am Gold Fleet Racing – pm AbleSail Network Annual General Meeting |
| Thursday | Gold Fleet Racing – am Silver Fleet Racing - pm Banquet |
| Friday | Silver Fleet Racing – am Gold Fleet Racing – pm Closing Ceremonies |

6. Website

- The organizing committee will take over the website (www.mobilitycup.com) approximately 8 months prior to the event and maintain it for 4 months following the event. The volunteer responsible for the website will receive technical support from the ASN webmaster however, will ideally have some previous relevant experience.

7. Mobility Cup Logo

- A graphics file will be provided by the ASN Mobility Cup Committee Chairperson. The organizing committee will modify it to reflect the year and the host however the colour scheme must be respected. The logo must be approved by the ASN Mobility Cup committee.

8. Accommodations

- Information on accommodations should be on the website early so the participants and volunteers can make their arrangements.
- Hotel accommodations have to be identified as well as rooms at universities, religious colleges, and hostels. It is often possible to obtain a group rate for the event. Every attempt should be made to find affordable accommodations as well as billeting possibilities.
- Information on camping on and/or off-site, as well as billeting should be provided.
- Many volunteers travel to Mobility Cup at their own expense and would appreciate free accommodations in sailing club members' homes, or on their boats if possible.

There is no universal definition as to what an accessible room is so this must be clarified with each hotel. Ideally the rooms should be checked out by an occupational therapist. A description of the accessible rooms available should be provided on the website (e.g. roll-in shower vs bathtub with grab bars. Photos of the bathrooms can be very helpful.) Not all Mobility Cup racers are wheelchair users, and many can manage a motel room with one step at the entrance. Information on this type of accommodation should also be provided. Generally speaking, hotels will offer a group rate for an event such as Mobility Cup. It may be necessary to find shower/bath chairs that can be rented or loaned for sailors who cannot travel with their own.

9. Competitor transportation

- The Mobility Cup Host is expected to provide transportation between the main event accommodation sites and the venue.
- Arrangements for individual travel will include two pick-ups, morning and late morning; some mid-day returns, and late afternoon returns and evening returns depending on the event schedule.

- The most cost-effective transportation is the local adapted transport system. Private transportation operators of vans for the disabled are the most expensive but most convenient.
- Assistance with planning airport, bus depot or train station pick-ups and drop offs should be provided but any cost should be assumed by the participant.
- If the banquet is being held off-site, adapted transportation arrangements must be made for those requiring it.

10. Eligibility

Mobility Cup provides opportunities for anyone committed to sailing for people with disabilities to participate, whether as a competitor or volunteer. Participants shall not be controlled, classified or otherwise discriminated against, except for the purpose of assuring personal safety and the safety of others.

Mobility Cup is generally over-subscribed, creating the necessity to select some participants over others. Guidelines for addressing eligibility issues, which are in keeping with the purpose and intended outcomes of the Mobility Cup regatta, are:

- **Minimum age:** 18 years is recommended. In the spirit of inclusion, innovation, or “possibility” this may be waived at the discretion of the Organizing Authority.
- **Geographic Diversity:** Invite and encourage support and participation of all organizations and sailors and volunteers comprising Canada’s AbleSail Network.
 - Supply Boats, if possible, in the sailboat classes identified in the Notice of Race.
 - Provide encouragement and support to local sailors and volunteers wishing to prepare for, attend and participate in Mobility Cup.
 - Qualify local participants, as appropriate, to match the number of boats and accordingly, the number of competitor seats, made available by the operator of the local accessible sailing program.
 - Consider reserving a seat or two for donation to the host’s charter pool.
- **Accessibility to all:** The Host of Mobility Cup shall provide the means to include by endeavoring to assign a minimum of 10% of the fleet, and provide assistance to participants who otherwise would not be able to compete, including, for example:
 - Participants who do not have the financial means to participate
 - Participants from foreign lands, with no Canadian “club” affiliation
 - Participants from areas in Canada with no active accessible sailing activities
 - Participants with severe disabilities who wish to discover if it is possible for them to sail

- And any others that make application to participate without local DSA support
- **Eligibility restrictions:** National Sailing Team members of any country, past or present, may not register to compete but may register as volunteers. Priority will be given to sailors who have competed in three or fewer Mobility Cup regattas in the previous four years.
 - A sailor who places in the top 3 in the Silver Fleet in two consecutive years must register in the Gold Fleet the following year. Conversely any sailor who places in the bottom 2 in the Gold Fleet in two consecutive years must move down to the Silver Fleet the following year.

11. Registration

- Registration, for both sailors and volunteers, is done through the website. The AbleSail Network webmaster will provide technical support to the organizing committee's volunteer who is responsible for registrations. The organizing committee must set up a PayPal account to handle all payments.
- Pre-selling event regalia with online registration is recommended to avoid ending up with unsold inventory.
- Private owners of Martin 16's are encouraged to make their boats available for charter in the fleet they are not racing but are not obliged to do so.
- Club or DSA owned Martin 16's may enter one sailor in Gold Fleet and one sailor in Silver Fleet for their first boat. For additional boats, clubs and DSA's may enter one sailor in either Gold or Silver Fleet and will make the boat available to charter sailors in the other fleet.
- Club or DSA boats not chartered by approximately six weeks prior to the event will be first made available to sailors from the organization supplying the boats.

12. Food & beverage

- The Mobility Cup Host is expected to supply a continental breakfast, lunch and two evening meals (barbecue and banquet.) For competitors these meals are included in the regatta registration fee.
- Breakfast and lunch are to be provided to volunteers, but they must purchase tickets for the evening meals. If volunteers can be involved to prepare breakfasts and lunches costs can be drastically reduced versus paying for catering.
- Water should be readily available for participants and volunteers, preferably in dispensers from which participants can fill their personal water bottles. Single-use plastic water bottles should be avoided.

