



SAILING INSTRUCTIONS

Amendment No 1

**ORGANISING AUTHORITY:
The Ocean Race 1973, S.L.**

**THE OCEAN RACE 2022-23
FOR IMOCA 60 & VO65 CLASS BOATS**



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1. THE RULES

- 1.1 Applicable Rules and Documents are contained in NOR 2.
- 1.2 Unless expressly stated in a rule: when there is a conflict between Rules, uncertainty over precedence or which Rule applies the IJ will decide the applicable Rule. Titles in the NOR or SIs shall not form part of the Rule.
- 1.3 RRS 32.1 add: The RC may shorten or change the course for a Leg while Boats are racing by communicating to the Boats by whatever means available. Boats shall acknowledge receipt of each change.
- 1.4 RRS 32.2 add: RRS 32.2 final sentence is deleted and replaced with: After one or more boats have finished, the course may be shortened for boats still racing.
- 1.5 RRS 41 add: (e) the RC, Race Control, or another Boat when given permission by Race Control.
- 1.6 RRS 47 add a new second sentence: However, discarding small amounts of what are generally accepted as biodegradable items such as food scraps is permitted.
- 1.7 RRS 48.2 does not apply to guests onboard.
- 1.8 RRS 61.1(a) delete the last two sentences and replace with: During a Leg, after Appendix UF has ceased to apply she shall immediately inform the other Boat and race control giving a brief explanation of the incident and her intention to protest. However,
- 1.9 The text of RRS 64.2 first paragraph is deleted and replaced with:
“When the IJ decides that a boat that is a party to a protest hearing has broken a rule the IJ may impose penalties other than disqualification. If the penalty was for a breach of a rule that effected the result of a leg, the penalty will be applied to the leg result. If not it will be applied to the her overall race score. A penalty shall be imposed whether or not the applicable rule was mentioned in the protest. If a boat has broken a rule when not racing the IJ shall determine whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement. However,”
- 1.10 RRS 78.1 is deleted and replaced with: The Participant and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her class certificate, remains valid.
- 1.11 RRS 86.2: World Sailing have granted permission to the OA to delete; RRS 88.1 and 88.2 and replaced with; the prescriptions of national authorities will not apply. Amendments to the World Sailing Regulations, in accordance with RRS 86.2 will be posted on the Noticeboard.
- 1.12 RRS Appendix A 2 is deleted.
- 1.13 RRS Appendix A 4 is deleted
- 1.14 RRS Appendix A 7 is deleted and replaced with:
(a) If boats are tied at the finishing line, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally.

- (b) When Boats are tied on points at the end of an In-Port Race or Leg as the result of a hearing they shall share any race prizes.
- 1.15 1.19 RRS Appendix A 8 is deleted and replace with, 'If there is a tie on total Leg points the tie shall be broken in favour of the Boat that at that time is ranked highest in the In-Port race series'. If there is a tie on total In Port Race points the *Boats* shall be ranked in order of their scores in the last race.
- 1.16 RRS Appendix A 9 is deleted.
- 1.17 RRS Appendix UF Ocean Race Edition of the RRS shall apply for all practice, and In-Port races. If stated in the Leg addendum RRS Appendix UF Ocean Race Edition shall apply at the beginning of a Leg.
- 1.18 Anti-Doping Procedures; When agreed with World Sailing the applicable rules and procedures will be posted on the Noticeboard. Crew Members and OBRs are reminded of their obligation to know the Anti-Doping Rules. The Person in Charge or the Reserve Person in Charge is also responsible for informing their Crew Members and OBRs of the Anti-Doping Rules and ensuring that all Crew Members and OBRs sign and submit Appendix 3 of the Anti Doping Rules (when agreed with World Sailing)
- 1.19 Boats shall comply with MARPOL 73/78 Annex V, which prohibits the dumping plastic or synthetic materials at sea. Boats shall not dump fuel or oil overboard at any time.
- 1.20 For sealing arrangements please refer to SI Attachment 1 Amendment 1.

2. RESPONSIBILITY OF PERSON IN CHARGE OR RESERVE PERSON IN CHARGE

- (a) **The safety of the Boat and all the persons on board is the sole and inescapable responsibility of the Person in Charge (PIC) or the Reserve Persons in Charge (RPIC) who must take suitable measures to ensure that the Boat is fully found, thoroughly seaworthy and manned by an experienced crew who are physically fit to face the extremely bad weather and severe conditions likely to be encountered in the Race. The PIC must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. The PIC must ensure that all safety equipment is properly maintained and stowed and that the persons on board know where it is kept and how it is to be used.**
- (b) The PIC or sea is to ensure that current written emergency instructions are clearly displayed onboard and comprehensively understood by all persons onboard to cover the following: man overboard, fire, recovery from capsize, collision/flooding response, chain of command, response to piracy attack, helicopter transfer, boat transfer, abandonment of the vessel.

