



World Leader in Rating Technology

OFFSHORE RACING CONGRESS



**ORC Championship Rules
Standard Notice of Race
Standard Sailing Instructions
ORC Classes**

2015

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Cover picture: ORC World Championship, Kiel, Germany 2014
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ORC Championship Rules

1 Authority

The Offshore Racing Congress (ORC) is the international authority recognised by the International Sailing Federation (ISAF) as the sole authority to administer the International Measurement System (IMS), the ORC Rating Systems (ORC International and ORC Club), the ORC Grand Prix Classes Rules and the co-related Regulations, measurement and classes.

2 Championships

2.1 The ORC has overall authority on the World and Continental Championships as follows:

- The Offshore Team World Championship
- The ORC International Championships
- The Championships of the ORC classes.

The Offshore Team World Championship is open to National Teams to be proposed by the organizing authority from time to time and approved by the ORC Offshore & Classes Events Committee.

2.2 Except for the Offshore Team World Championship which is held biennially, World and Continental Championships will be held annually in accordance with these Championship Rules, using the ORC Standard Notice of Race, the ORC Standard Sailing Instructions and relevant class rules whenever necessary.

2.3 ORC may approve regional championships where participation of boats from a specific region and other neighbouring countries is expected. The use of these Championship Rules is strongly recommended for regional and national championships.

3 Applications for Hosting Championships

3.1 Applications to host Championship events shall be received by ORC not later than two years in advance, from the host organization, preferably with the endorsement of their National Authority. Furthermore, it is strongly suggested that applicants who are contemplating the possibility of hosting future events make their intentions known to the ORC three years in advance.

3.2 The application shall include the name of the Organizing Authority (OA) and the following information:

- a) OA's history of organizing past major events
- b) A best estimate of the number of entries and countries expected
- c) The maximum number of yachts that can be accommodated at the venue.
- d) Suitability of shoreside facilities as follows:
 - Adequate space to measure sails and conduct other measurement controls, including a well-protected area to measure freeboards and perform inclining tests as needed
 - Haul-out facilities
 - Accommodation and housing information, such as hotel and real estate agency options
 - Confirmation that suitable accommodation (eg, minimum 3-star) will be provided by the OA for the Race Committee, the Jury and all other principal Committee members (eg, accommodation should include meals, local transport, broadband internet connection, etc.)

- Office space for the Race Committee, Measurers, Jury and arbitration meetings, and a Media Center with restricted access, suitable working space for all accredited media members and staff, broadband internet connection, etc.
 - Availability of suitable Boats for the Race Committee, including mark set boats, Jury and Measurement Committee boats, and media boats for photographers and videographers.
- e) Charts identifying suitable inshore and offshore racing areas.
- f) Availability of commercial shoreside facilities for competitors, including restaurants and marine equipment and support services, sail repair service plan, support vehicle parking plan, security, etc.
- g) Outline of the hosting authority's financial plans for the event, any potential sponsors, and periodic updates on the financial status of the event. The organizers should also collaborate with ORC on the entry fee amounts and deadline for entry schedule, with an emphasis placed on encouraging early entry commitments from competitors.
- h) Report on the local active racing fleet that may be qualifying for the Championship.
- i) Plans for the promotion, marketing and media relations for the event.
- j) Any special features or innovations that will enhance the attraction and unique nature of the venue, format and/or character of the event.

The application shall provide written answers to the questions shown above in 3.2 (a) – (j), and Appendix 1 - the Championship Checklist - should be used by both parties to monitor progress on key features of the event. The application should include detailed materials to provide a full description of the venue and its facilities. A pre-approval visit from an ORC representative may be necessary, to which the OA shall provide a complete tour of the proposed venue and a meeting with the principal Committee members.

The application shall clearly state the OA's acceptance of the obligations imposed by these regulations and its commitment to conduct the Championship in full conformity with such regulations, by signature of the senior officer of the organization.

- 3.3 In approving an event venue, the ORC will take into account the geographical location in the context of other scheduled events. Once approved, a Letter of Agreement will be drafted and signed by the ORC and the hosting authority to outline the terms of their cooperation for the event.

4 Obligations of the Host Organizing Authority

- 4.1 With the consultation and approval of the ORC, the OA shall make the initial appointments for members of the Race Committee, International Jury and Measurement Committee. The Principal Race Officer, International Jury Chairman and Chief Measurer shall have suitable experience with use of IMS, ORC Rating Systems and offshore racing.

4.2 ORC Approval

It is expected that the OA work closely with ORC to meet the expectations outlined in Section 3 above in order to maximise the success of the event. Moreover, a list of all committee members shall be submitted for the approval of ORC at least six months prior to the event unless agreed otherwise. The ORC retains the right to request personnel additions or replacements as it deems necessary to maximize the success of the event.

4.3 Official language

The official language shall be English. All senior officers, including the Race Committee, International Jury and Measurement Committee shall be fluent in English, with all announcements and briefings in that language. Local language communications are permitted, but when offered are not official.

4.4 International Jury

The International Jury shall include an ORC Representative and shall conform to RRS Appendix N. A majority of Jury members including the Chairman and the ORC Representative shall be present from the first day of measurement and inspection. Should there be a difference of opinion regarding the interpretation, definition or intent of any rules and/or regulations, then the query shall be referred to the International Jury, whose ruling on the interpretation, definition or ruling on the intent of that rule or regulation shall be final and not subject to appeal.

4.5 ORC Representative

The ORC shall, in agreement with the OA, appoint a team of ORC members to be present as part of the Race Committee, International Jury, Measurement Committee, Media and Organizing Committee (if any) for each particular ORC championship. The ORC representatives shall have the right to consult with and advise each Committee during the course of the event. This ORC team shall report to the ORC at its next meeting after the championship with an account of the conduct of the event and with any recommendations or relevant observations in order to evaluate the event and help improve future ORC championships.