Regatta barbecue

- This is traditionally held on the Tuesday night and is an informal event following the first day of racing.

Regatta banquet

- This is traditionally held on the Thursday night. It may take place at the sailing club, or in a nearby restaurant or banquet hall. Musical entertainment must be provided, either a live band or a DJ. Mobility Cup sailors and volunteers love to dance!

13. Opening & closing ceremonies

- There are no set rules for these. Generally speaking at the opening ceremony, a welcome speech is made by the regatta chair and speeches may also be made by local dignitaries, sponsors, etc. In some cases the racers are introduced. The venue may be decorated with flags representing all of the provinces, states, countries, etc. of the racers. In some previous events the racers have paraded into the event tent or hall with a musical accompaniment such as bagpipes.
- The closing ceremony is usually quite brief as sailors and volunteers are anxious to start packing up and head home. Trophies and awards are presented, and thank-you speeches are made.

14. Boats & equipment

- Boat selection: The Martin 16 has been used since 1998, due to its suitability for this competition and because there are sufficient numbers available for the size of this event. The Mobility Cup Committee will consider the inclusion of other sailboats, if proposed.
- Number of entries: The harbour should be able to accommodate 25 boats in addition to at least 10 rescue & coach boats.
- Boat repairs: A qualified person must be on site for minor boat repairs.
- The Notice of Race will stipulate that all boat providers install painters, fore and aft, 5m. in length.
- Special adaptive equipment: (autohelm, windlass, sip 'n' puff units, slings, harnesses, etc.) Ask each DSA to inform you as to what equipment they will be supplying for their sailors.
- Boat transportation: CN Rail is a major ongoing sponsor of Mobility Cup. They will transport boats from across Canada to the event venue. The organizing committee must designate a person responsible for coordinating this. See Appendix 5 for more information. (*N.B. It is important to acknowledge CN as a sponsor on the event website, banners, etc.*)
- Contact boat owners to remind them that boats must be sent in good working condition.
- Contact the boat owner representative in the weeks prior to the event to request details of the boats being sent:
 - Original hull number
 - Name of boat (if any) or any other markings on hull
 - One seat or two
 - Capacity to accommodate auto-helm

This information will be invaluable in planning the assignments of both sailors & companions.

- Plan to have extra PFDs, seat cushions and slings for transfers available.

15. Race officials & coaching

- The host must provide the Principal Race Officer, race committee volunteers, mark boats, protest committee and necessary equipment. Ideally the race officer will have regional or national certification. It is recommended to find these race officials as early as possible as their schedules tend to fill up quickly. If possible, one race officer should have previous Mobility Cup experience.
- It is highly recommended that at least one member of the protest committee has previous Mobility Cup experience. (Information re: Mobility Cup protests is available in Appendix 9.)
- Funding for an event coach is often available through the provincial sailing association or Sail Canada. The coach should be provided with a boat for on-water observation and will give post-race debriefing to sailors. Prior experience with Martin 16 racing would be an asset.

16. Notice of race

- The Notice of Race should be posted on the event website at least six months prior to the event
- ASN Mobility Cup Committee must approve the NOR
- See Appendix 1 for Notice of Race guide

17. Sailing instructions

- ASN Mobility Cup Committee must approve the Sailing Instructions which will be provided to sailors at on-site registration.
- See Appendix 2 for Sailing Instructions guide
- N.B. The Mobility Cup flag is used as the class flag. Every year, at the closing ceremonies, the class flag is presented to a representative of the following year's event.

18. Trophies & prizes

There are a number of permanent trophies that are presented at the Mobility Cup closing ceremony. (See Appendix 4 for details.) The trophy recipient is expected to take it home with them and have a plaque with their name added to it. The Mobility Cup Trophy Master will assist with insuring that the trophies are forwarded to each year's organizing committee in a timely fashion.

The organizing committee is expected to provide keeper prizes to the top five finishers in each of the Gold and Silver fleets. It is recommended that a small selection committee be formed to determine the recipients of merit prizes.

19. Safety & First Aid

- The host must provide an on-site First Aid station with qualified personnel present during daytime hours.
- There must be one safety boat for every six boats on the water at all times. Safety boats should be soft-sided, such as rigid hull inflatables.
- Safety boat drivers, in addition to having relevant experience, should familiarize themselves with the guidelines specific to Martin 16 racing as described in Appendix 8. The BC Sailing Coach Boat Safety Manual (available at www.mobilitycup.com/resources) is also a great reference.

20. Volunteers

- Mobility Cup cannot be a success without a huge contribution from volunteers. You must have an experienced volunteer coordinator.
- See Event Operations section for details of volunteer roles.
- Traditionally sailing associations for disabled sailors that are sending racers to Mobility Cup also provide experienced volunteers who will be responsible for the DSA boats and equipment, as well as ensuring that the sailors' needs are being met. It is strongly recommended that each DSA be contacted prior to the event in order to confirm the volunteer(s) who will be attending and how they wish to help with the event (e.g. transfers, companion, boat repair, etc.) If a DSA is not able to send a volunteer they must make specific arrangements with the organizing committee to find a local volunteer who can assume this role. Once you know how many experienced volunteers will be participating it will be easier to determine how many inexperienced volunteers you need as companions, help with transfers & rigging boats.
- A recommended best practice is to conduct police background checks of volunteers who will be in direct contact with the sailors.

21. Damage policy

Recognizing that the Mobility Cup regatta would not take place without the generous equipment donation of the boat owners and considering the fact that the sailors have the free use of this equipment, the following damage policy applies.