3. GENERAL SAFETY REQUIREMENTS

- (a) All equipment shall function properly, be regularly checked, cleaned and serviced and when not in use, be stowed on board in conditions in which deterioration is minimised. It shall also be readily accessible and ready for immediate use and be of a type size and capacity suitable and adequate for the intended use and size of the Boat.
- (b) All heavy items including but not limited to internal ballast and fittings (such as batteries, stoves, gas bottles, tanks, engines, outboard motors, sewing machines, etc.) and anchors, chain and rode shall be securely fastened so as to remain in position should the Boat be fully inverted 180 degrees

3.1 Guests Safety: Pro-Am and In-Port Races

When the Race Committee (RC) is concerned that weather, sea or other conditions may impact the safety of the guests onboard for a Pro-Am activation or In-Port Race the RC shall meet with all PICs the morning of the day concerned to discuss the situation, following that meeting the RC shall decide which 'stage' is applicable for that day's racing, when the stage is agreed the decision will be posted on the Noticeboard.

(a)

Guidance on guest restrictions for In-Port Race day due to weather and sea conditions	
Stage 1	No change.
Stage 2	There shall be no guests on board.

NOTE: THE OA RECOMMENDS THAT AS A MINIMUM LIFEJACKETS ARE WORN WHILE ON DECK BETWEEN SUNSET AND SUNRISE, WHILE SAILING WITH A REEF IN THE MAINSAIL AND WHEN THE TRUE WIND STRENGTH IS ABOVE 15 KNOTS. COMBINED LIFEJACKET AND HARNESSES THAT COMPLY WITH ALL OF THE ABOVE STANDARDS ARE PERMITTED. THE DILIGENT USE OF A PROPERLY ADJUSTED HARNESS IS REGARDED AS BY FAR THE MOST EFFECTIVE WAY OF PREVENTING MAN OVERBOARD INCIDENTS.

4. NOTICES TO PARTICIPANTS, LANGUAGE, TIMES.

- 4.1 There will be no physical noticeboard. The official "Noticeboard" shall be at;
<https://app.smartsheet.com/sheets/Qqx4Q6fHqPFmGgFpQ9gMhHxxHwjgFHghVc4Jh6J1>
- 4.2 Notices to Participants shall be posted on the Noticeboard under the heading of 'Race Management Notice' to confirm local starting areas, VHF channels and other information.
- 4.3 The dates and times of all Races and events will be in the Calendar:
<https://app.smartsheet.com/sheets/JPjh8gc6c5fVgJr3j4w5fv6G4V8CpP7g949v5qP1>
- 4.4 Questions and their answers shall only be official when they are on the Official Q & A:
<https://app.smartsheet.com/sheets/jRJ96f5CQQX9555HGgXJGM5pC4Q8V64J67XhGx41>
- 4.5 The official language for all Race matters shall be English. In the event of conflict with any translation, the English version shall prevail. The meaning of any word not defined in any of the Rules shall be by referenced to the Oxford English Dictionary.
- 4.6 Unless otherwise stated, all times in the NOR and SIs are local.

5. CHANGES TO THE SAILING INSTRUCTIONS.

- 5.1 Any change to the SI's prior to an In-Port Race, Pro-Am Speed Trials or Leg Start will be posted on the Noticeboard before 0800 local time on the day it will take effect, or

while on a Leg transmitted to the Boats by Race Control. In exceptional circumstances changes to the SI's can be made by the RC on the VHF RC channel. These will later be confirmed to the Boats by Race Control.

6. DOCUMENTATION AND REPORTING

6.1 No later than 48 hours before the scheduled start time of a Pro-Am Speed Trial, In-Port Race or Leg each Participant shall supply the Organising Authority (OA) with:

- (a) The list of names and positions of the Crew Members, the Onboard Reporter (OBR) and the Guests who are to sail in that Pro-Am Speed Trial, In-Port, Race or Leg shall be entered or changed on the crew and guest lists for the applicable race.
- (b) Any amendments or additions to the forms, declarations or certificates already held by the OA.
- (c) The RC may accept late submissions under 6.1(a) or 6.1(b).

