



**ORC**

*World Leader in Rating Technology*

# OFFSHORE RACING CONGRESS



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

**2022**

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# ORC Championship Rules

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## 1 Authority

The Offshore Racing Congress (ORC) is the international authority recognised by the World Sailing 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 Championships as follows:

- The Offshore Team World Championship
- The ORC International World and Continental Championships
- The World and Continental Championships of the ORC classes
- The ORC Double Handed World and Continental Championship

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 neighboring 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 one month before the date of the Offshore Classes and Events meeting at the AGM. The application shall be related to the championship to be organized during the second year after the AGM. It shall be 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 (e.g. minimum 3-star) will be provided by the organizing authority for the race committee, the jury and all other principal committee



- members (e.g. accommodation should include meals, local transport, broadband internet connection, etc.)
- Office space for the race committee, technical committee, international jury, 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 technical 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 cooperative 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 consider 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 Organization of the Championship

- 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 technical committee. The principal race officer, international jury chairman and technical committee chairman 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 technical 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 Representatives

In order to ensure the consistent quality and integrity of ORC Championship events, 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, technical committee, media and organizing committees (if any) for each ORC championship. The ORC representatives shall have the right to consult with and advise each committee prior to and during the event. These ORC representatives on site shall report to the ORC Management Committee at its next meeting after the championship with an account of the conduct of the event and with any recommendations or relevant observations to evaluate the event and help improve future ORC championships. The costs for travel, accommodation and meals for ORC representatives during the championship shall be covered by the OA.

#### 4.6 Technical committee and measurement checks

- a) The technical committee shall have a suitable number of measurers for the number of entered boats (6 members for up to 40 boats, 8 members for 40 – 60 boats, 10 members for 60 – 80 boats, 12 members for more than 80 boats). Members shall be from at least three different countries.
- b) Pre-race measurements checks shall include:
  - i) Sail measurements checks and stamping
  - ii) Safety equipment check
  - iii) Measurement inventory check
- c) Post-race measurement checks shall include:
  - i) Flotation and stability checks
  - ii) Crew weight checks
  - iii) Sail measurements check

based on the results in each class as follows:

##### **Offshore race**

- Ashore: safety equipment and use of sails among randomly selected top three boats in elapsed time in each class

##### **Inshore races**

- On the water: top two boats in each class after each race
- Ashore: freeboards and/or stability for 1st boat in the latest available overall results
- Ashore: crew weighing for 2nd boat in the latest available overall results
- Ashore: sail measurements check for 3rd boat in the latest available overall results

These measurement control criteria shall be applied in each of the following days except that the same boat need not be checked twice for the same item. In this case a different check may be scheduled for that boat and if needed boats placed 4th, 5th, 6th etc. will be selected for the check.

Independently from its results, any boat can be checked upon a measurement protest or by the choice of the technical committee.

- d) An official calibrated scale shall be made available to the crews before the start of the races and to the technical committee during the races.

#### 4.7 Notice of Race

At a minimum of six months before the first day of the championship, the OA will publish 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 shall 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 standard Sailing Instructions as found 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 and all committee chairmen 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 shall also have all official materials 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 World Sailing Sailor ID's are provided, and for Corinthian Trophy entries their World Sailing Categorization group status. It is highly recommended to have a representative from the World Sailing Categorization Commission available on site to handle any issues related to approving Corinthian crew lists. Crew lists need not be in public view (eg, only accessible through a log-in access), but shall be made available to ORC and World Sailing for verification purposes. Additional entry information, such as a boat photo, team and/or skipper biography, and past race results are encouraged.

There should be a protest hearing scheduling system for the jury and online notice board with the possibility to contact all competitors and relevant committees.

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. ORC Scorer software shall be used to provide results quickly and made available as widely as possible.

#### 4.10 Tracking

To help race organizers properly plan and manage offshore races and to help build media and sponsor value for the event, it is recommended that a tracking system be used for all boats entered in an ORC Championship event. This system should be able to communicate and display boat position and speed data to the OA, and in turn be made publicly available on the internet.