4.6 Measurement Committee and measurement protocols

- a) A Measurement Committee shall be appointed in conjunction with the ORC Chief Measurer after consulting with the hosting authority and the National Authority of the host country. At least one member should be from another country, and at least one qualified ORC measurer shall be present throughout the event.
- b) Prior to the start of the first race, the following mandatory measurement controls shall be conducted under direction of the Measurement Committee for all entries:
 - i) Safety equipment check
 - ii) Measurement inventory check
 - iii) Sail measurements checks and stamping
- c) Prior to the start of the first race, the following discretionary measurement controls shall be conducted under direction of the Measurement Committee:
 - i) Random crew weight checks
 - ii) Flotation and stability checks
- d) An official scale shall be made available before and during the event for the purposes of measuring crew weight.
- e) At any time throughout the series even whilst yachts are racing, sails and yachts shall be subject to scrutiny and to checks for compliance with the rules at the discretion of the Race Committee. It is intended to have a minimum of 6 yachts inspected per day of racing. These checks shall include the following:
 - i) Sail inventory on board while racing
 - ii) Crew weight
 - iii) Safety equipment and compliance with the OSR
 - iv) Flotation and stability
- f) Any item found to be non-compliant shall be corrected and verified prior to racing, and those found to be non-compliant during racing may be subject to protest action described in ORC Rule 305.

4.7 Notice of Race

At a minimum of six months before the first day of the championship, the OA will publish to all relevant countries the Notice of Race. The standard Notice of Race as found in the Appendix of these championship rules shall be used. Prior to publication, a draft and any modifications to the standard Notice of Race must be approved by the ORC. The final version and any amendments shall be posted on the event website as soon as they are approved.

4.8 Sailing Instructions

The Sailing Instructions as printed in the appendix of these championship rules shall be used. Prior to publication a draft and any modifications must be approved by the ORC. Copies shall be provided to the International Jury prior to their arrival at the event. Copies for competitors shall be available upon their arrival at the event, with the final version and any amendments posted on the event website.

4.9 Website and digital information

The OA shall provide a suitable and functional website (preferably with its own URL that includes the year and name of the event) where all administrative and promotional materials can be accessed before, during and after the event. The details of the functions and structure of the site shall be agreed with ORC so that it has maximum efficiency to provide access to news and information in the most clear and efficient manner possible. The site may be in the local language, but it must also have all official materials in available in English (see 4.3). For all international ORC Championships, there shall be a complete English version of the event website, with all information provided in English.

The site shall have a digital-based entry system where the entry list can be shown on the site, and includes country affiliation, sail number, boat type, owner name, skipper name, and approximate rating. A digital crew list system shall also be provided, where crew member names and their ISAF Sailor ID's are provided, and for Corinthian Trophy entries their ISAF Classification group status. Crew lists need not be in public view (eg, only accessible through a log-in access), but shall be made available to ORC and ISAF for verification purposes. Additional entry information, such as a boat photo, team and/or skipper biography, and past race results are encouraged.

All official documents shall be posted on the website as soon as they are available, preferably in html or pdf format. Race results shall also be posted online as soon as available, even if provisional and subject to revision after any protests. Web-based scoring systems are also encouraged, and will be required in the near future so as to make results available quickly and widely as possible.

4.10 Marketing, promotion and media coverage

The OA shall work with ORC for the marketing and promotion of any ORC Championship event with the intent to maximize its international exposure and prominence. This includes providing advanced news-updates in English and the local language for posting on the ORC website.

During the event, and with help from ORC, daily summaries in English shall be provided and distributed by the OA, along with appropriate copyright-free photos from races and related events, such as the opening ceremonies, prize giving, etc. These shall be updated daily on the event website. Social media channels shall also be provided with content updated by the event media team prior to and during the event.

5 Rules

5.1 ORC Championships shall be sailed according to the following rules:

- a) ISAF Racing Rules of Sailing (RRS)
 - b) ORC Championship Rules
 - c) The relevant ORC Grand Prix or ORC Class Rules and as referenced, the IMS Rule, ORC Rating Systems Rules and any other Rules as published or approved by the ORC
 - d) ISAF Offshore Special Regulations
- Except for Sportboats, all races will be Category 3 (with or without the liferaft aboard – to be decided by the OA and ORC). For Sportboats, ORC Sportboat Class Rules will apply.

- e) Notice of Race and Sailing Instructions follow ORC standard format.
- f) Prescriptions of the national authority of the host country shall not be applied unless authorized by the ORC.

5.2 Automatic, mechanical and wind vane devices for steering shall be prohibited.

5.3 Hauling Out

From 9 AM of the first scheduled day of registration yachts shall not be hauled out except for the purposes of repairing damage; and only after written permission from the International Jury. While hauled for this purpose, cleaning and polishing of the hull below the waterline will not be permitted.

Rudders shall not be removed from the water during the series nor the centreboards removed from their cases.

6 Qualifications and Eligibility

6.1 For an event to qualify as a World Championship there shall be a minimum number of eligible yachts. To be eligible, a yacht must be present at the event, checked by the Measurement Committee and be accepted by the International Jury as meeting all entry requirements for the event. For World Championships, the yacht's owner shall be a member of the relevant Class Association, where appropriate. Except for the Maxi Class, minimum number of boats plus number of countries shall be 14, with a minimum number of 4 countries represented at the event. For the Maxi Class, the minimum number of entries shall be six and shall include at least one yacht from each of three different countries or two continents. In order for a yacht to fulfil its entry status in the regatta, it must start and finish at least one of the scheduled races, except for major damage that would preclude further participation.

6.2 The entry format of the Championship shall be organized in consultation with ORC, and wherever possible adhere to the following principles:

- Depending on the number of entries, the fleet can be divided into 2 or 3 classes
- Classes shall have separate starts and separate results. The OA and the ORC shall decide about the need of having separate courses and course areas.
- Classes are defined by the CDL provided that the following numbers of entries are reached:

Class A: 10 entries

Class B: 20 entries

Class C: 20 entries

CDL Class Limits:

ORC A 17.0 >= CDL > 11.6

ORC B 11.6 >= CDL > 9.7

ORC C 9.7 >= CDL > 8.5

Organizing authorities have the right to group entries into only two classes if the minimum numbers are not met. In this case only one Championship title will be assigned to the combined classes. If a Class is exceeding 50 entries, the Organizing Authority can proceed to split that class in two parts and organize the racing in accordance of the principle of group sailing.

