



World Leader in Rating Technology

OFFSHORE RACING CONGRESS



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

2011

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Margin bars denote rule changes from 2010 version

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 (Sardinia Cup)
- The ORC International Championships
- The Championships of the following classes: ORC Maxi ORC Mini Maxi, ORC Sportboat, GP 42, GP 33, GP 26.

The Offshore Team World Championship (Sardinia Cup) is open to National Teams made up of three yachts which type shall be proposed by the organizer 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 for each class 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.

2.3 ORC may approve regional championships where participation of boats from a specific region and more neighbouring countries is expected. This Championship Rules are 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 and at least 30 days prior the ORC Annual General Meeting, from the ORC Affiliated Class Association (if any) and/or a host organization with the endorsement of their National Authority. Further it is strongly suggested that applicants who are contemplating a possibility of hosting future events make their thoughts know to the ORC 3 years in advance.

The application shall include the name of the hosting club and also its qualifications for hosting and organizing the event. These qualifications should include information on the following:

- a) Club's history of organising major events
- b) Suitability of facilities at the club as follows:
 - Adequate area to measure sails
 - Hauling-out facilities
 - Accommodation to house separately a Race Committee and a Jury
 - Measurement and Press Offices
 - Availability of Committee Boats and a Jury Boat
- c) Charts identifying suitable inshore and offshore racing areas.
- d) Availability of commercial shore facilities including hotels, restaurant and marine services
 - Outline of the club's financial plans for the event
 - Report on local active racing fleet qualifying for the Championship

The application shall clearly state the organiser'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.

- 3.2 In approving an event venue, the ORC will take into account the geographical location in the context of other scheduled events and the particular nature of the Class.

4 Obligations of the Host Organising Club

- 4.1 The organising club shall appoint the Race Committee, International Jury and Measurement Committee. Principal Race Officer, International Jury Chairman and Chief Measurer shall have experience with IMS, ORC Rating Systems and offshore racing.

4.2 ORC Approval

A list of all committee members shall be approved by the Offshore Classes and Events Committee four months prior to the event unless agreed otherwise. The ORC retains the right to request additions or replacements, as it deems necessary.

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. The organising authority shall well in advance provide a news-update in English for ORC website, as well as a daily summary in English with appropriate photos from races and related events like prize giving etc. For all international ORC Championships, there shall be an English version of the event website, with all necessary information in the English language.

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 appoint a representative for each particular ORC championship. The ORC representative shall then be a member of the jury during the series and shall have the right to consult with and advise the Race Committee during the course of the event. The ORC representative 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 by the jury or other officials or competitors.

4.6 Measurement Committee

A Measurement Committee shall be appointed in conjunction with the ORC Chief Measurer after consulting with the class and the National Authority of the host country. At least one member should be from another country. At least one qualified ORC measurer shall be present throughout the event. 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.

4.7 Notice of Race

Six months before the first day of the championship, the Organiser 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.

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 should be available upon their arrival at 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 2 or 3, including the requirement that VHF radios are mandatory for all races and liferafts are mandatory for offshore races. 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 organising club 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, the minimum number of countries shall be four and the minimum number of entries plus countries shall be fourteen. 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 ORC Championships shall not be scheduled as part of other events without express consent of the ORC. Even with consent, separate classes, starts and scoring shall be provided for the Championship series.
- 6.3 A maximum of thirty (30) yachts per country and no more than fifty (50) yachts from the hosting country will be accepted in a Championship unless expressly waived by the ORC. For the ORC International World Championship, the Organising authority and the ORC may set upper and lower GPH limits. For the Classes Championship yachts conforming to the class rules are eligible.
- 6.4 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.
- 6.5 Each Yacht's rating certificate in duplicate shall accompany its entry. Any modifications to certificates must be made prior to 9 AM of the first day of registration. Modifications necessitated by the measurement and inspection process may be presented until 9 AM of the first day of racing. All rating certificates shall be rechecked and endorsed by the National Authority issuing the certificate. All rating certificates shall be available for inspection by all competitors.
- 6.6 An individual who has been suspended under the ISAF Eligibility Code by any National Authority shall not participate during the period of suspension.
- 6.7 At least half the crew including the person who is the owner or charterer or borrower shall be nationals 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. Any helmsman steering a competing yacht in any of the Olympic Type Course Races or inshore races shall be a national of the country of entry of the competing yacht.
- 6.8 A crew list shall be submitted before the first race and shall be made available to all contestants. The total weight of the crew shall be established before the start of the first race by weighing the individual members of the crew in bare feet and shorts. This weight shall not exceed the crew weight limit for the yacht.
- 6.9 Substitution of crew will be permitted by prior consent of the International Jury. The International Jury 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 and their donors shall be listed in the Notice of Race and the Sailing Instructions.

8.2 It shall be the responsibility of the winner of each trophy or challenge cup to send it to the organising club for the following year's event after having it suitably engraved with the results of the event.

8.3 Corinthian Trophy

An Event organizer may with prior approval of the ORC, elect to award a Corinthian Trophy. To be eligible for the above trophy, every crew member of a competing yacht must qualify as being a Group 1 sailor under the ISAF Sailor Classification Code.

Any protest on qualification of the crew after the first race in which the crew participates shall be refused if it is based upon facts which existed and were known to the protester prior to that time.

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.