#### 4.11 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 and other media channels.

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 Disclaimer**

The ORC, including its committees and representatives, has provided these rules and recommendations in the interest of sailors, 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

*Note: Rules that applies to fully crewed championship are printed in black, those for Double Handed championship are printed in red, while rules for the Sportboat championship are printed in blue.*

[insert event name]  
[insert organizing authority]  
[insert dates from dates from measurement until the final day and closing ceremony ]  
[insert location] [insert country]  
[insert event website]

## 1 Rules

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*. RRS 90.3(e) shall apply.
- 1.2 The latest version of the following rules will also apply:
  - a) IMS Rules
  - b) ORC Rating Systems Rules
  - c) [insert class] Class Rules [for ORC Classes]
  - c) ORC Sportboat Class Rules
  - d) World Sailing Offshore Special Regulations (OSR) for Category 3 with life raft mandatory for the offshore race only. Jackstays need to be mounted on the deck for the offshore races only. This changes OSR 4.04.
  - d) World Sailing Offshore Special Regulations (OSR) for Category 3 with life raft.
  - e) World Sailing Offshore Special Regulations (OSR) Appendix B. In addition, boats shall have a marine VHF transceiver as defined in OSR 3.29.5.
- 1.3 Under RRS 87, ORC Rule 206 is changed as follows:
  - a) All sails including storm & heavy weather sails required by the OSR shall have been measured and stamped by an ORC measurer. During the pre-race equipment inspection, sails selected to be used at the event will be marked by stamp, sticker and/or inspector's signature.
  - b) The maximum number of sails shall be as defined in ORC Rule 206 with one spare mainsail allowed that may only be used while racing as a genuine replacement if during the race the original mainsail becomes damaged beyond repair. The original mainsail shall not thereafter be re-used during that race.
  - c) [DP] The use of the spare mainsail shall be declared to the technical committee within the protest time limit of that race.
  - d) [DP] Sails carried on board may vary from day to day but shall remain the same for each individual race day, including days with multiple races even in the case of damage to sails. The race day begins when the boat leaves for the race course from its dock or mooring.
  - e) Sails damaged during the series may be repaired. Sails beyond repair may be replaced with permission of the technical committee.

*(Note: 1.3 is mandatory for ORC championships and optional for other events)*
- 1.4 Minimum crew weight as defined in ORC Rules 102.3 and 200.1(b) shall apply.
- 1.5 The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) replace RRS Part 2 from sunset to sunrise (*include this if there is overnight race*).
- 1.6 A breach of RRS 56.2 shall not be grounds for protest by a boat. This changes RRS 60.1(a).



- 1.7 No national authority prescriptions will apply (*exceptions can be made only to the rules applying to the sailors from the host country, i.e. national sailing licence*).
- 1.8 If there is a conflict between languages the English text takes precedence.
- 1.9 Automatic and wind-vane devices for steering may be used.

## 2 Sailing Instructions

Sailing Instructions will be available for each entrant at completion of the registration formalities and may be posted earlier at **[insert website]**.

## 3 Communication

- 3.1 The online Official Notice Board (ONB) is located at **[insert website]**.
- 3.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio
- 3.3 [DP] While racing, except in an emergency or when communicating with the race committee, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4 In addition, information for competitors may be provided via **[insert smartphone application]**. Each boat shall have at least one device connected to the internet with **[insert smartphone application]** installed.

## 4 Eligibility and Entry

- 4.1 Competitors shall comply with World Sailing Eligibility Code.
- 4.2 The event is open to all boats with a valid ORC International certificate with a CDL between 8.550 and 16.400 included, complying with **[insert class for class events]** rules. The flotation date on an ORC International Certificate shall not be earlier than **[insert date which shall be 5 years prior the start of the championship]**.
- 4.2 The event is open to all boats with valid ORC DH International certificate with APH between 425.0 and 630.0 s/NM included. The flotation date on an ORC DH International Certificate shall not be earlier than **[insert date which shall be 5 years prior the start of the championship]**.
- 4.2 The event is open to all boats complying with ORC Sportboat Class Rules as follows:

Length overall LOA (m)	6.00 – 9.15
Displacement in measurement trim DSPM (kg)	< 2000
Displacement / Length Ratio DSPM / LSM <sup>3</sup>	< 6.00

Boats shall have a valid ORC International or ORC Club certificate. For any boat with ORC Club certificate, the hull offset file shall have been made as measured according to IMS Part B and C or verified designer provided files. Rig and sails shall be measured in accordance with IMS Parts F and G while displacement and stability figures shall be reviewed by the ORC Technical Committee before the start of the championship. The ORC Technical Committee may require correction or update of an ORC Club certificate.