- ORC has full discretion on the minimum number of boats and countries necessary for the event to be eligible as a World Championship.

6.3 ORC Championships shall not be scheduled as part of other events without the express consent of the ORC. Even with consent, separate classes, starts and scoring shall be provided for the Championship series.

- 6.4 The number of entries may not exceed the maximum number that can be accommodated as stated in paragraph 3.1(c) above. The ORC may grant exceptions upon request of the Organizing Authority. The maximum number of yachts per country, including the host country, shall be agreed between the ORC and the Organizing Authority. For the ORC International World Championship, the OA and the ORC shall set upper and lower CDL limits and relevant Class splits in accordance with 6.2. For the Continental Championship, the OA can amend CDL limits in agreement with ORC.
- 6.5 For the purposes of RRS 76.2, the approving authority is the ORC. The ORC delegates its jurisdiction under this rule to the International Jury of the event in question, provided the ORC representative is present at the relevant meetings.
- 6.6 A valid ORC International rating certificate shall accompany its entry (in case of Classes a Class Certificate). Any modifications to certificates shall be made prior to 9 AM of the first day of registration and in accordance with the event Notice of Race. Modifications necessitated by the measurement and inspection process may be presented until 9 AM of the first day of racing and in accordance with the event Notice of Race. All rating certificates shall be re-checked and endorsed by the National Authority issuing the certificate. All rating certificates shall be available for inspection by all competitors, preferably posted on the event website or made available in the ORC Sailor Services database.
- 6.7 The person who is the owner or charterer or borrower of an entered boat shall be a national of the country they are representing. "National" is defined as either the holder of a passport or identity card, or a similar document stating residential status in the country represented.
- 6.8 A crew list including all requested information shall be submitted before the first race and in accordance with the Notice of Race and shall be made available to all participants upon request.
- 6.9 Substitution of crew will be permitted with prior consent of the International Jury, who may delegate this responsibility to the Race Committee. The owner has the responsibility to ensure that crew weight limits have not been exceeded. The International Jury may require that the weight of the original crew member and his replacement be documented.

7 Equipment

7.1 Sails

One suit of sails plus one mainsail may be used in a series and shall have been measured and stamped by an ORC Measurer. The sails so stamped shall be marked for the event and shall not exceed in numbers the maxima permitted under ORC Rating Rule 206, unless otherwise stated in the Notice of Race. In determining these maxima, the GPH used for all yachts in the Class shall be the faster of the two GPH values given as the Class Rule rating band limits.

With the exception of the second mainsail all sails must be carried aboard. This second mainsail shall have a minimum of one set of reef points. The mainsails may be interchangeable.

Sails damaged during the series may be repaired. Sails beyond repair may be replaced with permission of the International Jury.

7.2 Masts and Spars

When masts and spars are damaged or broken they may be repaired and/or replaced once, subject to inspection before and after repairs or replacement. Repairs and/or replacement shall only be allowed in the case of "bona fide" damage. In case of a mast replacement, the rig shall be measured and the yacht shall be re-measured afloat, as required by the IMS rule. A new valid certificate shall be submitted before the end of the series.

8 Prizes

- 8.1 The principal trophies shall be listed in the Notice of Race and the Sailing Instructions.
- 8.2 It shall be the responsibility of the winner of each perpetual trophy or challenge cup to send it to the organizing club for the following year's event after having it suitably engraved with the results of the event.

8.3 Corinthian Trophy

ORC encourages event organizers to award a Corinthian Trophy. To be eligible for this trophy, every crew member of a competing yacht must qualify as being a Group 1 sailor under the ISAF Sailor Classification Code.

Unless there is a separate division, a yacht competing for the Corinthian Trophy shall also be eligible for all other awards. Any decision on eligibility for the Corinthian trophy shall not affect other scoring. At least two entrants for the Corinthian Trophy shall be required for its award in any championship. The crew lists of Corinthian Class entries shall be posted onsite and/or on the event website, and the Classification Protest Time Limit shall be no later than the end of the first day of racing.

It is recommended to have a representative from the ISAF Classification Commission on site during the Registration process to handle matters regarding Classification. If so, Section 5 of the Standard Notice of Race shall be used.

8.4 Owner/Driver Trophy

ORC encourages the awarding of a separate Owner/Driver prize. It shall be awarded to the entry whose owner is listed as the primary helmsman for the event and who shall steer at all times except in an emergency. For offshore races, the owner/driver shall be on the helm for at least the start and finish of the race(s).

9 Disclaimer

The ORC, including its committees and representatives, has provided these rules and recommendations in the interest of yachtsmen, but on the understanding that it cannot be held responsible for any loss, damage, injury or inconvenience arising from its policies and rulings.

Standard Notice of Race Guide

On separate lines insert the full name of the regatta, the inclusive dates from measurement until the final day and closing ceremony, the country, the region if applicable, a city or town, and the name of the sailing waters.

1 Organizing Authority

The [insert class and championship] is organized by the [insert hosting authority] in conjunction with [insert co-organizer, if any] under the authority of [insert name of National Sailing Federation] and under the overall authority of the Offshore Racing Congress (ORC).

2 Rules

- 2.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 2.2 The following rules will also apply:
 - a) IMS Rule
 - b) ORC Rating Systems Rule
 - c) ORC Championship Rules
 - d) [insert class] Class Rules [for ORC Classes]
 - e) ISAF Offshore Special Regulations
(except for Sportboats, all races will be Category 3 (with or without the liferaft aboard – to be decided by the OA and ORC). For Sportboats, ORC Sportboat Class Rules will apply).
- 2.3 No national authority prescription will apply.
- 2.4 If there is a conflict between languages the English text will take precedence.

3 Advertising

ISAF Advertising Code will apply. Competitors & Boats advertising will be without restriction. Event Advertising by the Organizing Authority will be:

- bow numbers with advertisement which have to be displayed as forward as possible on the both sides of the first 20% of the hull
- advertisement to be displayed on the both sides of the foremost 20% of the mainsail boom
- sponsor’s flag that has to be flown on the backstay throughout the entire event.

