



World Leader in Rating Technology

OFFSHORE RACING CONGRESS



Standard Notice of Race
2022

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 ³	< 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:
 - a) international representation of the fleet,
 - b) boat's and skipper's racing record, particularly in previous ORC Championships,
 - c) 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]**.