- 4.3 Classes are defined by the CDL, and the minimum and maximum number of entries as follows:

Class A:	$16.400 \geq \text{CDL} > 11.610$	max. 50 entries (30 from one country) *
Class B:	$11.610 \geq \text{CDL} > 9.780$	max. 50 entries (30 from one country) *
Class C:	$9.780 \geq \text{CDL} > 8.550^{**}$	max. 50 entries (30 from one country) *

*Note: \* The maximum number of entries per class may be agreed between the organizing authority and the ORC. In cases where the number agreed is over 50, a racing format with qualifying and final series may be devised.*

*\*\* Lower limit of CDL may be agreed with ORC's permission*

- a) To assign a **[insert World or Continental]** Champion title in a class the number of boats plus the number of countries shall be not less than 14. If the minimum number of boats in a class is not met, that class can be grouped with the closest class. In this case, only one Championship title will be assigned to the combined classes.
- b) The person who is the owner or charterer or borrower of an entered boat shall be a national of the country the boat is 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.
- c) Classes will have separate starts and separate results.
- 4.3 Classes will be defined at the entry closing date which will be **[insert date which shall be one month to the start of the championship]**. It is the intention of the organizing authority to have no more than three classes containing boats of similar performances with expected APH values in the range of 80 – 120 sec/NM for each Class. The organizing authority reserves the right to use different rating values for class definitions as well as to adjust any class limit. Final class definitions will be agreed by the organizing authority and the ORC and shall not be ground for request for redress. This changes RRS 60.1(b).
- 4.3 Boats will be divided in three Divisions as follows:

	Division A	Division B	Division C
Displacement / Length Ratio DSPM / LSM0 3	< 3.70	< 6.00	< 6.00
Spinnaker	Asymmetric on CL	Symmetric or Asymmetric	Symmetric or Asymmetric
Crew Arm Extension CEXT	≤ 0.5	≤ 0.5	> 0.5

The minimum number of boats plus the number of countries in each division shall be 14. If this is not met by **[insert date which shall be two weeks before the start of the championship]** the organizing authority may in agreement with the ORC modify the limits and division splits with the intention to keep boats of similar characteristics in the same division or cancel that division from the championship.

- 4.4 Any change after applying ORC rule 305.2(b) or (c) shall not change the class the boat was originally entered.
- 4.5 Eligible boats may pre-register until **[insert date which shall be one month to the start of the championship]** by completing the on-line registration form at **[insert website]**
- 4.6 To be considered as pre-registered, a boat shall complete all registration requirements and pay all fees. The list of pre-registered boats will be updated on the event website upon receipt of each new entry.
- 4.7 If less than 50 boats in total and less than 30 boats from one country are pre-registered in a class before **[insert date which shall be one month to the start of the championship]** all pre-registered boats will be accepted as final entries and additional entries will be allowed until the maximum number of entries as defined in NoR 4.3 is reached, but not later than **[insert date which shall be two weeks before the start of the championship]**.
- 4.8 If more than 50 boats in total or more than 30 boats from one country are pre-registered in a class before **[insert date which shall be one month to the start of the championship]** final entries will be accepted at discretion of the organizing authority in agreement with the ORC by considering:
- international representation of the fleet,
  - boat's and skipper's racing record, particularly in previous ORC Championships,
  - chronological order in which boats are pre-registered.

The final list of accepted entries will be published on the event's website at **[insert date which shall be one month to the start of the championship]**. Pre-registered boats whose entry is not accepted will be listed on the "waiting list" and can replace any of the accepted boats that cancel

their participation before the start of the championship. The entry fee received from any boat whose entry is not accepted will be re-funded.

- 4.9 Once the entry is accepted, each boat shall submit a crew list before **[which shall be two weeks before the start of the championship]**. Crew lists shall include all crew members who will be on board at the start of the first race and may be amended up to the start of the first race. After this time, changes in the crew may be made only on request and with the written permission of the technical committee.
- 4.9 Once the entry is accepted, each boat shall submit crew list before **[which shall be two weeks before the start of the championship]**. Crew shall not be changed except in case of injury or illness and with the written permission of the technical committee.
- 4.10 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]**.

## 5 Entry Fee

- 5.1 The entry fee of **[insert entry fee which may vary in amounts based on class and date of payment]** per boat shall be **[insert acceptable methods of payment]** forwarded to **[insert bank details]**
- 5.2 The organizing authority is not responsible for any costs incurred by the non-acceptance of a boat's registration.