The Organizing Authority may also require the installation, at no cost to competitors, of onboard video cameras, position devices, and guest riders whose on-board position restrictions are defined in the Sailing Instructions.

[exclude any of event advertising if not used]

4 Eligibility

Competitors shall comply with ISAF Eligibility Code. The regatta is open to all boats with valid ORC International certificate complying with **[insert class for class events]** rules and ORC Championship Rules. **[for the ORC International World Championship, the Organizing authority and the ORC may set upper and lower GPH limits]**.

5 Corinthian Division and Trophy

For the Corinthian Division and Trophy the ISAF Sailor Classification Code, Regulation 22 shall apply and all crew shall hold a valid Group 1 classification. Unclassified sailors will be deemed to be Group 3. A boat entered in the Corinthian Division shall also be entered automatically in the Open Division and shall be eligible for prizes and trophies in both divisions. Details of the ISAF Sailor Classification Code and information on how to apply can be found on the ISAF website: www.sailing.org/classification.

The closing date for the receipt of valid Corinthian entries shall be **[insert date which shall be no later than 10 days prior to the start of registration]**. Each entry shall include a complete crew list and show the classification and ISAF Sailor ID for each crew. All crew shall hold valid classifications prior to this date that do not expire until after the final day of the regatta. Late entries and incomplete entries cannot be considered for this division.

Should a boat whose Corinthian entry has been checked and accepted need to change a crew member between the closing date of the entry and the start of the regatta, the name of the new crew member with their valid ISAF Sailor ID must be submitted to the Organizing Authority for their approval **[and for the approval of the International Jury]**. All crew lists will be posted on the Official Notice Board or website as soon as possible after the Registration deadline.

Note: A representative of the ISAF Sailor Classification Commission will be present during registration and will carry out spot checks. Competitors shall attend interviews with the Commission when requested to do so. Competitors are reminded that the Commission has the power to change a classification at the event with no prior notice. Any changes are effective immediately.

6 Entries and Entry Fee

6.1 Eligible boats may enter by completing the attached form and sending it to the:

[insert organizer]
[insert address]
[insert telephone number (including country and area codes)]
[insert fax number (including country and area codes)]
[insert E-mail address]
[insert website address, if any]

with a copy of the yacht's rating certificate, in duplicate, before **[insert date one month, before the start of championship]**.

6.2 The non-refundable entry fee of **[insert entry fee]** per boat should be **[insert acceptable methods of payment]** forwarded to

[insert bank details]

- 6.3 A boat is considered to be Pre-registered if the following documents are received before **[insert date one month, before the start of championship]**:
- Completed and signed official entry form
 - Current **[insert ORC International or ORC Class]** Certificate
 - Entry fee payment confirmation
- 6.4 The organizer is not responsible for any costs incurred by the non-acceptance of a boat's registration.
- 6.5 Late entries may be accepted at organizer's discretion **[insert restrictions]**.

7 Registration

- 7.1 Each Owner or Skipper must personally register in the Race Office located in **[insert location]**, from **[insert date and time]** until **[insert date and time]**.
- 7.2 The following documents shall be presented at registration:
- Valid **[insert ORC International or Class]** certificate issued before **[insert date and time]**
 - Valid third-party insurance with a minimum cover of **[insert amount]**
 - If advertising is displayed, a respective National Authority permission
 - Crew list with name, surname, national sailing licence number, **[ISAF Sailors Classification Code and ISAF Sailor ID - insert when applies]** and weight for each crew member
 - Contact phone number both on boat and land, including the name of contact person
 - Liability acceptance form, duly filled out and signed

This changes RRS 78.2.

- 7.3 No changes shall be made on ORC International certificates after **[insert date and time]** unless prescribed by the Measurement Committee and International Jury's approval.
- 7.4 Measurement protests by the boats shall be accepted up to two hours after the posting of the final ratings.
- 7.5 Crew lists may be amended up to **[insert date and time]** by filling a new form showing the changes. After this time, changes in crew may be made only with the written permission of the International Jury.
- 7.6 Protests by boats regarding ISAF Sailors Classification Code shall be accepted up to **[insert date and time which shall be no later than at the end of the first day's racing]**.

8 Schedule

- 8.1 Day 1, **[insert date]** - Registration and measurement
Day 2, **[insert date]** - Registration and measurement, Practice Race, opening ceremony
Day 3, **[insert date]** - inshore race(s)
Day 4, **[insert date]** - offshore race
Day 5, **[insert date]** - **[offshore race continued]** or **[second offshore race]**
Day 6, **[insert date]** - inshore race(s)
Day 7, **[insert date]** - inshore race(s)
Day 8, **[insert date]** - inshore race(s), closing ceremony

Note: For Continental and Regional Championships this schedule may be shortened with agreement with the ORC to not less than 6 days including two days of measurement, one day for the offshore race and rest of the days for inshore races

- a) The Organizing Authority has two options for offshore races:
- i) One offshore race of approximately 30-36 hours, for the slowest boat, scored as two races: the first score will be from the start to a control point approximately mid-course, and the second score will be from the start to the final finish.
 - ii) Two separate offshore races of approximately 10-12 hours duration for the slowest boat.

Note: For Continental or Regional Championships where a shortened schedule as defined above is used: One offshore race of approximately 10-12 hours, for the slowest boat, shall be conducted.

Offshore races may be re-scheduled when required by weather conditions.

- b) Inshore races shall be of approximately 1.5 to 2 hours duration.

- 8.2 Nine races are scheduled including two offshore races and seven inshore races. Inshore races will be windward/leeward races, except where unusual or extreme local conditions make it impossible to sail a windward/leeward course, then the International Jury may give permission to sail a substitute course.

Note: For Continental or Regional Championships where a shortened schedule as defined above is used: Seven races are scheduled including one offshore race and six inshore races.

- 8.3 The championship is valid if at least 4 inshore races and 1 offshore race or at least 3 inshore races and 2 offshore races are completed. One discard will be allowed if 7 races are completed, but if there is only one offshore race completed in the series it shall not be discarded.