6.2 No later than 1800hrs on the day before a Leg start the PIC shall supply the OA with:

- (a) An original signed declaration that the Boat has had a thorough inspection, necessary repairs have been carried out and that the Boat is adequately prepared to compete or to continue in the Race without any additional modifications. Documents with electronic copies of signatures are not acceptable.
- (b) Any amendments or additions to the forms, declarations or certificates already held by the OA

6.3 When while Racing a Boat that acknowledges having infringed a Rule shall promptly inform race control of the nature of the infringement and the details.

6.4 Non-compliance with SI 6 may result in a report to the IJ.

7. SIGNALS MADE ASHORE

7.1 There will be no signals made ashore.

8. STARTING AREAS

8.1 The starting area shall when practicable be in the vicinity of the Race Village, with the priority on maximising the spectator experience both ashore and afloat. Boats will be notified of the approximate location.

9. THE START

9.1 The starting line will be between a staff displaying a green flag (with the word "START") on the race committee vessel at the starboard end and the course side of the port end starting mark.

9.2 Races will be started by using RRS 26.

9.3 In addition to RRS 29.1, individual recall notification may be broadcast by VHF. Failure to receive this additional information will not be grounds for redress, this changes RRS 62.1 (a).

9.4 With the prior written approval of the OA: A Boat may start after the RC vessel, limit

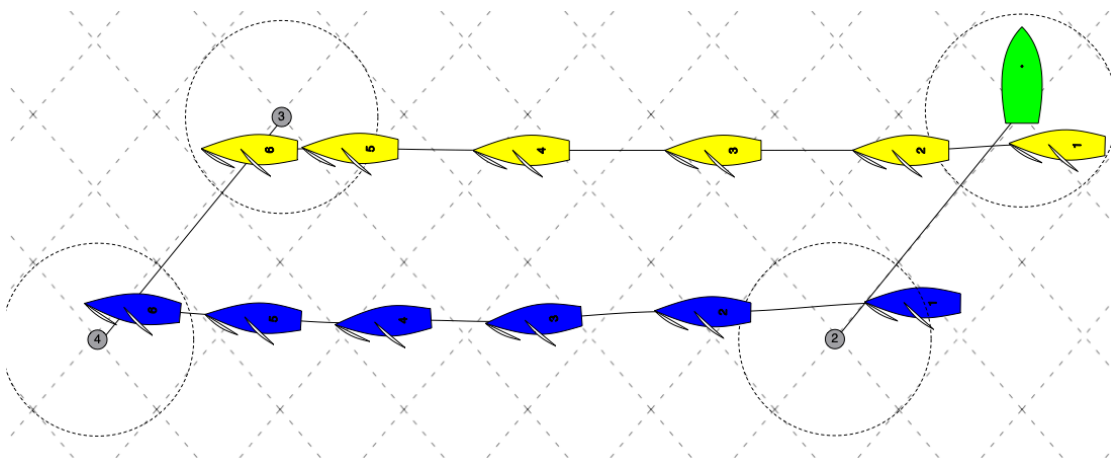
marks, and any turning marks have been removed. The Boat shall start in the immediate vicinity of the starting line as detailed in the Leg SIs addendum, round or pass all the marks (or their virtual position) in the order and direction contained in the Leg SIs. In the event the RC has used variable marks the Boat shall round or pass the positions as supplied by the RC.

- 9.5** When a Boat has completed the port section of the Leg and has rounded or passed the leaving mark as described in the Leg SIs addendum the boat shall send a screen shot of their course since starting and the time they estimate starting

10. COURSES

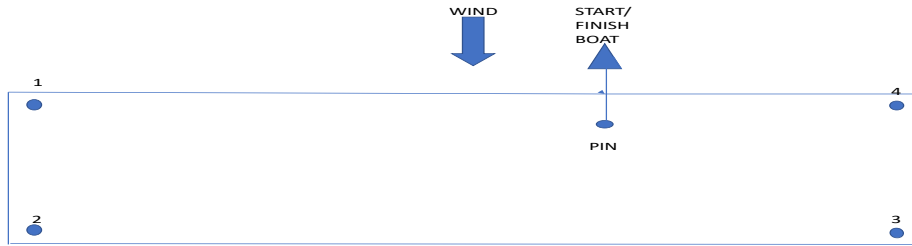
10.1 For a Pro-Am Speed Challenge:

- (a) The format is a round-robin event on an approximate one mile reaching course.
Boats will start in pairs.
- (b) The first pair will start with a standard start sequence with subsequent pairs starting in 2-minute intervals after the first start.
- (c) **Boats** shall start and finish in the zone of their assigned end of the line.
- (d) First Boat named in pair will be at the windward end and the other at the leeward end.
- (e) **If the RC are aware of a Boat interfering with another Boat in the pre start it shall score her DSQ without a hearing.**
- (f) The winning **Boat** of each match scores one point (half a point each for a dead heat); the loser scores no points.
- (g) Overall points ties will be broken in the first instance by the head to head results between the **Boats**. If this fails to break the tie, the finishing order overall between the tied **Boats** will be determined by their fastest time in the round-robin.



