



**The ROYAL WESTERN YACHT CLUB of ENGLAND**

# **ORIGINAL SINGLEHANDED TRANSATLANTIC RACE**

## **OSTAR**

### **NOTICE OF RACE**

**PLYMOUTH TO NEWPORT RHODE ISLAND  
MONDAY 25<sup>th</sup> MAY 2009**

**Supported By**

THE RHODE ISLAND STATE YACHTING COMMITTEE  
THE CITY OF NEWPORT  
THE NEWPORT YACHT CLUB

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# OSTAR 2009

## NOTICE OF RACE

### 1. ORGANISATION

- 1.1. The Organising Authority will be The Royal Western Yacht Club of England.

### 2. OBJECT

- 2.1. The Race is intended to be a sporting event and to encourage the development of equipment, supplies and techniques for shorthanded ocean racing.

### 3. COURSE

- 3.1. The course will be from a Start Line in Plymouth Sound to a Finish Line off Newport, Rhode Island. Marks of the course will be defined in the Sailing Instructions.

### 4. RULES, REGULATIONS AND TEXTS IN FORCE

- 4.1. The event shall be governed by current texts of the following documents, complemented and/or modified by the Sailing Instructions.
- a. The International Sailing Federation (ISAF) Rules for 2008/20012, referred to as RRS, except in the rules modified in NOR 4.2.
  - b. The ISAF 2008/2009 Offshore Special Regulations Category 1 Races shall apply, except in the regulations modified in NOR 4.3.
  - c. Forum International de la Courses Oceanique (FICO) 2009 Safety Regulations.
  - d. International Rules for the Prevention of Collisions at Sea Part B (Steering & Sailing) (COLREGS).
  - e. Class Rules as recognised by ISAF.
  - f. The RWYC Notice of Race and any amendments.
  - g. The RWYC Sailing Instructions.
- 4.2. The following RRS have been modified:
- a. Part 2 (When Boats Meet) applies only inside the Dockyard Port of Plymouth after which they are replaced by Part B (Steering & Sailing) of the International Regulations for the Prevention of Collisions at Sea (COLREGS)
  - b. Rule 41 (*Outside Help*) modified in NOR 14.
  - c. Rule 42.2 (*Prohibited Actions*) add (f) "repeated movements of the keel and/or mast that are not necessary for the stability of the boat."
  - d. Rule 42.3 (*Exceptions*) add (h) "oars/paddles may be used".
  - e. Rule 45 (*Hauling Out, Making Fast, Anchoring*) modified in NOR 14.
  - f. Rule 50.2 (*Spinnaker Poles and Whisker Poles*) shall not apply at any time.
  - g. Rule 51 (*Moveable Ballast*) delete end of first sentence from "and water" to "stability" insert "and any interior ballast and dead weight, other than sails, shall not be moved in order to make adjustments or modify stability".
  - h. Rule 52 (*Manual Power*) delete "and moveable hull appendages." Add "Boats are allowed to use electrical energy to fill and/or empty ballast tanks and/or adjust keels and/or any other system devised to increase stability".
  - i. Rule 54 (*Forestays and Headsails Tacks*) shall not apply.
  - j. Rule 61 (*Protest Requirements*) modified in the Sailing Instructions.
  - k. Rule 62 (*Redress*) modified in the Sailing Instructions.
  - l. Rule 63 (*Hearings*) modified in the Sailing Instructions.
  - m. Rule 64 (*Decisions*) modified in the Sailing Instructions.

4.3. The following ISAF Offshore Special Regulations have been modified:

- a. Regulation 3.03.1c Hull Construction Standards. Add "Such evidence shall be provided in writing to the Organising Authority when applying for entry".
- b. Regulation 3.05.2 Stability and Flotation – Multihulls. The date 1/99 will not apply. Multihulls shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 1.5ins) by one or more transverse watertight bulkheads.
- c. Regulation 4.01 "Sail Letters and Numbers" shall not apply. (NOR 12)
- d. Regulation 4.10.2a Radar Target Enhancer (RTE) shall apply.

