



World Leader in Rating Technology

OFFSHORE RACING CONGRESS



Standard Sailing Instructions
2015

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]