## 6 Corinthian Division and Trophy

- 6.1 For the Corinthian Division and Trophy, the World Sailing Sailor Categorization Code, Regulation 22 shall apply, and all crew shall hold a valid Group 1 categorization. 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 World Sailing Sailor Categorization Code and information on how to apply can be found on the World Sailing website.
- 6.2 The closing date for the receipt of valid Corinthian entries shall be **[which shall be two weeks before the start of the championship]**. Each entry shall include a complete crew list and show the World Sailing Sailor ID and the categorization group for each crew. All crew shall hold valid categorization prior to this date that do not expire until after the final day of the event. Late entries and incomplete entries cannot be considered for this division.
- 6.3 Should a boat whose Corinthian entry has been checked and accepted need to change a crew member after the closing date for the receipt of valid Corinthian entries, the name of the new crew member including a valid World Sailing Sailor ID must be submitted to the organizing authority for their approval. All crew lists will be posted on the official notice board or website as soon as possible after the registration deadline.
- 6.4 The time limit for a protest or request for redress by a boat regarding the World Sailing's Sailors Categorization Code is **[insert date and time which shall be no later than at the end of the first day's racing]**. This changes RRS 61.3 and 62.2.

## 7 Advertising

- 7.1 [DP] Boats shall display advertising chosen and supplied by the organizing authority according to the World Sailing Advertising Code as follows:
- bow numbers with advertisement as forward as possible on both sides of the hull
  - advertisement to be displayed on both sides of the foremost 20% of the mainsail boom
  - sponsor's flag that shall be flown on the backstay throughout the entire event.
- [exclude any of event advertising if not used]**
- 7.2 The organizing authority may also require the installation, at no cost to competitors, of on-board video cameras and/or position devices, use of which will be defined in the Sailing Instructions.

## 8 Schedule

- Day 1, [insert date] - Registration and measurement
- Day 2, [insert date] - Registration and measurement
- Day 3, [insert date] - Registration and measurement, Practice Race, Opening Ceremony
- Day 4, [insert date] - long offshore race
- Day 5, [insert date] - long offshore races continued
- Day 6, [insert date] - inshore race(s)
- Day 7, [insert date] - inshore race(s)
- Day 8, [insert date] - short offshore race
- Day 9, [insert date] - inshore race(s), Closing Ceremony

*Note: For Continental Championships, this schedule may be shortened to include two racing days for two short offshore races and three racing days for six inshore races*

- a) The long offshore race will be approximately 30-36 hours for the slowest boat.
- b) The short offshore race will be approximately 10-12 hours for the slowest boat.
- c) Inshore races will be approximately 1 to 1.5 hours.
- d) The schedule may be changed depending on the weather and wind conditions.

## 8 Schedule

- Day 1, [insert date] - Registration and measurement
- Day 2, [insert date] - Registration and measurement
- Day 3, [insert date] - Registration and measurement, Opening Ceremony
- Day 4, [insert date] - Coastal race
- Day 5, [insert date] - Lay day
- Day 6, [insert date] - Long offshore race
- Day 7, [insert date] - Long offshore race continued
- Day 8, [insert date] - Long offshore race finished,
- Day 9, [insert date] - Closing ceremony

*Note: Coastal race is optional.*

- a) The long offshore race will be approximately 48-60 hours for the slowest boat.
- b) The coastal race will be approximately 8-10 hours for the slowest boat.
- c) The schedule may be changed depending on the weather and wind conditions.

## 8 Schedule

- Day 1, [insert date] - Registration and measurement
- Day 2, [insert date] - Registration and measurement
- Day 3, [insert date] - Registration and measurement, Practice Race, Opening Ceremony
- Day 4, [insert date] - coastal race
- Day 5, [insert date] - inshore race(s)
- Day 6, [insert date] - inshore race(s)
- Day 7, [insert date] - inshore race(s), Closing Ceremony

- a) The coastal race will be approximately 5-6 hours for the slowest boat.
- b) Inshore races will be approximately 1 to 1.5 hours.
- c) The schedule may be changed depending on the weather and wind conditions.

## 9 Equipment Inspection

- 9.1 Each boat shall have ORC [insert International or **DH International** or **International** or Club] International certificate issued up to [insert date which shall be one week before the start of the championship]. This changes RRS 78.2.

- 9.2 No changes shall be made on ORC [insert International or **DH International** or **International or Club**] certificates after [insert date which shall be one week before the start of the championship] unless prescribed and approved by the technical committee in correcting any error that may be found in boat's certificate before or during the pre-race equipment inspection and before the start of the first race.
- 9.3 Boats shall be available for equipment inspection from [insert date and time] until [insert date and time]. Booking of time slots for inspections by the boats will be available through the online system from [insert date which shall be one week before the start of the championship].
- 9.4 Pre-race measurement check will include boat weighing on each boat launch.
- 9.4 Measurement and rules compliance inspections will be carried out throughout the championship with emphasis on boats well placed in the scoring.
- 9.5 A boat shall not start until she passes the pre-race equipment inspection.