Note: For Continental or Regional Championships where a shortened schedule as defined above is used: The championship is valid if at least 3 inshore races and the offshore race are completed. One discard will be allowed if 5 races are completed.

9 Measurement

Each boat shall be available for the measurement inspection from **[insert date and time]** until **[insert date and time]**. Measurement and rules compliance inspections will be carried out throughout the championship before or after each race with emphasis on boats well placed in the scoring. The inspection will also include freeboards whenever possible.

10 Sailing Instructions

Sailing Instructions will be available for each entrant at completion of the registration formalities.

11 Scoring

- 11.1 Windward/leeward race results will be determined by corrected times calculated by **[insert scoring method]**.

- 11.2 Offshore race results will be determined by corrected times calculated by **[insert scoring method]**.

- 11.3 The Low Point Scoring System of RRS Appendix A will apply.

12 International Jury

An International Jury appointed according to the RRS Appendix N will supervise the event; with no right of appeal according to the RRS 70.5.

13 Nautical charts

The following nautical charts of the **[insert issuing authority]** are utilized as a reference in the Sailing Instructions: **[insert chart numbers]**.

14 Moorings

[insert description of moorings and conditions for use].

15 Registration of arrival

[insert rules or regulations of registering foreign boats coming to regatta, if any].

16 Media rights

Competitors, owners and their guests give absolute right and permission to the Organizing Authority for any photography and video footage taken of persons and boats during the event, to be published and/or broadcast in any media, including but not limited to TV advertisements, whatsoever for either editorial or advertising purposes or to be used in press information.

17 Communication

Except when communicating with the Race Committee, a boat while racing, shall not transmit or receive communication of any information not publicly available to all boats participating.

18 Trophies and Prizes

[insert list of trophies and prizes including Corinthian and Owner/Driver trophies when applied, together with their respective requirements].

19 Disclaimer of Liability

All those taking part in the regatta do so at their own risk and responsibility. The Organizing Authority, **[insert club]**, **[insert national sailing federation]**, ORC and any other party involved in the organization of the **[insert championship]** disclaim any and all responsibility whatsoever for loss, damage injury or inconvenience that might occur to persons and materials, both ashore and at sea as a consequence of participation in the event. Each boat owner or his representative accepts these terms by signing entry form. The attention of competitors is drawn to ISAF Part 1 Fundamental Rule 4: A boat is solely responsible for deciding whether or not to start or to continue racing.

20 Insurance

Each participating boat shall be insured with valid third-party insurance with a minimum cover of **[insert amount]** per event. Regardless, it is the responsibility of the owners to hold adequate insurance cover for Tort Liability and Third Party Insurance (Property and Persons).

21 Further information

For further information please contact **[insert details]**.

In addition to this Notice of Race, the event organizer shall also supply the following documents:

- *Entry Form*
- *A list of accommodation possibilities with addresses, telephone and fax numbers, E-mail and/or website addresses, including prices where available*
- *A list of the nearest international airports*
- *A map or brochure of the venue*
- *A schedule of social events to be held during the Championship*

Standard Sailing Instructions Guide

Part 1 - General

1 Organizing Authority

The **[insert class and championship]** is organized by the **[insert hosting authority]** in conjunction with **[insert co-organizer, if any]** under the authority of **[insert name of National Sailing Federation]** and under the overall authority of the Offshore Racing Congress (ORC) and the International Sailing Federation (ISAF).

2 Rules

- 2.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 2.2 The following rules will also apply:
 - a) IMS Rule
 - b) ORC Rating Systems Rule
 - c) ORC Championship Rules
 - d) **[insert class]** Class Rules **[for ORC Classes]**
 - e) ISAF Offshore Special Regulations
(except for Sportboats, all races will be Category 3 (with or without the liferaft aboard – to be decided by the OA and ORC). For Sportboats, ORC Sportboat Class Rules will apply).
- 2.3 No national authority prescription will apply.
- 2.4 If there is a conflict between languages the English text will take precedence.
- 2.5 Part 2 of the Racing Rules of Sailing is replaced by Part B of the International Regulations for Preventing Collisions at Sea from **[insert date and time]** to **[insert date and time]** local time.

3 Classes

[insert description of classes division, if any]. *If separate classes for Corinthian and non-Corinthian have been agreed with ORC, reference paragraph 8.3 of the championship rules.*

4 Notices to competitors

Notices to competitors will be posted on the official notice board(s) located at **[insert location(s)]**. Notices will also be posted on the event website.

5 Changes to Sailing Instructions

Any change to the Sailing Instructions will be posted not later than **[insert time]** before it will take effect, except that any change to the schedule of races will be posted by **[insert time]** hours on the day before it will take effect.

6 Signals made ashore

- 6.1 Signals made ashore will be displayed at **[insert location]**.
- 6.2 When flag AP is displayed ashore '1 minute' is replaced with 'not less than **[insert number]** minutes' in race signal AP.

7 Schedule of races

(Conforming to paragraph 8 of the NoR)

- 7.1 Times of the first warning signals are defined as follows:

[insert day] [insert date] [insert time] [insert type of race (inshore or offshore)]
[insert day] [insert date] [insert time] [insert type of race (inshore or offshore)]
etc ...

The Organizing Authority and/or the Race Committee reserves the right to modify the above programme according to weather conditions and/or other unforeseen reasons.

- 7.2 Nine races are scheduled including:

- **[the offshore race which will score as two races (one score from the start to the first control point and the other from the start to the finish)]** or **[two offshore races]**.
- seven inshore races

Note: For Continental or Regional Championships where a shortened schedule is used:

Seven races are scheduled including:

- *one offshore race*
- *six inshore races*

- 7.3 There will be no more than **[insert number, when appropriate]** races per day. Flag **[insert flag]** displayed on the Finishing line means "There will be one more race after the one in progress." The Warning signal for the next race will be given one minute after lowering flag **[insert flag]** with one sound.
- 7.4 On the last day of regatta no warning signal will be given after **[insert time]** unless it follows signal of general recall or postponement (Flag AP) of a race whose first warning signal had been made before **[insert time]**.