10.2 For an In-Port Race:

- (a) A course to suit the confines of the Race Area and to maximise viewing from shore.
- (b) Courses can be oriented for upwind or downwind starts but preference will be for reaching starts & reaching finishes using the same line to start and finish.



10.3 The range and bearing of variable mark positions will be announced on VHF before the warning signal.

10.4 The number of laps will be indicated by the display of a numeral pennant (Pennant 1 for one lap, Pennant 2 for 2 laps and so on) and announced on VHF. **Each lap is Start/Finish Line ,1P, 2P, 3P, 4P, Start/Finish Line.**

10.5 For a Leg:

- (a) For each Leg an addendum will be issued to describe the course.
- (b) Each Leg may commence with an In-Port Section of approximately 45 minutes.

11. MARKS

11.1 For the In Port Race the start/finish pin will be a Blue/White raft mark with cube branding.

11.2 Marks will be yellow square raft marks with cube branding.

11.3 For a Leg: Marks will be a combination of inflatable buoys, GPS positions, Virtual Marks, navigational marks or buoys and landmarks. These will be identified in the Leg addendums.

11.4 In addition to RRS 34 when the race committee has failed to lay a mark, remove a mark, or failed to replace or substitute a mark. Boats shall use the approximate position of the mark as given in the Leg addendum as the position of the missing mark.

12. CHANGE OF COURSE

12.1 RRS 33 (b) is deleted

12.2 To change the next leg of the course, the RC will move the original mark (or the finish line) to a new position.

13. EXCLUSION ZONES

13.1 For In-Port races and for Leg starts: Marshalling buoys and or stake boats may be situated around the perimeter racecourse to exclude spectator boats from the racing area. Boats shall not enter the marshalled spectator fleet.

13.2 In the Leg Addendums areas maybe described as Exclusion Zones, these zones will be formed by **virtual marks**. Loxodromic lines between adjacent virtual marks shall form the zone. A Boat shall not enter these zones.

14. THE FINISH

14.1 The finishing line will be between a staff displaying a flag (with the words "FINISH") on the race committee vessel and the finishing mark.

14.2 A Leg finish line may vary from SI 15.1 and will be described in the Leg addendum.

15. TIME LIMITS

15.1 For an In-Port Race 90 minutes

15.2 For an In-Port Race a Boat finishing more than 15 minutes after the first finisher shall be scored DNF.

15.3 A Leg has no time limit.

16. PENALTY SYSTEM

16.1 Refer: SI 1.09 and RRS Appendix UF Ocean Race Edition.

16.2 RRS 44.1 (b) is amended in that the penalty for causing injury, serious damage or gaining significant advantage by a breach shall be determined by the IJ.

16.3 RRS 44.2 is amended by adding: When on a Leg and Appendix UF Ocean Race Edition no longer applies; a Boat may take a penalty in accordance with RRS 44.1 by taking a One-Turns Penalty or a Two Turns Penalty. A screen shot of the incident and the penalty turn(s) shall be sent to race control. The screen shot will be sent to the IJ.

16.4 During a Leg when a Boat acknowledges that it has broken a Rule on the water penalties may be applied. *These could be in the form of a forced decrease of boat speed, a points penalty or any other type of penalty that the IJ feels is appropriate.*

17. PROTESTS AND REQUESTS FOR REDRESS

17.1 Breaches of SI's 2, 3, 6, 20, 25, 26, 27, 28 and 29, shall not be grounds for a protest by a Boat or a Participant. This changes RRS 60.1 (a).

17.2 Further to RRS 60.1 (a) a Boat that wishes to lodge a protest shall promptly inform the RC giving the details of the incident and the protestee to:
protests@theoceanrace.com

17.3 Appendix UF Ocean Race Edition applies for the practice race, and In-Port Races and the in-port section of a Leg when so stated in the Leg Addendum.

17.4 For a Leg: a protest or a request for redress by a Boat for an incident in the racing area shall be emailed to protests@theoceanrace.com or delivered to the local race office within 24 hours of:

- (a) The protesting Boat finishing; or
- (b) The protesting Boat retiring from the Leg; or
- (c) The protesting Boat suspending Racing and does not intend to continue Racing in that Leg.