## 10 Venue

- 10.1 The venue for the event is [insert description].
- 10.2 The offshore courses racing area will be [insert description].
- 10.3 The inshore racing area will [insert description].

## 11 Penalty system

- 11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty for breaking one or more rules of Part 2 in an incident outside the *Zone* while racing.
- 11.2 The intention is to appoint an international jury as provided in RRS 70.5.

## 12 Scoring

- 12.1 Eight races are scheduled including two offshore races and six 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 organizing authority in agreement with the ORC Representative may give permission to sail a substitute course.
- 12.1 The Low Point System will apply as defined in RRS Appendix A except that race scores will be multiplied with the scoring coefficient of 1.0 for the Coastal race and 1.5 for the long Offshore race.
- \* Note: Exclude this if there is no coastal race planned*
- 12.1 Eight races are scheduled including one coastal race 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 organizing authority in agreement with the ORC Representative may give permission to sail a substitute course.
- 12.2 At least 4 inshore races and 1 offshore race or at least 3 inshore races and 2 offshore races are required to be completed to constitute a series.
- 12.2 A boat's series score shall be the total of her race scores. One race is required to constitute a series.
- 12.2 At least 4 races are required to be completed to constitute a series.
- 12.3 A boat's series score shall be the total of her race scores excluding her worst score as follows:
- Offshore race scores shall not be excluded
  - When 4 or fewer inshore races have been completed, a boat's series score will be the total of her race scores
  - When 5 or more inshore races have been completed, a boat's series score will be the total of her race scores excluding her worst inshore race score.



- 12.3 When 4 or fewer inshore races have been completed, a boat's series score will be the total of her race scores. When 5 or more inshore races have been completed, a boat's series score will be the total of her race scores excluding her worst race score.
- 12.4 Inshore race results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.3 Coastal race results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.4 Coastal race results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.4 Long offshore race results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.5 Inshore race results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.5 Offshore race results will be determined by corrected times calculated by **[insert scoring method]**.

## 13 Support person vessels

[DP] All support person vessels shall be registered at the race office. Identification numbers will be provided by the organizing authority. These numbers shall be always visible.

## 14 Nautical charts

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

## 15 Berthing

- 15.1 **[insert description of berthing and conditions for use]**.
- 15.2 [DP] Boats shall be kept in their assigned places while they are in the harbour.

## 16 Haul-out Restrictions

- 16.1 [DP] All boats shall be in the water on **[insert first scheduled day of registration]** until the end of the last scheduled race of the series.
- 16.1 [DP] All boats shall be in the water after the pre-race weight check and no later than **[insert time of the last scheduled day of registration]** until the end of the last scheduled race of the series.
- 16.2 [DP] Boats shall not be hauled out except for the purposes of repairing damage; and only after written permission from the technical committee. 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.

## 17 Data Protection

Competitors, owners, and their guests shall grant the absolute right and permission to the organizing authority and the ORC 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.

## 18 Risk statement

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race 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.**

Competitors participate in the event entirely at their own risk, see RRS 3 - Decision to Race. The organizing authority, **[insert club]**, **[insert national sailing federation]**, ORC, the PRO, the race committee, the international jury, the technical committee, the volunteers, and any other party involved in the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event. Each boat owner or his representative accepts these terms by signing the entry form.

## **19 Competitors Drones**

- 19.1 [DP] Teams or their representatives shall not fly drones over the shore facilities or over the race area during training or racing days without complying with local legislation and without prior written approval by the organizing authority.
- 19.2 The approval granted at the sole discretion of the organizing authority may impose limitations on where and when drones may fly.
- 19.3 At any time the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the organizing authority, race committee or jury at reasonable request.

## **20 Insurance**

Each participating boat shall be insured with valid third-party insurance with a minimum cover of **[insert amount]** per incident or the equivalent.

## **21 Prizes**

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

## **22 Further information**

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

# Standard Sailing Instructions Guide

*The notation '[NP]' in a rule of these Sailing Instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

## 1 Changes to Sailing Instructions

Any change to the Sailing Instructions will be posted before **[insert time]** on the day it will take effect, except that any change to the schedule of races will be posted by **[insert time]** on the day before it will take effect.