8 Class flag

The Class flag(s) will be **[insert flag]**.

9 The Start

- 9.1 Races will be started in the following class order: **[insert class]**, **[insert class]**. The Warning signal of the following class will be displayed at the earliest at the starting signal for the previous class, and may also be given while other classes are still racing.
(use this SI only if the fleet is divided in more classes).
- 9.2 A boat starting later than **[insert number]** minutes after her Start signal will be scored DNS. This changes RRS A4.1.

- 9.3 After signalling an individual recall, the race committee will attempt to broadcast the the sail number, bow number or name of boat that has not started and is identified as OCS on VHF channel **[insert number]**. The failure or delay to broadcast will not be grounds for a request for redress. This changes RRS 62.1(a).

10 Penalty system

- 10.1 The penalty for breaking a rule of Part 2 while outside a Zone will be One-Turn penalty – one tack and one gybe. This changes RRS 44.1.
- 10.2 The scoring penalty, RRS 44.3, will apply for offshore race only.
(insert only if two turns penalty will not apply in offshore race)
- 10.3 Boats scored OCS in offshore races will receive the 20% scoring penalty as defined in RRS 44.3, which shall be divided equally between Part 1 and Part 2, if Part 2 is completed. This changes RRS A4.2.
(if two separate offshore races are scheduled use only the first part up to "...as defined in RRS 44.3.")
- 10.4 The penalty points assigned in accordance with RRS A4.2 or RRS 44.3 *(insert RRS 44.3 only if SI 10.2 applies)* in an offshore race shall be applied only to Part 1 if a breach occurs on Part 1 of the offshore race and only to Part 2 if a breach occurs between the finishing lines of Part 1 and Part 2.
- 10.5 A measurement penalty shall apply fully to both Part 1 and Part 2 of the offshore race.
(SI 10.3, 10.4 & 10.5 shall be used only if offshore race is scheduled as one race with two parts)
- 10.6 For minor breaches of the Offshore Special Regulations, paragraphs 7.1 or 7.2 of the ORC Championship rules and Sailing Instructions, 14, 17, 18 or 19.2, the jury may impose any penalty different from Disqualification, or not impose a penalty, at its discretion.

11 Protests and requests for redress

- 11.1 In addition to complying with RRS 61, a protesting boat shall inform the Race Committee of her intention to protest and the identity of the protested boat(s) as soon as possible after finishing or retiring.
- 11.2 Protest forms are available at the race office. Protest shall be delivered there within the time limit which shall be:
- for inshore races: **[insert number]** hours after the last boat has finished the last race of day. The same time limit applies to protests by the race committee and international jury about incidents they observe in the racing area and to requests for redress (except as permitted in c) below). This changes RRS 61.3 and 62.2.
 - for offshore race(s): **[insert number]** hours after protestor's finish. If a boat finishes by night, a protest can be logged from **[insert time]** until **[insert time]** the next day.
 - When unofficial results are posted after the protest time limit expires, requests for redress upon unofficial results may be lodged within 30 minutes after posting. This changes RRS 62.2.
- 11.3 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted:
- for windward/leeward races within 30 minutes of the protest time limit

- b) for the offshore race, within 30 minutes of the finish of all the boats involved in the protest, except that Protest notices will not be posted **[insert day and date of offshore race]** at **[insert time]** until **[insert day and date of offshore race]** at **[insert time]**.

11.4 Arbitration

For protests involving an alleged breach of the rules of RRS Part 2, an Arbitration hearing will be offered as an alternative to a complete protest hearing by the jury. The parties will be given the choice of using this arbitration system. Either party may choose to accept the opinion of the Arbitrator and in the case of an infraction of RRS Part 2, may choose to accept a 30% scoring penalty prior to a Jury hearing, or to withdraw the protest that has been filed. Should the Protestee decide to not accept the Arbitration process or opinion of the Arbitrator and still wish to have a hearing, but the Protestee does agree to the percentage penalty, then the Protestee cannot be penalized any further as a result of the hearing. This changes RRS 63 and 64.

- 11.5 RRS 44.1 is changed to permit a boat that has broken a rule of RRS Part 2 or 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in RRS 44.3(c) equal to 30 % of the number of boats in her class.

- 11.6 On the last day of the regatta a request for reopening a hearing or request for redress for a jury decision shall be delivered:

- a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day
b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day

This changes RRS 66.

- 11.7 The decisions of the International Jury will be final as provided in RRS 70.5.

12 Scoring

- 12.1 Windward/leeward race results will be determined by corrected times calculated by **[insert scoring method]**.

- 12.2 Offshore race results will be determined by corrected times calculated by **[insert scoring method]**.

- 12.3 Length of course, directions of leg and wind will be decided by Race Committee and will not be grounds for seeking redress. This changes RRS 60.1(b).

- 12.4 The Low Point Scoring System of RRS Appendix A will apply.

- 12.5 The championship is valid if at least 4 inshore races and 1 offshore race or at least 3 inshore races and 2 offshore races are completed. One discard will be allowed if 7 races are completed, but if there is only one offshore race completed in the series shall not be discarded.

Note: For Continental or Regional Championships where a shortened schedule is used: The championship is valid if at least 3 inshore races and the offshore race are completed. One discard will be allowed if 5 races are completed.

13 Safety regulations

- 13.1 Boats retiring for any reason in any race shall promptly report to the Race Committee. The penalty for breaking this SI will be Disqualification not excludable (DNE) without a hearing. This changes RRS 63.1.
- 13.2 Any use of the engine for propulsion purposes for rescuing people, giving help or any other reason shall be reported after arrival in written form to the Race Committee stating reasons for such procedure. If a boat does not gain a significant advantage in the race, the International Jury may impose a penalty different from disqualification, or not impose a penalty, at its discretion.

14 Replacement of crew or equipment

- 14.1 The International Jury may approve crew changes (adding new crew members, replacing or disembarking crew members) by written skipper's request made no later than **[insert number]** hour before the scheduled time of the start of the first race of the day. The substituted crew member shall not be aboard on any other competing boat throughout the remainder of the series.
- 14.2 Substitution of damaged or lost equipment will be not allowed unless approved by the International Jury. Requests for substitution shall be made to the jury at the first reasonable opportunity.