17.5 For a Leg: a protest by the RC or the IJ for an incident in the racing area shall be emailed to protests@theoceanrace.com or delivered to the local race office within 24 hours of:

- (a) The last Boat finishing; or

- (b) The last Boat retiring from the Leg; or
- (c) The last Boat that has suspended Racing and does not intend to continue Racing in that Leg.

17.6 Other RC or IJ protests shall be emailed to protests@theoceanrace.com or delivered to the local race office within 30 hours after receiving the relevant information. This changes RRS 61.3.

17.7 Decisions of the IJ will be final as provided in RRS 70.5

18. SCORING

18.1 Refer NOR 23. RRS Appendix A shall be used as amended by SI 1.12,1.13,1.14,1.15 and 1.16.

19. OFFICIAL BOATS

19.1 Boats and team support boats shall keep clear of all boats displaying an Official Flag. The Official Flags are contained in SI Attachment 6.

20. SAILS

21.1 See NOR 6.5,6.5,6.7 & 6.8

21. CREW MEMBERS ONBOARD WHILE RACING

21.1 See NOR 9.

22. ONBOARD REPORTER

22.1 See NOR 10

23. GUESTS ONBOARD

23.1 See NOR 13.

24. SUSPENDING RACING

24.1 On a Leg a Boat may suspend Racing under the following conditions:

- (a) When a Boat suspends Racing after the preparatory signal she:
 - (i) Shall report to race control as soon as possible the circumstances and her position where she suspended Racing
 - (ii) May use a propulsion engine, haul out or make fast until she resumes Racing. This alters RRS 45
 - (iii) May, before resuming Racing, remove garbage, use any equipment or receive help to effect repairs, but shall not take on food or other provisions without the prior permission of the RC. This alters RRS 41 and 48.1
 - (iv) Shall, before resuming Racing, return to the position where she suspended

Racing and inform race control that she has resumed Racing.

- (b) A Boat that suspends Racing during the first 12 hours of the Leg shall not resume Racing for a minimum of two hours.
- (c) A Boat that suspends Racing after the first 12 hours of the Leg shall not resume Racing for a minimum of 12 hours.
- (d) On any other Leg a Boat may not suspend Racing within a 100 nautical mile radius of a Leg finish line.
- (e) A Boat may not suspend Racing on the last Leg.

25. COMMUNICATIONS

- 25.1** The AIS shall remain powered on and transmitting at all times while Racing.

26. POSITION REPORTS ON A LEG

- 26.1** Race control will attempt to send a fleet position report in .TXT format to all Boats at approximately six hour intervals. Failure to receive such information is not grounds for redress. This changes RRS 62.1 (a).
- 26.2** Should Boat's automated position reporting fail, the Boat shall report its position to race control, giving, course, boatspeed, windspeed and direction at 0045 or 1245 UTC until the equipment is repaired or until the Boat finishes.

27. MEDIA REQUIREMENTS WHILE RACING

- 27.1** While Racing the PIC or Navigator shall send a written report suitable for publication by e-mail to Race Control of no less than 100 words every 48 hours
- 27.2** While Racing a Crew Member shall not refuse any reasonable request for media content from an OBR.
- 27.3** Any effect of fulfilling these requirements shall not be grounds for redress. This changes RRS 62.1(a).
- 27.4** The OA may require media representatives to go onboard after the finish of a Pro-Am Speed Challenge-In-Port Race or a Leg.

28. EVENT ADVERTISING

- 28.1** See NOR 22.

29. TEAM SUPPORT BOATS

- 29.1** Each Boat may only have one support boat in the racing area.
- 29.2** Support boats must not interfere with official boats or a Boat from other teams.
- 29.3** When there is a spectator exclusion zone in place for an In-Port Race or Leg start, team support boats will remain close to the exclusion zone line (within 20 meters) from the preparatory signal until the start signal. During this period team support boats shall not interfere with Boats or any RC or media boats performing their duties. After the start, team support boats are permitted to move along the exclusion zone line

(within 20 meters), but must not interfere with Boats, RC boats or media boats. Support Boats are not permitted to drive into, or cross the course while any Boat is racing unless they have specific permission from the RC.

- 29.4** At all times team support boat drivers will follow the instructions of the RC Chief Marshal. Team support boats in breach of SI 31 may have their privileges removed by the RC, or a report sent to the IJ who may call a hearing and award penalty points to the associated Boat.

END