## 2 Communications with competitors

- 2.1 Notices to competitors will be posted on the official notice board.
- 2.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel **[insert channel]**.
- 2.3 The following communications may be made by the race committee on VHF: time checks and starting times, starting order and designation of race areas, confirmation of any visual signal displayed, courses including bearing and distance to the first mark, change of course, shortening, postponement, abandonment and other information explaining the intentions of the race committee.

Delay in the broadcast of these calls, or the order in which they are made, or any omission or failure in the transmission or reception of these, will not be grounds for a request for redress by a boat. This changes RRS 60.1(b).

## 3 Signals made ashore

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

## 4 Schedule of races

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

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

- 4.2 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.
- 4.3 On the last schedule day of racing no warning signal will be given after **[insert time]**.

## 5 Class flag(s)

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

## 6 Racing area

The racing area to be used for each class will be announced **[insert number]** hours before the start of the first race of the day

*Note: Use this SI only if there are more racing areas.*

## 7 Courses

- 7.1 **Inshore races** - The diagram in SI Addendum **[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 left.
- 7.2 **Offshore races** - The courses with description of the marks, positions of the starting line, finishing line and the order in which marks are to be passed, the side on which each mark is to be left and time limits will be announced no later than **[insert date and time]**.
- 7.3 No later than the warning signal, the race committee signal vessel will display the approximate compass bearing of the first leg.

## 8 Marks

- 8.1 **Inshore races** - Marks **[insert number or letter from diagram]** will be **[insert description]**. New mark as provided in instruction 11 will be **[insert description]**.
- 8.2 **Offshore races** - The race committee may set a windward mark which will be **[insert description]** to obtain a first leg to windward. If this mark is set, it will be approximately one nautical mile from the starting area. No later than the warning signal the race committee will display the approximate compass bearing from the race committee signal vessel to the windward mark together with either:
- (a) A red flag which indicates the mark shall be left to port, or
  - (b) A green flag which indicates the mark shall be left to starboard.

## 9 Obstructions

The following **[insert object(s), line(s), area(s) is (are)]** designated as (an) obstruction(s).

*Note: Use this SI only if there is an/are obstruction(s) on the course according to the RRS definition of obstruction.*

## 10 The Start

- 10.1 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.
- Note: Use this SI only if the fleet is divided in more classes.*
- 10.2 The starting line is between **[insert description]** at the starboard and **[insert description]** at the port-end.
- 10.3 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- Note: Use this SI only if there are more classes using same starting line.*
- 10.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to broadcast on VHF her sail number, bow number or the name of the boat. Delay in the radio broadcast of these calls, or the order in which they are made, or any omission or failure in the transmission or reception of these, will not be grounds for a request for redress by a boat. This changes RRS 60.1(b).
- 10.5 A boat that does not start within **[insert number]** minutes in the inshore races and **[insert number]** minutes in the offshore race(s) after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

## 11 Change of the next leg of the course

**Inshore races** - 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. If mark 1 is replaced by a new mark, mark 1A will not be replaced and will no longer be a mark of the course for boats after rounding the new mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark except that mark 1A will not be replaced.

## 12 The Finish

- 12.1 **Inshore races** - The finishing line will be between [insert description] and [insert description].
- 12.2 **Offshore races** - The finishing line will be between [insert description] and [insert description].
- 12.3 [DP] Boats that finish by night shall illuminate their numbers when finishing, and in case of doubt shall try to identify themselves to the race committee after finishing.
- 12.4 [DP] If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

## 13 Time Limit

- 13.1 **Inshore races:** The Race Time Limit (see RRS 35) will be 2 hours after the starting signal. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes and will be [insert number calculated as in note below].

*Note: Finishing Window shall be calculated using the Time Allowances (TA) for windward/leeward course at 6 kts of wind for the slowest and the fastest boat in a class as follows:*

$$\text{Finishing Window} = 180 \cdot \frac{TA_{\text{slowest boat}} - TA_{\text{fastest boat}}}{TA_{\text{fastest boat}}} \text{ (minutes)}$$

- 13.2 **Offshore races:** Time limit is calculated for each boat as hh:mm:ss after the starting signal using the Time Allowance (TA) for All-purpose course at 6 kts of wind as follows:

$$\text{Time limit} = \text{Starting time} + (TA_{\text{All purpose 6 kts}} \cdot \text{Length of the course} \cdot 2.0)$$

*Note: Multiplication in brackets shall be converted to hh:mm:ss format.*

- 13.3 Boats failing to finish within the Finishing Window (for inshore races) or their time limit (for offshore races), and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE will receive the points of the last boat that finished within its time limit plus one. This changes RRS 35, A5.1, A5.2 and A10.