1. All boats used in the regatta must have Hull & Machinery insurance and a minimum of \$2,000,000 Protection & Indemnity (Liability) coverage provided by the boat's owner.
2. All sailors attending the regatta must contribute an amount, to be determined by the event organizer, to a fleet damage fund.



Should there be damage to a boat the skipper found to be at fault will forfeit 100% of their deposit. The balance of damage cost and/or deductible will be covered by the fleet damage fund, to a maximum of \$1,000 per boat.

See Appendix 6 for more information on how to best manage this.

EVENT OPERATIONS

1. Registration desk

- Initial registration has been done on website
- Sailors & volunteers must physically register & sign any waivers and releases.
- Collect damage deposit (*sailors who fail to provide this will not be allowed to race*)
- Distribute sailor packages
- Give each sailor & volunteer a name tag
- Sale of regalia
- Sale of extra dinner tickets for volunteers, family, friends, etc.
- Final confirmation of information re: transfers, equipment needs, etc. If sailor has indicated that they are transferred with a lift ask them to arrive each day with their own sling in place if they have one.
- Collect information on sail number sailor will be using
- Tag wheelchairs or other mobility devices with sailor's name & boat number in a designated location (e.g. small tag on push handle – not a large sign)

2. Boat assignments

- Ask the sailors and DSA representatives who will be sailing in which boat in each fleet. Then fill in the blanks for the sailors requiring a chartered boat.
- Try to match the type of transfer type between fleets (i.e. if a boat is in the self-transfer area in the Gold fleet use it for a self-transfer sailor in the Silver fleet.)
- (NB: This task is usually done by an experienced Mobility Cup volunteer who knows most of the sailors and can determine if there are any special needs.)

3. Volunteers

Team leaders are needed for each category of volunteers. Volunteers should receive an event T-shirt & are to be provided with free breakfast & lunch and the opportunity to purchase tickets for the barbecue and/or banquet.

Dockmaster

- Pivotal position to ensure coordinated operation of all teams in dock & harbour area
- Ideally will be an experienced racer and be familiar with people with disabilities and Mobility Cup regattas.
- Will work closely with the team leaders for transfers, sailing companions, boat-rigging, and safety boats.

Sailing companions

The team leader is responsible for pairing sailors with appropriate companions as well as determining the rotation schedule in the Silver Fleet.

- Sailing companions are one of the most important volunteer roles. It is highly recommended that these volunteers be recruited at least one year prior to the event and become familiar with sailing the Martin 16 and its sailors. The number of companions available on a daily basis must be equal to the number of sailors in Silver Fleet, plus at least one spare.
- All companions in the Silver Fleet must be experienced sailors familiar with the Racing Rules of Sailing and the Martin 16 class rules. This is very important because in some cases the sailor may be new not only to racing, but even to sailing. Having experienced people with disabilities and/or with the Martin 16 is a bonus.
- Silver fleet companions are rotated among the sailors for the following reasons:
 - To ensure fairness: Companions may have a wide range of levels of sailing expertise. The final outcome should not be a result of the level of coaching provided by one companion for all the races.
 - To provide the Silver Fleet sailor with input from a variety of companions
- A Silver fleet sailor cannot sail with the same companion more than twice during the regatta. Exceptions are made when the sailor has specific needs that require a companion with the requisite knowledge or experience (e.g. visual impairments, severe communication difficulties, respiratory equipment, etc.).
- A sailor using adaptive equipment should be paired with a companion who is familiar with the equipment and can repair or compensate in case of breakdown.
- Ensure that the sailor and companion can speak the same language.
- In some cases, the companion's physical requirements will have to be taken into consideration: A disabled companion should not be paired with a more severely disabled sailor or one using electronic equipment. A very tall companion or disabled companion should not be placed in a boat with two seats as there is not enough room for long legs or for a transfer.
- All companions should be familiar with the Mobility Cup companion guidelines and ideally should sign that they have read and understood them. (See Appendix 3)
- In many cases volunteers coming with other DSA's will be invaluable companions. Try to confirm who is coming from each DSA as soon as possible so that you can determine how many companions you will need from your local volunteers.

- Ideally there will be enough volunteer sailing companions so that nobody is required to sail in both fleets. If this cannot be avoided arrangements must be made for the companion to have a break between fleets.

Transfers

- If possible, train these volunteers prior to the event. Less experienced volunteers can be teamed with more experienced. (Students in physical therapy or occupational therapy can be a good source of volunteers.)
- Volunteers coming from DSA's will play a pivotal role

Registration desk

- Regatta registration
- Daily check-in by sailors & volunteers
- Regalia sales

Transportation coordinator

- This person is in charge of coordinating transportation between hotels & the venue.
- It is essential that the transportation coordinator be present on-site during event operations, and available by phone outside of these hours.
- Inform riders of approximate time they will be picked up from their hotel in the morning and what time they will be picked up at the venue in the afternoon or evening for return to their hotel. (One run for Silver and another for Gold. Return time will vary depending on events in evenings.)

Meal serving & assistance

- Set-up & clean-up of continental breakfast
- Distribution of lunches & water
- Assistance in carrying food & drink to tables

Safety/tow boats

- Team leader must be very experienced in towing & rescue
- In addition to normal racing safety operations will assist sailors in getting to and from the race course as needed depending on weather conditions.
- Will be in radio contact with the dock master to manage boats returning to the harbour based on dock space available.
- Should be familiar with the safety boat guidelines in Appendix 8.

CN Rail coordinator

- See Appendix 5 for details

Container loading & unloading

- Organize a team of volunteers to assist with container unloading/loading, as well as the tools needed such as power drills and crowbars. Volunteers should be physically able to climb in and out of the containers.
- Label each trailer as it is unloaded with owner name, boat number or name.
- When unloading boats make note of any damage incurred in transportation, take pictures and inform the damage policy officer.