4.4. The following RWYC Rules will apply:

- a. Boats shall have a SSSN minimum value of 34 or STIX minimum value of 32 and an AVS minimum of 130 - 0.002xm, where m is the minimum sailing weight in kgs. Boats with a *series date* of 1995 and later will be categorized under STIX only. Boats with a *series date* before 1995 may be categorized under STIX or SSSN.
  - b. Skippers shall be able to demonstrate that with all such ballast, including swing keel, transferred to one side to its maximum possible extent, the static angle of heel produced on the boat will not exceed 10° to port or starboard of the laden trim.  
If boats are fitted with fresh water or fuel tanks to port or starboard, such tanks will be considered as part of the transferable ballast system and must be completely full and empty on the appropriate side during an incline test.  
Other forms of transferable ballast not covered by this rule must be approved by the Organising Authority.
  - c. **A Collision Avoidance Radar Detection System shall be fitted and operated.**
  - d. Furling Gear – A permanent headstay, forestay or furling gear which is attached forward or outside of the bow pulpit shall not be in excess of 0.61m (24 ins) forward of the pulpit. The Skipper must demonstrate that sail handling and repairs may be made from within the pulpit.  
A furling drum connected to the bowsprit or pole in excess of 0.61m (24 ins) forward of the pulpit shall be capable of being independently retrieved from inside the pulpit.
- 4.5. For all boats, the 2008/2009 OSR Regulations Category 1 shall be followed as closely as possible. Where, by reason of novel or unorthodox design, a boat is unable to comply, a request for dispensation shall be made to the Organising Authority before an Entry Form is submitted.

5. **DATE SCHEDULE**

- 5.1. The Start of the Race will be at 1200 British Summer Time on Monday 25<sup>th</sup> May 2009.
- 5.2. Entries, together with the Booking Fee, shall reach the Organising Authority by 31<sup>st</sup> January 2009.
- 5.3. Late entries will be accepted until 1<sup>st</sup> April 2009 on payment of a late Entry Fee.
- 5.4. All fees shall be paid by 1<sup>st</sup> April 2009.
- 5.5. The qualifying cruise shall be completed by 1<sup>st</sup> April 2009.
- 5.6. All entered boats shall be berthed in Plymouth by 1800 Wednesday 20<sup>th</sup> May 2009.
- 5.7. In order to qualify as a finisher, a boat shall finish not later than 2359 Eastern Daylight Time on Sunday 5<sup>th</sup> July 2009.

6. **ELIGIBILITY**

- 6.1. The Skipper shall be over the age of 18 by the start date.
- 6.2. The Race is open to boats with a minimum LOA of 30ft (9.15m) and a maximum LOA of 50ft (15.24m). The Organising Authority reserves the right to exclude any boat which fails to meet the criteria in 4.1, 4.3 and 4.4a
- 6.3. The Skipper shall be competent to take charge of the boat and be in possession of:
  - a. An approved Offshore Personal Survival Training Certificate in accordance with OSR 6 and App G (Training).
  - b. A National Authority approved First Aid Certificate
- 6.4. Before the qualifying date (1<sup>st</sup> April 2009), a cruise shall be made of not less than 500 miles to have been undertaken after 1<sup>st</sup> January 2006. This distance shall be sailed in the open sea without anchoring or putting into port. The cruise shall be measured in straight lines joining not more than four points on the cruise track.

No cruise shall qualify unless it is made in the boat which the skipper intends to sail in the race, with only the skipper on board, and without outside assistance or escort. In the event that any significant modification to the boat is made between the date of any cruise and the race, a further such qualifying cruise shall be made. The boat shall not be escorted at any stage by another vessel. The successful completion of the 2005 OSTAR in the same boat, providing no significant modification has subsequently been made, satisfies the qualifying cruise requirements.

- 6.5. The Skipper shall produce independent evidence to substantiate the qualifying cruise. Charts and log extracts signed and dated by the Harbour Authorities at the beginning and end of the cruise would form such evidence.
- 6.6. In the event of an entrant being found to have made a false statement the entry will be rejected and the Entry Fee (plus Sponsorship Supplement) if paid, shall be forfeit.
- 6.7. The Skipper is reminded that previous sailing experience outlined in NOR 6.4 is the minimum required. Neither the setting of this minimum nor the acceptance of an entry by the Organising Authority implies any warranty by the Organising Authority that a Skipper's experience is in fact adequate.
- 6.8. The Skipper shall have Third Party Liability insurance cover to a minimum of £2,000,000 or the foreign currency equivalent.
- 6.9. Any boat may be liable to a spot check, either before or after the race, to ensure compliance with the rules.

## **7. ENTRIES**

- 7.1. A Skipper may reserve a place in the Race by completing an Entry Form and sending it to the Organising Authority together with the Booking Fee. The Booking Fee is not refundable except as in NOR 7.9.
- 7.2. Entries shall be limited to a total of 50 boats. The Organising Authority reserves the right to alter this figure.
- 7.3. Entries shall be made under the nationality of the Skipper. The boat need not have been designed nor built in that country.
- 7.4. An additional fee shall apply (NOR 9.1) to sponsored entries.
- 7.5. A sponsored boat is a boat with overt advertising of the sponsors name or logo displayed on the hull, boom or sails. A decision on whether a boat is a sponsored entry shall be made by the Organising Authority.
- 7.6. A non-sponsored competitor may display discreet acknowledgements of assistance from suppliers, clubs or well wishers.
- 7.7. Entries shall reach the Organising Authority by 31<sup>st</sup> January 2009. Late entries will be accepted to 1<sup>st</sup> April 2009 on payment of a £500 Late Entry Fee. The application shall include:
  - a. Digital photographs of the Skipper for safety, security and publicity purposes.
  - b. Information about the Skipper and the boat, in English, which may be used in the Race Programme and for publicity purposes.
  - c. A completed entry form. Where the qualifying cruise has yet to be completed, the details required in NOR 6.4 may be submitted separately but not later than 1<sup>st</sup> April 2009.
- 7.8. The balance of the Entry Fee and any additional fees shall be paid by 1<sup>st</sup> April 2009.
- 7.9. A Skipper whose entry is rejected by the Organising Authority will be informed of the reason as soon as possible and the Booking Fee returned. The decision of the Organising Authority to reject an entry shall be final. In the event of rejection payment shall be limited to the return of the Booking Fee.

