

## ORCV Special Regulations

ORCV races are conducted within the regulatory framework prescribed by World Sailing (WS) and Australian Sailing (AS) and the Rating Authorities, including in particular the Racing Rules of Sailing and the Australian Sailing Special Regulations Part 1 (2017 – 2021) 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 the Notice of Race and Sailing Instructions applicable to individual events in full or by reference to this document.

*This document, “the ORCV ‘s Special Regulations”, provides a guide to the additional or amended requirements of the ORCV which are **generally applied** in Category 2 and Category 3 offshore races for which the ORCV is the Organising Authority. It is emphasised that the provisions of the Notice of Race and the Sailing instructions for the relevant event prevail in the event of conflict or uncertainty.*

### General Provisions of the ORCV Special Regulations

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 (Colregs).

Any variation of World Sailing Racing Rules of Sailing (RRS) and the Prescriptions and Special Regulations of Australian Sailing contained in an ORCV Notice of Race shall apply only to those details specifically identified therein, and in every other respect the WS Rules and AS 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.

### Specific Clauses of the ORCV Special Regulations for Offshore Races

#### 1.Changes to Category 2 Special Regulations

Yachts equipped with HF radio shall use that equipment for the sign-on and all position schedules. Yachts not having an HF radio may apply to ORCV for approval to use a satellite phone in lieu of HF radio. Any such approvals will be subject to the following 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 satellite phone must be rechargeable during racing and attached to the yacht; and
- 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.

## **2.Changes to IRC Rules**

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.

IRC Rule 11.2: In accordance with a prescription by Australian Sailing, a yacht in the IRC Handicap Category may carry one more spinnaker than shown on the yacht's IRC Certificate without an increase of rating

## **3.Changes to Racing Rules of Sailing**

### *Use of External Data*

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

### *Asymmetrical Spinnakers*

RRS 50.2 and 50.3: Fixed and retractable spinnaker poles and bowsprits will be permitted for the purpose of setting asymmetrical spinnakers.

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.

### *Stored Power and self steering*

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.

### *Rubbish disposal*

RRS 55: The rule is amended to provide that discarding biodegradable bands when setting a sail shall not be considered a breach of rule 55.

### *Time Limits for Protests*

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

### *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.

### *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.

#### **4. 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 are required, upon request, to demonstrate compliance by submission of a screen shot detailing her track past the zone on exit from Port Phillip.

##### *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.

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