Boat launching & haulout

- Team leader must be experienced in how to rig the Martin 16, including keel operation
- Volunteers must be experienced with crane operation or ramp launching

Boat rigging

- Team leader must be very experienced with Martin 16 rigging
- Volunteers will arrive early in the morning to rig all the boats and install windlasses & autohelms as needed.
- Responsible for de-rigging the boats, tying them securely & ensuring that fenders are in place as needed overnight
- Responsible for ensuring that all electronic devices are put on charge overnight.

Boat moving

- Will paddle or pull boats to dock locations as required for transfers.
- These can be volunteers from the rigging team.
- Must know how to tie a boat securely to the dock.

Boat & equipment repairs

- The team leader can also be on one of the other teams
- Contact with local shipwright for fiberglass or rigging repairs
- Knowledgeable in auto-helm & windlass repairs

Wheelchair moving

- Will move wheelchairs off and on the docks

- Must be given training on how to safely move power mobility devices

Race committee & Scoring

- PRO will be team leader and generally recruits own volunteers

First Aid

- Person available at all times to assist those requiring medical attention

Photographer

- Important that a photographer and/or videographer be on site every day to document activities on shore and on the water

Spectator boats

- Will take family, friends, press, etc. out to view racing
- Optimally will be familiar with sailboat racing

Guide-dog sitting

- May not be necessary, but is a good volunteer job for a non-sailor
- Shade and water should be available for assist animals

Grounds maintenance

- Ensure that grounds are kept very clean and that any hazards are clearly marked

4. Container Unloading & Re-loading

- Schedule loading & unloading times in conjunction with CN contact person
- Identify a representative from each DSA sending boats and ask if they want to be present when the boats are unloaded and launched.
- **Ensure that all equipment accompanying the boats (including trailers) is clearly labelled before removing it from the container.**
- Boats must be inspected for damage that may have incurred during shipping. Boats must also be inspected to ensure that they are in good working condition. If not, the boat owner must be informed immediately of repairs to be made before racing begins.

- Programs sending boats are responsible for working with local volunteers at the end of the regatta to prepare the boats and equipment for re-loading in the container.

5. Harbour operations

- Dockmaster will determine where each boat will be docked, based on the type of transfer used for each sailor & will work with boat moving volunteers to position boats for transfers for each fleet
- Dockmaster will be in radio-contact with safety boat drivers to control flow of traffic in and out of the harbour.
- Dockmaster will be in radio-contact with the race committee to inform them when all boats have left from or returned to harbour

6. Dock operations

- Preparation area: Designate an area near the docks for sailors to put on their lifejackets and have their slings installed if they are transferred by lift. A team of volunteers should be in place to assist with this. Sailors who own their own slings should arrive at the yacht club with them already in place. A supply of spare slings should be available for sailors who need to borrow one.
- Dock access: In most cases space on the docks is limited and access to the docks should be limited to sailors, companions and rigging and transfer volunteers. It is essential to have a designated person who controls access. This person will work closely with the dock master and should be in radio or walkie-talkie contact with him/her if not within shouting distance. Sailors should not come onto the docks without their lifejacket and sling on and not before the dock master has indicated that the sailor's boat is ready. The access controller should try to prevent people who are not involved in dock operations from coming onto the docks.
- Transfers: The dock area should be divided into a self-transfer area and a lift-transfer area. A designated team of volunteers will assist sailors with self-transfers and with releasing/tying bow and stern lines.
- A team of 3 or 4 transfer volunteers will be in place at each lift. If a sailor is not ready to leave the dock immediately after the transfer (e.g. requires sip 'n puff set-up, extra support straps) the boat can be moved to another area of the docks to do this so that the lift space is available as soon as possible for the next transfer.
- Have volunteers available to move wheelchairs out of the way to the designated area once a transfer is completed and to bring it to the dock when the sailor returns.
- It is helpful to have some free dock area to which a boat can be moved after the lift transfer in order to finalize sailor preparation, thereby freeing up the lift for the next transfer.

- Ensure that auto-helms & windlasses are installed & removed as needed
- It is recommended that a meeting be held each morning with the dock coordinator, volunteer dock crew, coach and a representative of the race committee to review what is working, or not, and where improvements can be made.

7. Equipment storage

- It is essential to have a dedicated indoor area with sufficient power supply, outlets and extension cords with which to charge all of the power-assist equipment overnight. This area should be as close to the docks as possible.
- Ensure that all equipment is labeled when it arrives (especially power-assist equipment).

8. Practice race

- Practice races should be scheduled for both Gold & Silver fleets on the Monday
- Sailors must sign up for the practice race at registration. If there are not enough boats or companions available for all who have registered priority should be given to sailors who are not familiar with the venue.

9. Coaching seminars

- Seminars are usually held on the Monday for each fleet while the other fleet is doing the practice race
- Ideally post-race debriefing sessions should be held for each fleet every day except the last.
- Funding may be available from Sail Canada or the provincial sailing association for coaching.

10. Website

- Ensure that the racing results are posted as promptly as possible using Sailwave.
- Post photos to the website during and after the event

11. Post-event cleanup

- Be sure to plan a team of volunteers to take care of this!

APPENDIX 1 – NOTICE OF RACE GUIDE (UPDATED AS PER RRS 2021-2024)

The Notice of Race shall be based on Appendix KG of the current World Sailing Racing Rules of Sailing, with the following additions/modifications:

(1) RULES

- Racing will be Martin 16 single handed format (class rule 6.2)

(3) COMMUNICATION

- Boats shall not be required to carry a VHF radio.