15 Equipment and measurement checks

A boat or equipment may be inspected at any time for compliance with class rules and Sailing Instructions. On the water or after arriving in harbor, a boat may be instructed by the race committee measurer to proceed immediately for inspection.

16 Official boats

- 16.1 Official boats will display an **[insert colour]** flag. Failure of any official boat to display her flag will not be grounds for redress. This changes RRS 62.1(a).
- 16.2 Vessels used by press, photographers, film crews, VIPs etc. are not under the jurisdiction of the Race Committee. Any action by these boats shall not be ground for seeking redress by boats. This changes RRS 60.1(b).

17 Support boats

All support boats shall keep well clear of the starting area and, after the preparatory signal, are not to approach within 100 meters of any competing boat. A breach of this SI may result with a scoring penalty against the boat connected and/or withdrawal of permission to be in the racing area for one or more days.

18 Haul-out restriction

From 09:00 on **[insert first scheduled day of registration]** yachts shall not be hauled out except for the purposes of repairing damage; and only after written permission from the International Jury. While hauled for this purpose, cleaning and polishing of the hull below the waterline will not be permitted. Appendages shall not be removed from the boat during the series.

19 Communication

- 19.1 Radio communication with Race Committee during the regatta will be on VHF channel **[insert number]**. The Race Committee may give verbal confirmation of any race signal over VHF Channel **[insert number]**. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).
- 19.2 Except when communicating with the race committee, a boat while racing, shall not transmit or receive communication of any information not publicly available to all boats participating. This changes RRS 41.

20 Trophies and prizes

[insert list of trophies and prizes including Corinthian and Owner/Driver trophies when applied, together with their respective requirements].

21 Disclaimer of liability

All those taking part in the regatta do so at their own risk and responsibility. The organizing authority, **[insert club]**, **[insert national sailing federation]**, ORC and any other party involved in the organization of the **[insert championship]**, disclaim any and all responsibility whatsoever for loss, damage injury or inconvenience that might occur to persons and materials, both ashore and at sea as a consequence of participation in the event. Each boat owner or his representative accepts these terms by signing entry form. The attention of competitors is drawn to ISAF Part 1 Fundamental Rule 4: A boat is solely responsible for deciding whether or not to start or to continue racing.

22 Insurance

Each participating boat shall be insured with valid third-party insurance with a minimum cover of **[insert amount]** per event. Regardless, it is the responsibility of the owners to hold adequate insurance cover for Tort Liability and Third Party Insurance (Property and Persons).

Part 2 - Inshore course

(Courses should be designed to provide durations of 1.5 to 2 hours)

23 The course

- 23.1 The diagram in Attachment **[insert number]** shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be passed.
- 23.2 No later than the warning signal, the RC signal boat will display the approximate compass bearing of the first leg.

24 Marks

- 24.1 Marks **[insert number or letter from diagram]** will be **[insert description]**.
- 24.2 New mark as provided in instruction 25.1 will be **[insert description]**.
- 24.3 A race committee boat signalling a change of a leg of the course is a mark as provided in in SI 25.2

25 Change of the next leg of the course

- 25.1 To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as practicable. A new windward mark will be placed without the offset mark 1a.
- 25.2 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1

26 Starting line

The starting line will be between **[insert description]** at the starboard and **[insert description]** at the port-end.

27 Finishing line

The finishing line will be between **[insert description]** and **[insert description]**.

28 Time limit

The time limit for the first boat to finish will be **[insert time calculated as the length of the course in NM/3]**. Boats failing to finish within **[insert time]** after the first boat sails the course and finishes will be scored Did Not Finish. This changes RRS 35 and A4.

Note: The time limit after the first boat finishes shall be based on the difference in GPH, or the time allowances at 6 knots, between the slowest and fastest boats, multiplied with an appropriate factor.

Part 3 - Offshore course

(If two separate offshore races are scheduled, this section should be repeated for each offshore course and all reference to the first finishing line should be ignored).

29 The course

The course will be: Start - **[insert marks and side on which have to be left]** - First finishing line in **[insert venue]** - **[insert marks and side on which have to be left]** - Second finishing line in **[insert venue]**. The offshore race will be scored as two races: the first offshore race will be from the Start in **[insert venue]** to the First finish line approximately mid-course in **[insert venue]**, and the Second offshore race will be from the Start in **[insert venue]** to the Second finish line in **[insert venue]**.

30 Marks

Marks **[insert number or letter from diagram]** will be **[insert description]**.

31 Windward mark

The RC may set a windward mark to obtain a start to windward, if necessary. If the windward mark is set, it will be approximately one nautical mile from the starting area and the RC will, before the warning signal, display a red flag which indicates the mark shall be left to port, or a Green flag indicating the mark shall be left to starboard.

32 Starting line

The Starting line will be between **[insert description]** at the starboard and **[insert description]** at the port-end.

33 Finishing line

33.1 The Finishing line for the first offshore race will be between **[insert description]** and **[insert description]**.

33.2 The Finishing line for the second offshore race will be between **[insert description]** and **[insert description]**.

34 Time limit

34.1 There will be no time limit for the first part of the offshore race.

34.2 The time limit for first boat to finish will be **[insert time calculated as length of course in NM/3]**. Boats failing to finish within **[insert time]** after the first boat sails the course and finishes, shall be scored with the number of points equal to the number of boats that have started and finished within the time limit, plus 1. This changes RRS 35 and A4.

Note: Time limit after first boat finishes shall be based on the difference in GPH, or the time allowances at 6 knots, between slowest and fastest boat in the class or the fleet, multiplied by an appropriate factor.

35 Finishing by night

Boats that finish by night shall illuminate their numbers when finishing, and in case of doubt shall try to identify themselves to the RC after finishing.

36 Reporting positions

[insert requirement for reporting positions including times and mean of communication, if any].