## 14 Hearing requests

- 14.1 **Inshore races** - For each class, the protest time limit is [insert number] minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

**Offshore races** - For each class, the protest time limit is [insert number] minutes after protestor's finish or the race committee signals no more racing today, whichever is later. If a boat finishes between [insert time and date] and [insert time and date] her protest time limit is extend to 09.00 on [insert date].

- 14.2 Hearing request forms are available from the race office at [insert URL or location].
- 14.3 Notices to inform competitors of hearings in which they are parties or named as witnesses will be posted



- a) **Inshore races** - no later than 30 minutes after the protest time limit
- b) **Offshore races** - within 30 minutes of the finish of all the boats involved in the protest, except those notices will not be posted from **[insert day and date of offshore race]** at **[insert time]** until **[insert day and date of offshore race]** at **[insert time]**.

Hearings will be held in the protest room, located at **[insert description]**.

## 15 Scoring

The decision on the scoring method and scoring parameters used will be at the sole discretion of the race committee and together with length of course, directions of leg and the wind direction and speed will not be grounds for request for redress by a boat. This changes RRS 60.1(b).

## 16 Safety regulations

- 16.1 [DP], [NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 16.2 [DP], [NP] A boat not intending to race shall inform the race office before the scheduled warning signal.
- 16.3 [DP] 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 the reasons for such procedure. If a boat does not gain a significant advantage in the race, the international jury may impose a discretionary penalty.

## 17 Replacement of crew or equipment

- 17.1 [DP] The technical committee may approve crew changes (adding new crew members, replacing or disembarking crew members) by written skipper's request made no later than **[insert number]** hours 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. The weight of all crew members on board weighed in light street clothes after all crew changes shall not be greater than the maximum and smaller than the minimum as defined in ORC Rule 200.1. Crew substitutions in Corinthian Division shall also be valid World Sailing Category 1 sailors. If not, the entry will be scored in the Open Division.
- 17.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the technical committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

## 18 Equipment and measurement checks

- 18.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 18.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

## 19 Official vessels

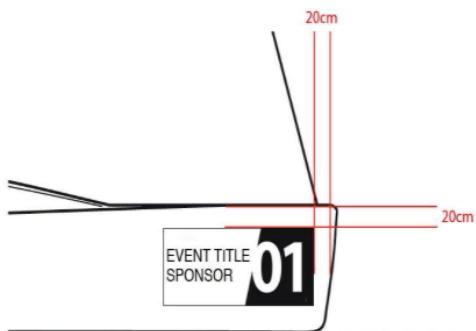
- 19.1 Official vessels will display an **[insert flag]**. Failure of any official boat to display her flag will not be grounds request for redress by a boat. This changes RRS 60.1(b).
- 19.2 Vessels used by press, photographers, film crews, VIPs etc. are not under the jurisdiction of the race committee. Any action by these boats shall not be ground for request for redress by a boat. This changes RRS 60.1(b).

## **20 Support person vessels**

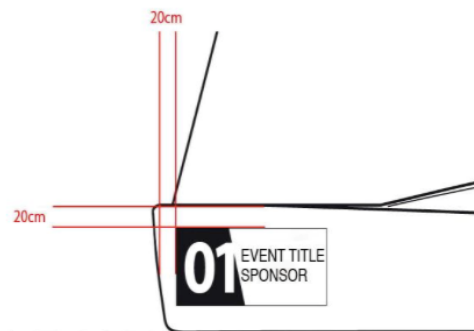
[DP] Support person vessels shall keep well clear of the starting area and, after the preparatory signal, are not to approach within 100 meters of any competing boat. A breach of this SI may result with a scoring penalty against the boat connected and/or withdrawal of permission to be in the racing area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

## APPENDIX 1 - BOW NUMBERS

[DP], [NP] Bow numbers shall be placed as forward as possible



**CORRECT**



**NOT CORRECT**



## APPENDIX 2 – HEAT RACING SYSTEM

If more than **[insert number]** boats are entered in a Class, heat racing system will be applied as follows:

### 1. GENERAL

- 1.1 An event consists of a Qualifying Round and a Final Round. Each race in each round consists of two heats: Yellow and Blue in the Qualifying Round and Golden and Silver in the Final Round. Heats should have the same number of boats. However, in case of odd total number of boats there will be one boat more in Yellow heat in the Qualifying Round and one boat more in the Golden Fleet in the Final Round.
- 1.2 Boats will be assigned to the heats in Qualifying Round for each racing day, while for the Final Round they will stay in same heats to the end of event.