(4) ELIGIBILITY AND ENTRY

- The regatta is open to boats of the Martin 16 class.
- Mobility Cup is a regatta for sailors with a disability. Sailors shall indicate the nature of their disability on the entry form. The Able Sail Network Mobility Cup Committee will be the sole arbitrator of eligibility.
- Members, past or present, of a sailing team sponsored by a national sailing authority are not eligible.
- Eligible sailors may register by completing the registration form at <https://mobilitycup.com/racing/registration> and paying the required fee online by (insert date).
- If a sailor has placed in the top three finishers in Silver Fleet in two consecutive Mobility Cups they must register in Gold Fleet. If a sailor has placed in bottom two finishers in Gold Fleet for two consecutive Mobility Cups they must register in Silver Fleet.
- Sailing Companions for the Silver Fleet will be provided by the Organizing Authority and will be rotated on a daily basis. Sailors with special needs requesting to sail with a specific companion must provide a written request at onsite registration. The assignment of Sailing Companions will not be grounds for redress. This changes RRS Rule 62.1(a). Sailors and Sailing Companions should familiarize themselves with Mobility Cup Sailing Companion guidelines available at www.mobilitycup.com
- Coaches and support persons that are associated with a specific Able Sail Association team or individual sailor are required to complete a volunteer registration form. <https://mobilitycup.com/volunteer/volunteer-registration>

(10) EQUIPMENT INSPECTION

- Martin 16 sailboats and equipment will not be measured prior to racing
- Martin 16 sailboats will be inspected to identify the general condition of the hull, foils, and spars

prior to launch. Inspection may include pictures of the boat taken by the Organizing Committee. Before launching, boat owners or their representative shall sign an inspection sheet accepting the inspection of the condition of the boat.

- All boats will be inspected to confirm they have a towline (minimum 5 meters in length and 5mm in diameter) and an installed functioning manual bilge pump.

(14) PENALTY SYSTEM

- Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

(17) CHARTERED OR LOANED BOATS

- Multiple Boats Supplied by Able Sail Associations or Clubs: For the first boat a club or Able Sail Association may enter one sailor in each of Gold and Silver Fleet. For second and additional boats, an Able Sail Association may enter one sailor in either the Gold fleet or Silver Fleet and will make the boat available to a sailor requiring a loaner boat in the other fleet.
- Sailors requiring loaner boats must indicate such on their entry form and should complete and submit their entry by (*insert date.*) Requests for loaner boats after (*insert date*) may not be accommodated.
- Able Sail Association or club boats not loaned after (*insert date*) will be first made available to sailors from the Able Sail Association or club supplying the boats.
- Sailors using loaner boats are expected to maintain the boats as provided and are not to temporarily add or remove any equipment without the written consent of the Maintenance and Repair Officer and the owner's representative. Failure to comply may result in a penalty. [DP]
- The Organizing Committee may have a limited number of assistive devices. Sailors requiring assistive devices should request one on their entry form.
- Failure of the Organizing Committee to supply an Autohelm/Windlass or failure of an Autohelm/Windlass while racing will not be grounds for redress under RRS 62.1(a).

(22) RISK STATEMENT

- RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. Each venue jurisdiction may need a different or modified version of this risk statement.
- Sailors and sailing companions are required to sign a waiver of liability as a condition of entry. The waiver is to be signed in person by all sailors and sailing companions. Sailors or sailing companions under the age of 18 must provide a waiver or informed consent form signed by their parent or guardian. These waivers should be read and understood in advance of registration and payment, and will be available online at <https://mobilitycup.com>.

(23) INSURANCE AND DAMAGE DEPOSITS

- Each participating boat shall carry valid third-party liability insurance with a minimum cover of \$ 2,000,000 CAD per incident or the equivalent.
- Sailors will be required to post with the Organizing Authority, prior to their practice race on *(insert date)* a deposit of \$200 to the fleet damage fund to cover the cost of any damages not covered by a boat's liability insurance.
- Should there be damage to a boat, the skipper found to be at fault will forfeit 100% of their deposit. The balance of damage cost and/or deductible will be covered by the fleet damage fund, to a maximum of \$1,000 per boat.
- The determination of fault for damage to a boat during the regatta will be made by the protest committee.
- At the end of the regatta, all unused funds in the fleet damage fund will be equally divided among all registered sailors who were not found to be at fault in any accidents or incidents causing damage to the boat they were using during the course of the regatta.

(24) PRIZES

Prizes will be given as follows:

- The Mobility Cup will be awarded to the winner of the Gold Fleet.
- The Coupe Dallaire will be awarded to the winner of the Silver Fleet.
- The Sam Sullivan Trophy will be awarded to the highest finishing competitor using sip & puff technology.
- The Debbie Donald Award will be awarded to the highest placing female sailor.
- The Daren Tucker Sportsmanship Award will be awarded to a sailor, selected by the organizing committee, displaying fair play and grace, respect for the sport and respect for fellow sailors.
- The Hamilton Harbour Commission Trophy ("Rookie of the Year") will be awarded to a first-time participant who has the highest finish amongst all other qualifying rookies and is in the top 75% of his/her fleet.
- Keeper prizes will be awarded to the top five finishers in each fleet.

APPENDIX 2

SAILING INSTRUCTIONS GUIDE (UPDATED AS PER RRS 2021-2024)

The Sailing Instructions shall be based on Appendix LG of the current World Sailing Racing Rules of Sailing, with the following additions/modifications:

(1) RULES

- With respect to the Martin 16 Class Rule 6.1, sailing companions are mandatory for Silver Fleet and optional for Gold Fleet

(3) COMMUNICATIONS WITH COMPETITORS

- Boats shall not be required to carry a VHF radio

(7) CLASS FLAGS

- The class flag will be a white flag with the Mobility Cup logo

(9) COURSES

- The standard course for Mobility Cup is a windward-leeward.