ORC Classes

1 Objective

To foster keen competition at the highest level, the ORC Classes are designed to allow yachts with similar characteristics, and which conform to the IMS Rule and ORC Rating Systems, to race within a narrow rating band as defined for each class in paragraph 3.3 below. Current ORC Classes are: ORC Maxi, ORC Mini Maxi, ORC Sportboat as well as GP 26, GP 33 and GP 42 as box classes with separate class rules.

2 Administration

2.1 Class Authority

The authority for the ORC Classes shall be the Offshore Racing Congress, with guidance from various national and regional owners associations through their representation in the ORC Offshore Classes and Events Committee.

2.2 Language of the Rules

The official language of the ORC Classes Rules shall be English.

2.3 Rule Interpretation

The ORC Chief Measurer shall be responsible for the interpretation of the ORC Classes Rules and his decision shall be final until ratified or overruled by the Congress.

3 Class limits

3.1 Rating bands shall be reviewed each November for application the following January 1.

3.2 The annual band will be recommended by the International Technical Committee and approved by the ORC through the Offshore Classes & Events Committee.

3.3 General class limits are:

	ORC Maxi	ORC MiniMaxi	ORC Sportboat
LOA (m)	> 23.9	18 - 23.9	6.0 - 9.0
Mandatory ORC Certificate	International or Club	International or Club	International or Club
Crew Eligibility	No limits	No limits	Min. 50% crew as Group 1

4 Additional class requirements

ORC Sportboat

- a) Displacement in Measurement Trim shall be less than 2000 kg.
- b) A yacht's displacement/length ratio in Measurement Trim ($DSPM/LSM0^3$) shall be less than 4.50.

- c) Platforms capable of extension beyond the IMS sheerline which would permit any shift of crew weight outboard, trapezes and hiking straps are allowed for boats without lifelines at the sides of the cockpit. These features have to be rated following these formulae:

Trapezes: $CEXT = (1.2 * \text{No. Tr.} + 0.5 * \text{No. Hk.}) / \text{No. Crew}$

Hiking Straps: $CEXT = 0.5 * \text{No. Hk.} / \text{No. Crew}$

Crews of boats without trapezes or hiking straps shall keep their torsos within the sheerline (see RRS 49.2 and ISAF case 36). Tension of lifelines shall comply with Special Regulations 3.14.2 while racing. In the case of a yacht of a class for which published class rules specifically permit loose lifelines and the yacht complies with her class rules and wishes not to comply with SR 3.14.2, then Crew Extension (CEXT) shall be recorded as 0.5 for any event in which these ORC Sportboat Class Rules apply.

- d) Compliance is required with the Special Regulations Category 5 unless otherwise specified in the Notice of Race and/or Sailing Instructions.
- e) If an outboard engine is on board during measurement (following One Design Class Rules or individually) this has to be mentioned on the Measurement Certificate and this outboard engine has to be stowed in its measured position during races.
- f) The maximum number of sails carried on board shall be:
1 mainsail, 2 genoas, 1 jib (3 for boats without genoas), 1 storm jib, 2 spinnakers.
- g) All sportboats shall be categorized in Performance category.
- h) The rated upper Limit of Positive Stability shall be not less than 90.0 degrees.
- i) For non-series-produced yachts, the certificates must be based on full IMS measurement. For series-produced yachts, the certificate must be based on a full IMS measurement of at least one of the production series.
- j) Any modification from a standard One-Design Class certificate shall require measurement by a Certified Measurer.

5 Scoring

5.1 ORC Maxi

All available scoring options may be used.

5.2 ORC Mini Maxi

All available scoring options may be used.

5.3 ORC Sportboat

Performance Line Scoring (PLS) is recommended. Alternative common methods may be applied at the discretion of the event organizer.

6 Sponsorship & Advertising

Advertising is permitted as per the ISAF Advertising Code.

Appendix 1 - ORC Championship Checklist

To be completed with a bid to host an ORC Championship

CHAMPIONSHIP

Event name _____

Class _____

Venue _____

Dates _____

Organizing Club _____

Overall Authority _____

Primary & Secondary Sponsors _____

Expected number of boats _____

.....

KEY PERSONS

Event director _____

Organizing Chairman _____

Principal Race Officer _____

Jury Chairman _____

Chief Measurer _____

Scorer & software _____

Press Officer _____

ISAF Classification _____

.....

Note: A list of all committee members shall be submitted and approved by the ORC at least six months before the event. Please list any relevant credentials, such as IRO, IJ, etc.

FACILITIES ASHORE

Please specify what can be provided in areas, numbers or any description needed:

- Number of moorings and/or slips _____
- Registration Office & Staff _____
- Race Committee Office _____
- International Jury Office _____
- Measurement Office _____
- Measurement space _____
- Press Office/Media Centre _____
- ISAF Classification Office _____
- Notice Board, web updates _____
- Vehicle parking _____
- Storage & Trailer parking _____
- Hauling, Launching and Repairs _____
- Chandlery/suppliers _____
- Sail Repair Services _____
- Meteo Service _____
- Restaurant or Catering facilities _____
- Stage area for awards _____
- Space for sponsors & other vendors _____
- Other comments _____

FACILITIES AFLOAT

Please specify what can be provided in types, numbers or any description needed:

Race Committee Signal boat

Pin-end mark boat

Other mark-set boats

Jury boat

Measurer's boat

Media boat(s)

Marks

IT FACILITIES

Please specify what and how these can be provided:

Broadband internet for officials

Broadband wi-fi internet for crews

Event website – structure, updates,
links, news, info, etc

Promotion & marketing plan

Media plan: pre-event, during and
post-event, media relations

Photo & Video

Social networks

Event Newsletter

LOGISTICS

Please specify what can be provided in costs, numbers or any other description needed:

- Accommodation for officials _____
- Accommodation for entered teams _____
- Catering and meal options _____
- Nearest airports & transport options to airports _____
- Transport form the airport _____
- Social events _____
- Event merchandise _____
- Boats for charter _____

COURSES

Map with course areas both inshore and offshore with: depth, distance from marina, available course length, prevailing wind conditions. For offshore race, course with mid-line control point in one or more options according to Green Book