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 club]** 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 Maxi, ORC Mini Maxi, ORC Sportboat, GP 42, GP 33 and GP 26 championships]**
- e) ISAF Offshore Special Regulations
(except for Sportboats, all races will be category 2 or 3, including the requirement that VHF radios are mandatory for all races and liferafts are mandatory for offshore races. For Sportboats, 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 whole event

The Organizing Authority may also require the installation, at no cost to competitors, onboard video cameras, or global position devices.

[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 Organising 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 at least 7 days prior to the start of registration]**. Each entry shall include a complete crew list and show the classification and ISAF I/D number 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 I/D number 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.

Note: A representative of the ISAF Sailor Classification Commission may be present during registration and may carry out spot checks. Registration of a boat is not complete until the spot checks are completed.

6 Entries and Entry Fee

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

[insert organiser]
[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]**:

- a) Completed and signed official entry form
- b) Current **[insert ORC International or Class]** Certificate
- c) 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 the boats regarding ISAF Sailors Classification Code shall be accepted up to **[insert date and time]**.

8 Schedule

- 8.1 Day 1, **[insert date]** - Registration and measurement
Day 2, **[insert date]** - Registration and measurement, 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

The organizing authority has three options for offshore race(s)

- One offshore race of approximately 20-24 hours scored as two races (one score from the start to the first control point and the other from the start to the finish) with each part having a scoring coefficient of 1.5.
- Two separate offshore races of approximately 10-12 hours duration and scoring coefficient of 1.5 for each race.
- One longer offshore race of approximately 12-18 hours duration and scoring coefficient of 1.75 and one shorter offshore race of approximately 8-12 hours duration and scoring coefficient of 1.25.

(If the expected number of boats can justify one day only for registration and measurement, then the second day of registration and measurement may be replaced by inshore race(s))

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

Scoring coefficients for inshore races shall be 1.00.

- 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.
- 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 on inshore races will be allowed if all 7 inshore races will be completed. Offshore race(s) can not be discarded.

9 Measurement

Each boat shall be available for the measurement inspection from **[insert date and time]** until **[insert date and time]**.

10 Sailing Instructions

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

11 Scoring

- 11.1 For windward/leeward races results will be determined by corrected times calculated by **[insert scoring method]**.
- 11.2 For offshore races 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 except the value of a first place finish shall be 0.75 instead of 1.00. Points will be multiplied by the appropriate scoring coefficient.

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 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].

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 organiser 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 club]** 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 Maxi, ORC Mini Maxi, ORC Sportboat, GP 42, GP 33 and GP 26 championships]**
 - e) ISAF Offshore Special Regulations
(except for Sportboats, all races will be category 2 or 3, including the requirement that VHF radios are mandatory for all races and liferafts are mandatory for offshore races. For Sportboats, 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 the 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)]**.

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.
- 6.3 When flag Y is displayed ashore, rule 40.1 applies at all times. This changes the Part 4 preamble.

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 reserve 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
- 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 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 starting 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 61.1, 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:
- a) 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
 - b) for offshore race: **[insert number]** hours after protestor's finish. If a boat finishes by night, protest can be logged from **[insert time]** until **[insert time]** the next day.
 - c) 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:
- a) 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 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.
- 11.5 The decisions of the international jury will be final as provided in RRS 70.5.

12 Scoring

- 12.1 For windward/leeward races results will be determined by corrected times calculated by **[insert scoring method]**.
- 12.2 For offshore races 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 ground for seeking redress. This changes RRS 60.1(b).
- 12.4 The Low Point Scoring System of RRS Appendix A will apply except the value of a first place finish shall be 0.75 instead of 1.00. Points will be multiplied by the appropriate scoring coefficient.
- 12.5 Scoring coefficients for inshore races will be 1.00. **[The coefficient for each part of the offshore races will be 1.5]** or **[The coefficient for longer offshore race will be 1.75 and coefficient for shorter offshore race will be 1.25 (insert only if two offshore races are scheduled)]**.
- 12.6 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 on inshore races will be allowed if all 7 inshore races will be completed. Offshore race(s) can not be discarded.

13 Safety regulations

- 13.1 Boats retiring for any reason in any race shall promptly report to the Race Committee. Penalty for breaking this SI will be disqualification not excludable (DNE) without a hearing. This changes RRS 63.1.
- 13.2 Any use of 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) on 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 rest 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 harbour, boat can 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 of the **[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]**. 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].

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], show 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.
- 23.2 No later than the warning signal, the race committee 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 instruction 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

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 will be scored Did Not Finish. This changes RRS 35 and A4.

Note: Time limit after first boat shall be based on difference in GPH or time allowances at 6 knots between slowest and fastest boat multiplied with 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]**. Offshore race will be scored as two races. First offshore race will be from Start in **[insert venue]** to first finish line in **[insert venue]** and second offshore race will be from start in **[insert venue]** to second finish line in **[insert venue]**.

30 Marks

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

31 Windward mark

Race committee may set a windward mark to obtain start to windward, if necessary. If windward mark is set, it will be approximately one nautical mile from the starting area and race committee will before warning signal display red flag meaning leave the mark on port or green flag meaning leave the mark on 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 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 will be scored Did Not Finish. This changes RRS 35 and A4.

Note: Time limit after first boat shall be based on difference in GPH or time allowances at 6 knots between slowest and fastest boat in a fleet multiplied with 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.

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 for 2011 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.