(15) PENALTY SYSTEM

- For the Martin 16 class RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty

(22) SUPPLIED BOATS

Boats may be supplied by the organizing authority. See SI Addendum (*Create an addendum with rules for supplied boats as described in the NOR.*)

(29) PRIZES

See NOR Guide



(30) RISK STATEMENT

See NOR Guide

(31) INSURANCE

See NOR Guide

APPENDIX 3

MOBILITY CUP SAILING COMPANION GUIDELINES

(based on Appendix B of the Martin 16 Class rules rev 2017))

The primary duties of the Sailing Companion in **Gold Fleet** are:

1. Ensure the safety of the sailor, the sailboat and their equipment.
2. Assist in performing functions that the sailor is not physically capable of.
3. Assist the sailor in avoiding contact with other boats.

For example, the sailor can ask the companion to adjust the boom vang – but must specify if he wants it tighter or looser, and by how much. Or, if the sailor is tired at the end of race she can ask the companion to adjust the sails – to her precise specifications. After the preparatory signal the Sailing Companion may not sit on the deck but must remain seated in the seat behind the sailors, unless it is necessary to stand to make any adjustments. Any adjustments or repairs requiring the companion to go onto the bow of the boat must be done before or between races. A companion may report visual information out of the sailor’s range of vision, but may not offer advice based on said information. For example, on the downwind, one could report: “You have a boat 2 lengths behind you and slightly to starboard” but could not add “and you could gybe to get out of their wind shadow”.

The goal of the **Silver Fleet** is to have fun and learn about racing in the process. The duties of the Sailing Companion, in addition to those listed above are:

1. Help in identification of flags and placards on the Race Committee boat.
2. Assist in timing the start and keeping clear of other boats prior to the start signal.
3. Advise the sailor of the present position of boats in the immediate vicinity.
4. Help to determine when other boats are on a collision course.
5. Advise the sailor about right of way with respect to nearby boats and mark roundings
6. If on a collision course, provide advice to avoid contact with other boats.
7. Offer basic coaching

As in the Gold Fleet, the Sailing Companion in Silver Fleet may not sit on any part of the deck but rather must remain seated behind the sailor. Coaching sailors throughout the race is part of the role but the companion should use his/her judgement and remember that the helmsperson is sailing the boat, not the companion.

In the Silver Fleet the Sailing Companions are rotated on a daily basis. The purpose of this is to ensure fairness: Companions may have a wide range of levels of sailing expertise. The final outcome should not be a result of the level of coaching provided by one companion for all the races. Rotating the companions also provides the racers with a variety of coaching tips, as each companion has their own unique style, as well as particular expertise to share.

Coaching should encourage the sailor to discover their own answers and the dialogue should remain in the spirit of teaching and learning – which can include learning from mistakes!

| Sailing Companion Duties | Gold | Silver |
|---|-------------|---------------|
| Ensure the safety of the sailors, the sailboats and their equipment | X | X |
| Assist the sailor in performing functions that the sailor is not physically capable of | X | X |
| Assist the sailor to avoid contact with other boats | X | X |
| Contribute to the sailor's enjoyment of sailing | X | X |
| After the Preparatory Signal, the Sailing Companion MAY | | |
| Help in identification of flags & placards on the Race Committee boat | | X |
| Assist in timing the start, and keeping clear of other boats prior to the start signal | | X |
| Advise the sailor of the present position of boats be in the immediate vicinity | | X |
| Advise the sailor about right of way with respect to nearby boats and mark rounding's | | X |
| Help to determine when other boats are on a collision course | X | X |
| If on a collision course, provide advice to avoid contact with other boats | X | X |
| Must remain seated in the rear seat (Rule 4.1) i.e. never on any part of the deck | X | X |
| With the spirit of learning, provide tactical advice such as: <ol style="list-style-type: none"> 1. determining the transit, favoured end, where to start, the favoured side of the course 2. watching other boats, identifying lifts, headers, puffs, lulls, holes, etc. 3. when to head up or bear off, tack or gybe (except when on a collision course) 4. when to sheet in or sheet out (except to avoid excessive luffing, which might cause sail damage). | | X |

APPENDIX 4

MOBILITY CUP TROPHIES & AWARDS

Certain trophies are awarded based on how the sailor placed in his or her respective fleet, whereas others are awarded based on merit. The organizing committee should form a small subcommittee to serve as the Selection Committee for these awards.

The Mobility Cup Trophy Master may assist in the selection of awards and will be responsible for keeping track of the location of each trophy from one year to the next.

- The Mobility Cup is presented to the winner of the Gold Fleet.
- The Coupe Dallaire is presented to the winner of the Silver Fleet.
- The Sam Sullivan Trophy is presented to the highest finishing competitor using sip & puff technology.
- The Debbie Donald Award is presented to the highest placing female sailor.
- The Daren Tucker Sportsmanship Award is presented to a sailor, selected by the organizing committee, displaying fair play and grace, respect for the sport and respect for fellow sailors.
- The Hamilton Harbour Commission Trophy (“Rookie of the Year”) is presented to a first-time participant who has the highest finish amongst all other qualifying rookies and is in the top 75% of his/her class as measured in the final results of the said Mobility Cup.
 - The recipient must not have had any previous racing experience, as either an able-bodied sailor or a sailor with a disability, except local ASN club races in the year they are participating in their first Mobility Cup. The Selection Committee can accept more local race/regatta experience if they deem that there are extenuating circumstances.
 - The Selection Committee will choose the winner and their decision will be final.
 - If no participant achieves the criteria as described above the trophy will not be awarded that year.
- The Rob Battilana Trophy is presented to a member of the organizing committee in recognition of a significant volunteer contribution.
- The Ean Price Outside the Box trophy is awarded to an individual, or an organization, that has designed an innovative (“outside the box”) product that makes sailing more accessible to individuals with higher levels of disabilities. The selection of the recipient is made by the AbleSail Network board of directors based on nominations received. It is awarded at a Mobility Cup regatta, however not necessarily on an annual basis.