### 2. QUALIFYING ROUND

- 2.1 The Qualifying Round is planned for:

**[insert date]** Long offshore race  
**[insert date]** Long offshore race continued  
**[insert date]** Inshore races  
**[insert date]** Inshore races

At the end of the Qualifying Round boats will be assigned to the Gold and Silver Fleets in the Final Round.

- 2.2 If less than 2 inshore races are completed in the Qualifying Round, the Qualifying Round will continue up to the end of the event and there will not be Final Round (2.3 and 3 will not apply).

- 2.3 The Final Round is planned for:

**[insert date]** Short offshore race  
**[insert date]** Inshore races

- 2.4 Boats will be assigned to the heats in the Qualifying Round as follows:

- a) For the race 1 (long offshore race) boats will be sorted by their CDL and heats will be assigned to the sorted list as: Yellow, Blue, Yellow, Blue etc ...
- b) For all races on a day after the long offshore race boats will be assigned to the heats based on the long offshore race results as shown in table below, where the letters refer to the previous heat, and the number the boat's place in previous heat (in case of a tie for a place in a heat, boats will be sorted according to the national letters and sail numbers)

<i>Yellow</i>	<i>Blue</i>
<i>Yellow 1</i>	<i>Blue 1</i>
<i>Blue 2</i>	<i>Yellow 2</i>
<i>Yellow 3</i>	<i>Blue 3</i>
<i>Blue 4</i>	<i>Yellow 4</i>
<i>Yellow 5</i>	<i>Blue 5</i>
<i>Blue 6</i>	<i>Yellow 6</i>

*Etc ...*

- c) For all races on a day after b) has been applied boats will be sorted by the overall results with all completed races up to the end of previous day and heats will be assigned to the sorted list as Yellow, Blue, Yellow, Blue, etc...

### 3. FINAL ROUND

At the completions of the Qualifying Round, overall results will be produced based on which boats will qualify for Golden and Silver heats in Final Round.

Any change to the results after applying ORC rule 305.2(b) or (c) or 305.3 after at least one race is completed in the Final Round shall not change composition of the Golden and Silver heats.

For example: In an event with 71 boats, Qualifying Round heats will be composed of 36 (yellow) and 35 (blue). After the Qualifying Round, boats placed in overall results 1-36 will qualify for the Golden Heat in the Final Round and will compete for places 1-36 to the end of event, while boats placed in overall results 37-71 will qualify for the Silver Heat in the Final Round and will compete for places 37-71 to the end of event.

*Note: Scoring is the same for all heats. This means that a boat in Final Round Silver Heat at the end of the event can have fewer points than another boat in the Golden Heat, but as per above the boat in Silver Heat cannot be placed above 37<sup>th</sup> place.*

### 4. SCORING

RRS Appendix A shall apply for all heats in Qualifying and Final Rounds.

### 5. HEAT IDENTIFICATION

While racing boat shall display a coloured ribbon corresponding to the heat to which she has been assigned. The coloured ribbon shall be tied to the back stay. The coloured ribbons will be issued at the race office and if the ribbon is lost or damaged spares will be available at the race office.





## CHAMPIONSHIP EVENT CHECKLIST

*To be completed with a bid to host an ORC Championship*

### CHAMPIONSHIP

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Event name

Class

Venue

Dates

Organizing Club

Overall Authority

Overall Authority WS MNA

Primary & Secondary  
Sponsors

Expected number of boats

Expected countries

### KEY PERSONS

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Event director

Organizing chairman

Local press officer

*Note: A list of all committee members (race committee, scorer, international jury, technical committee) 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

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

Number of moorings and/or slips	
Distance from event headquarters	
Registration office & staff	
Race committee office	
International jury office	
Technical committee office	
Measurement space	
Press office/Media centre	
WS Categorization 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(s)

Technical committee's boat(s)

Media boat(s)

Marks

## EVENT PROMOTION AND MEDIA

*Please specify what and how these can be provided:*

Promotion & marketing plan

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

Photographer & Videographer

Social networks

Event newsletter

Press releases

## 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

Tracking system

Event website management plan

## LOGISTICS

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*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

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*Map with course areas both inshore and offshore with depth, distance from marina, available course length, prevailing wind conditions.*