

## **ORCV Special Regulations - Updated 15 September 2022**

### Introduction

ORCV races are conducted within the regulatory framework prescribed by World Sailing, Australian Sailing and the Rating Authorities, including the Racing Rules of Sailing and the Australian Sailing Special Regulations Part 1 (2021-2024) as amended by Australian Sailing from time to time.

The ORCV has the capacity to impose additional requirements, to amend certain Racing Rules and, in limited circumstances approved by Australian Sailing, to grant dispensation from certain Australian Sailing Special Regulations. Such amendments are detailed in full or by reference to this document in the Notice of Race and Sailing Instructions for individual events.

*This document, "the ORCV's Special Regulations", provides a guide to the additional requirements and amendments to the above rules and regulations applied by the ORCV in Category 2 and Category 3 offshore races for which it is the Organising Authority. The provisions of the Notice of Race or the Sailing instructions for the relevant event prevail over these Special Regulations in the event of conflict or uncertainty.*

Nothing in the WS, AS or ORCV Special Regulations negates the need to adhere to relevant Government Maritime regulations or the International Regulations for Preventing Collisions at Sea.

ORCV amendments to World Sailing Racing Rules of Sailing (RRS) and the Special Regulations of Australian Sailing are limited to matters specifically referenced in this document or race specific NoR or Sailing Instructions. In every other respect the World Sailing Rules and Australian Sailing prescriptions hold good and shall be observed.

ORCV offshore races are defined as events which are conducted in full or in part outside Port Phillip.

### Changes to AS Special Regulations

#### *Minimum Fuel Requirements including electric motors*

- The minimum required fuel for yachts equipped with diesel propulsion engines for Cat.3 and Cat 2 races other than the Westcoaster shall not be less than the recommended amount of fuel specified in the AS Special regulations in clause 3.24.5(c).
- In the case of the Westcoaster, the minimum required fuel for yachts equipped with diesel propulsion engines shall not be less than the recommended amount of fuel specified in the AS Special regulations in clause 3.24.5(c) for a Category 1 event.

- Yachts equipped with electric propulsion engines shall, by use of batteries and generating capacity, shall have sufficient power to proceed under motor with an effective range of:-
  - 60 NM in the case of a Cat 3 event
  - 150 NM for Cat 2 events other than the Westcoaster
  - 220 NM for the Westcoaster

### *Radios and Satellite Phones*

Australian Sailing Special Regulation 3.25.1 provides for the use of HF radio or permanently installed satellite phones for communications in Category 1 and 2 Races.

The ORCV Special Regulations further provide that except in races where VHF is specified in the NOR for communication purposes:-

- yachts equipped with HF radio shall use that equipment for the sign-on and all position reports; and
- yachts using permanently installed satellite phones in lieu of HF radio shall comply with the following additional conditions:
  - Satellite phones must be powered up and monitored at all times while racing;
  - Demonstrated speed dialling capability.
  - Demonstrated ability to send and receive text messages and to receive weather warnings;
  - The yacht must also be equipped with a fully functional DSC VHF radio with the yacht's own MMSI number configured and a GPS receiver connected for position information.

### *Provisions Specific to Multihulls Yachts*

Multihull yachts participating on ORCV offshore races shall meet the following requirements which are additional the prescriptions of the Australian Sailing Special Regulations:-

- Boats entering ORCV Category 2 and Category 3 events shall have a minimum waterline length of 12m and shall comply with the escape hatch requirements of 3.06.4 of the AS Special Regulations.
- Boats entering ORCV Cat 2 events shall comply with the hull construction requirements specified in 3.03.2 of the World Sailing Special Regulations noting that the ORCV will accept a signed statement from an appropriate naval architect or person familiar with standards that the boat meets the requirements of ISO 12215 for Category A events.
- From 1 January 2023, boats entering ORCV Category 2 events shall also demonstrate compliance with the Design Category A Multihull stability requirements of ISO 12217 – 2: 2015 clauses 7.8, 7.9 and 7.10.
- Multihull yachts entered in ORCV Category 3 events which have not demonstrated compliance with the above construction standards (ISO 12215 for Category A events) and stability standards (Design Category A Multihull stability requirements of ISO 12217 – 2: 2015 clauses 7.8, 7.9 and 7.10), shall be excluded from racing at the discretion

of the Race Director and whenever the wind strength forecast by the Australian Bureau of Meteorology exceeds 30 knots.