APPENDIX 5

CN BOAT TRANSPORTATION

The Mobility Cup organizing committee must designate one person to coordinate boat transportation with the Able Sail programs and as the main contact with CN.

The contact person at CN is Dwayne George (dwayne.george@cn.ca).

- Contact Dwayne George in April to inform him that you will be the contact person, where Mobility Cup will be held and the dates, and give him an approximate idea of where boats will be coming from and how many containers will be needed at each location. (It can take 10-14 days to move boats by rail across Canada.)
- Determine who the contact person will be for each Able Sail programs. (The ASN board can provide contact information for members. Send an email to ablesailnetwork@gmail.com)
- By July programs should be able to confirm the number of boats and containers.
- Send Dwayne George a list of the number of containers needed at each location, the address of each, who the local contact person is and their coordinates as well as the date by which the boats must arrive at the regatta venue. (Be sure to allow time for unloading and rigging.)
- CN will then indicate the dates for container drop off and pick-up for each location. Provide each club with this information. (NB In some cases the container will be dropped off a day prior to loading and in other cases the driver will wait for the container to be loaded.)
- Make sure that each program is familiar with the procedures for loading and securing boats into containers. A document describing the procedures can be downloaded from the ASN website (<https://www.ablesailnetwork.com/en/resources/resources-library>). Inform them that they must provide the CN driver with a list of the container contents.
- Depending on the site designated for unloading/loading, determine with Dwayne George if the containers will be left on site for the duration of the regatta, or if they will only leave one or two to be used for equipment storage and come back with new containers at the end of the regatta.
- Make arrangements to have a tilt-and-load tow truck available for container unloading and reloading.
- Confirm a pick-up date for the end of the regatta with CN.

APPENDIX 6

MOBILITY CUP DAMAGE POLICY

Recognizing that the Mobility Cup regatta would not take place without the generous equipment donation of the boat owners and considering the fact that the sailors have the free use of this equipment, the following damage policy applies.

1. All boats used in the regatta must have Hull & Machinery insurance and a minimum of \$1,000,000 Protection & Indemnity (Liability) coverage provided by the boat's owner.
2. All sailors attending the regatta must contribute an amount, to be determined by the event organizer, to a fleet damage fund. *Sailors who have not paid this amount on or before on-site registration will not be allowed to race.*

Should there be damage to a boat the skipper found to be at fault will forfeit 100% of their deposit. The balance of damage cost and/or deductible will be covered by the fleet damage fund, to a maximum of \$1,000 per boat.

After the regatta, all unused funds in the fleet damage fund will be equally divided among all registered sailors, who were not found to be at fault in any accidents or incidents causing damage to the boat they were using during the course of the regatta.

Racing accident fault will be determined by the protest committee through protest or by arbitration.

In the case of on-water non-racing accidents fault will be determined by the host organizing committee and/or the protest committee.

If the host committee is unable to make a decision, the final decision will be made by the ASN Mobility Cup Committee.

The host authority will be responsible for any damages during lift in and/or haul out and should verify that they have adequate liability insurance for this.

Policy implementation

It is highly recommended that the organizing committee appoint a damage officer and engage the services of a local boat repair specialist. All damage is to be reported immediately to the damage officer who will obtain an estimate of the cost of any repairs from the specialist, the same day if possible. This is the amount that will be issued to the owner of the damaged boat (up to a maximum of \$1,000.)

The damage officer will provide a report to the organizing committee listing damages incurred, their cost, boat owner name, and any deposits to be forfeited by racers found to be at fault. The organizing committee will then make payments to boat owners, calculate the balance of the fleet damage fund and the share of each racer not at fault. Refunds can be made by cheque or email transfer.

APPENDIX 7

MOBILITY CUP COACH GUIDELINES

For coaches, being the event coach at the Mobility Cup is wonderful coaching experience that is a great way for coaches to meet new people, use their coaching creativity, and provide a positive experience for sailors from across the country and beyond. As event coach, your top priority is to support a safe, positive learning experience for all athletes. To help you prepare for your experience at the Mobility Cup, here are a few tips to consider if you're new to the regatta or the Martin 16. Enjoy one of the best regattas in the country!

- Ensure you are familiar with local hazards, safety plans, safety support team and protocol
- Be familiar with Martin 16 equipment, race format, and rules (e.g. 360 penalty vs 720; companion rules for each fleet)
- Be familiar with event schedule and discuss your role and responsibilities with event organizers (will you be expected to provide dryland sessions if no wind, or pre regatta clinics?)
- Be sure you and the event organizers are clear about your tasks and needs during the event - Mobility Cup is a large regatta with some additional complexities so be sure your responsibilities, equipment etc. are clearly discussed well ahead of the event.
- Ensure you know who key contacts are, such as the dock manager(a), key transfer leads, race officers and ensure you are familiar with the flow of communication and decision making
- Engage with sailors early and often to learn about their experience levels and goals
- Ask questions and listen to understand, invite sailors to share their own experiences and learnings with the fleet
- If you are new to working with Para athletes, Mobility Cup, or Martin 16s, ask the organizers to connect you to some experienced sailors, coaches, or resources to support you
- Engage with companions to gauge their experience and comfort levels
- Prepare for a wide spectrum of experience, skills, abilities, and goals: for the Silver fleet, Mobility Cup is often a first regatta for some sailors while Gold may have highly experienced athletes
- The Martin 16 racing circuit is usually a few events per season, and many sailors will come from small programs with just a couple of boats, so the larger fleet may be new for some

- Having access to a coach may also be new for sailors from smaller/volunteer run programs; it can be helpful to run through some basics at a briefing such as where you will be located at the end of the race, how to find you on land, reminders of what time debriefs will occur at etc.
- Remember that each day the morning fleet may not stick around until the end of the day due to transportation needs (or the desire to be a tourist in the host city!) so ideally run one debrief immediately after morning racing and the second for the afternoon fleet at the end of day.
- Recall that sailors may be using a charter boat that they are unfamiliar with, and that some sailors will be reliant on the transfer teams and equipment to get them on the water – so they may have less control over when they can get to the starting area or be using different equipment than usual and often benefit from some patience and kindness as they work through these issues
- Sailors may speak English or French, ideally prepare to support athletes in both English and French, or have someone who can help you
- Collaborate with other coaches and instructors; there is a lot of creativity across the different programs and a lot of knowledge to be shared
- Have fun and share your experiences with other coaches who may be interested in attending a Mobility Cup or getting involved in Para sailing!

APPENDIX 8

MOBILITY CUP SAFETY BOAT GUIDELINES

- Safety boats should be equipped with portable bilge pumps, spare water and thermal blankets, as well as complete a toolkit as possible (electrical tape, ropes of all diameters found on Martin 16s, pins, knife, bolt cutters as a minimum.) Being well equipped can prevent racers from missing a start or having to withdraw from the next race.
- Towing will use more fuel than with unballasted dinghies, carry a spare jerry can and monitor fuel usage. Top up at end of every day.
- If you are a sailor, have a look at the sail setup (especially for silver fleet) in case the shore crew missed something – the on the dock activity is frantic so an extra eye is always appreciated!
- Remember that these are borrowed boats – some of them privately owned. Regardless of what they look like, treat them like they are brand-new. You don't want to add a single scratch!
- Your collaboration with the dockmaster is essential to ensuring a smooth flow of traffic in and out of the harbour. Remember that he/she has a clearer overall picture and therefore has a plan that should be followed. (If you have ideas that might work better, discuss them with the dockmaster at the end of the day.)
- Familiarize yourself with Martin 16 towing procedures:
 - Open water tows
 - Best towed from bow trailer ring just beyond the wash of the tow boat when in open water with competent person at helm, or tiller lashed central
 - Can tow two vessels easily with good people at the helm
 - Just like waterskiing have spotter facing aft (ideally in front of person at helm of safety boat for easy and rapid communication.)
 - For lengthy tows, sails can simply be storm lashed around booms to be hoisted once in place.
 - Remember to shorten up the tow line and put the spotter in charge of making sure prop wraps don't occur when approaching the dock.
 - Close quarter tows
 - Alongside tow works well for short distances by simply holding shroud from centre of coach boat
 - If more than just a quick maneuver, can be tied bow and stern alongside as well
 - M16s also paddle very well for short maneuvers – can be faster and easier than using a safety boat

In all towing scenarios, remember the Martin 16 weighs significantly more than unballasted dinghies so stopping time and momentum are much greater and need to be taken into account.

APPENDIX 9

MOBILITY CUP - NOTES FOR PROTEST COMMITTEES

These notes, in random order, are simply some thoughts resulting from my experience at a number of events with disabled sailors.

1. There is a huge spread in the rules knowledge, and application thereof, between sailors at the top and bottom of the fleet, possibly more so than in an event with able-bodied sailors only.
2. There are some intense rivalries and, occasionally, some lingering animosity between sailors who compete against each other sometimes quite frequently.
3. Personal frustration i.e. frustration with one's own situation, can lead to verbal outbursts on the water which are out of character with a person's normal behavior.
4. Try to get to meet the sailors beforehand, preferably on an individual basis – it can help later.
5. Many potential protest situations can be resolved, prior to any paperwork being raised, by the protest committee being particularly user-friendly i.e. as the sailors dock, leave/unrig their boats, go to their vehicles etc, a judge walkabout can very often defuse a potentially nasty situation. Angry sailors can vent and then listen to reason. Aggrieved sailors can have situations explained. Competitors can be brought together to discuss what happened.
6. In the same vein, carry protest forms and pens around with you when walking around the site. Be prepared to assist in the preparation of a protest form – preferably by getting someone other than a judge to help with the actual writing. Be careful about going beyond the bounds of the equivalence of outside assistance!
7. Wheelchair access, or the lack thereof, can be a real pain. Even if there is wheelchair access, it can be an onerous expedition to get to the protest committee desk/notice board/room. Instead, move the protest committee to the competitors! Further, allow observers, with the appropriate constraints regarding comments, body language, visibility by the protestor/protestee.
8. Be prepared to exercise considerable tolerance in the protest submission process and also in the hearing. I have found it very useful to explain the procedure fully before starting each hearing – lack of familiarity with the process is very common.

9. It is almost impossible to look astern when seated in a Martin 16. Further, the view from the waterline is very different from the view in any conventional dinghy. Distance and speed estimating is very misleading.
10. Martin 16s tend to heel considerably even in quite light winds. Consequently close attention has to be paid to windward leeward gaps in case a leeward boat gets blanketed and 'stands up', reducing the gap rapidly.
11. Martin 16 power assist systems have a slow response time – this affects all maneuvers when using the joystick or "sip 'n' puff".

Madeleine Palfreeman

2018