## Racing Divisions

All ORCV offshore races include an Unrestricted Monohull Division with yachts competing fully crewed, with Autohelm plus a maximum of 4 crew or double handed.

Races will normally also offer a Double Handed Division. This is an optional additional division. All boats racing in this additional division must also enter, and will also be scored in, the Unrestricted Monohull Division.

Multihulls compete in a separate Division and will normally have a separate start.

## Rating Certificates.

Yachts entered in the AMS and ORC Handicap Categories shall have a valid Rating Certificate which includes a spinnaker with a measured area of at least 130% of the area of the yacht's fore triangle where the foretriangle area is defined as  $0.5 * FL * J$  measured in accordance with the AMS rules.

Yachts entering the ORC Handicap Category must hold either an ORCi Rating Certificate or an Endorsed ORCc Rating Certificate based on data submitted to Yachting Australia by an accredited measurer

Two-Handed measurement system handicaps (including ratings, TCF and/or allowances) are not used in the calculation of race results in the Unrestricted Monohull and Double Handed Divisions.

Race specific restrictions may apply to amendment of rating certificates within 7 days of the start of the race.

## Changes to Racing Rules of Sailing

RRS 41: While racing, a boat may retrieve data from any website even if that page is not freely available to all competitors.

RRS 51: A yacht with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability to the extent permitted by their stability rating.

RRS 52: The rule shall be modified:

- to allow self-steering equipment to be used by yachts sailing in the Double-Handed Division and in the Unrestricted Monohull Division with a maximum of four (4) persons on board;
- to allow the adjustment of movable water ballast or canting keels on any yacht and the use of stored power to do so, and
- to allow the use of stored power for sail handling and sail trimming on any yacht.

RRS 55: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

RRS 61.3: There is no time limit on protests by the Race Committee or the Protest Committee.

RRS 90.3: No time limit shall apply for the correction of incorrect published results.

## Use of Engines

RRS 42.3 5: An engine may be used for charging batteries, pumping bilges, or otherwise supply power (with the propeller disengaged) and to keep clear of commercial shipping. Use of the engines where necessary to avoid commercial shipping is appropriate but must be logged and declared at the completion of each race.

A yacht that has not yet arrived in the vicinity of the start line when the preparatory signal has been made may use her engine for the purpose of enabling her to arrive within 100 meters of the start line. A yacht availing herself of this privilege shall cease using her engine and then complete a 360° turn including one tack and one gybe before she crosses the starting line. Such usage must be detailed in the yacht's finishing declaration.

## Yachts Starting Late

RRS 45 : For Ocean Races, yachts may elect to start at any time up to the latest time stated in the Notice of Race or Sailing Instructions. Yachts intending to take this option shall respond when called at the pre-race sign on schedule and state their intentions. They shall subsequently respond to all routine schedules in accordance with the provisions of the Sailing Instructions.

## Temporary Discontinuance from Racing

RRS 42 & 45: A yacht, after starting a race, may use its engine to assist with anchoring or berthing when:

- taking shelter from extreme weather; or
- disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
- attempting repairs wholly on board,

For this purpose, the engine may be used only to assist with berthing or anchoring. Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. No outside assistance (apart from medical assistance) shall be accepted by the boat or the crew other than as provided in RRS 41.

During any such period of discontinuance from racing, a yacht's elapsed time shall continue to accrue. Details shall be logged and included in an incident report at the end of the race.

Other provisions

#### *Port Phillip Heads Exclusion Zone*

For races exiting Port Phillip Heads, the Sailing Instructions typically include an Exclusion Zone designed to keep yachts clear of commercial shipping channels to the extent possible. Yachts shall not enter the Exclusion Zone and skippers shall be in a position to demonstrate compliance by SMS submission of a screen shot of their chart plotter track past the Exclusion Zone. For this purpose, yachts shall retain an electronic copy of their screen shot for not less than 7 days from the start of the race.

#### *Measurer*

The measurer for any race or series will be the Race Director but, in the event that none has been appointed, then the ORCV Sail Captain shall be the measurer.

#### *AIS*

Yachts equipped with AIS transmitters shall operate that equipment at all times when racing, this transmission to include the boat's name and MMSI.

Valid from 15 September 2022