## **8. CLASSES**

- 8.1. Classes shall be determined on 1 April 2009 by IRC/MOCRA ratings. All Skippers entering an IRC/MOCRA class shall possess a current rating certificate, a copy of which shall be submitted to the Organising Authority not later than the 1<sup>st</sup> April 2009.
- 8.2. If there are three or more entries of the same Open or One Design Class the Organising Authority shall provide a separate class. A boat in an Open or One Design class shall not be eligible to compete in an IRC/MOCRA class.

## 9. ENTRY FEES

### 9.1.

Booking Fee £	Entry Fee £ (inc booking fee)	Sponsorship Supplement £	Late Entry Fee £
500	1500	1000	500

## 10. ACCEPTANCE CERTIFICATES

10.1. Acceptance Certificates will be issued to the Skippers who, by 1800 Saturday 23<sup>rd</sup> May 2009 have satisfied the following requirements:

- a. Entry Form
- b. Entry Fee including Sponsorship/Late Entry Fee if applicable is paid
- c. Qualifying Evidence
- d. Third Party Liability Insurance
- e. Declaration of compliance with ISAF Offshore Special Regulations Category 1
- f. Current IRC/MOCRA Certificate (IRC/MOCRA Classes only).
- g. Satellite Communications contact number (Satcom/Iridium) and test call
- h. Approved Offshore Personal Survival Training Certificate
- i. National authority approved First Aid Certificate
- j. Life-raft Certificate
- k. EPIRB (406) Registration Certificate
- l. Current VHF Ship Radio Licence
- m. Coastguard Offshore Race Information Form (completed by Organising Authority)
- n. Customs Form C1331
- o. Visas are required by all Skippers**
- p. Tracker contract form
- q. Financial penalties if applicable

10.2. If an acceptance certificate is not issued in accordance with NOR 10.1 by 1800 Sunday 24<sup>th</sup> May 2009, the Skipper shall not be allowed to start and his Entry Fee shall be forfeit.

## 11. PENALTIES

- 11.1. Financial penalties may be applied by the Organising Authority for failure to comply with NOR 5.6, 10.1, 12.5 and 13.1.
- 11.2. Time penalties may be applied.
- 11.3. Time allowances may be awarded.

## 12. NUMBERING AND SAIL MARKING

- 12.1. The boat's existing sail number shall be used and displayed throughout the Race. No other number may be displayed. Numbers are to be a minimum height of 12 inches or 1/40<sup>th</sup> of the boat's overall length, whichever is the larger. The number shall be on both sides of the mainsail, overlapping headsails, the topsides port and starboard, and the deck or cabin top.
- 12.2. Where two boats entered in the Race have the same sail number, the Organising Authority will issue one of them with an alternative number.
- 12.3. Numbers on the hull shall either be painted on or applied using an approved semi-permanent system which will not be removed by the action of the sea.
- 12.4. All boats may be required to display the Race logo: Monohulls – on each side, Catamarans – on the outboard side of each hull, Trimarans – on each side of the centre hull. Adhesive logos may be issued to each boat on arrival in Plymouth. The dimensions of the logo will be 50cm diameter.

- 12.5. All boats may be issued with Race Flags on arrival in Plymouth. These flags shall be flown at all times whilst the boat is in Plymouth, at the start, at the finish and in Newport. Failure to display Race flags may incur a financial penalty.

### 13. **RADIOS, COMMUNICATIONS & TRACKER SYSTEMS**

- 13.1. Skippers shall fit the satellite tracker provided by the Organising Authority. The Organising Authority shall be authorized to claim payment for the cost of the tracker if it is not returned at the end of/retirement from the Race.
- 13.2. Skippers shall have a satellite communication system that allows two way communication throughout the duration of the race (eg Satcom C, mini M, Iridium).
- 13.3. All types of radio, radar and electronic aids to navigation are permitted in all classes.

### 14. **OUTSIDE HELP**

- 14.1. During the Race, no boat shall have material contact with another vessel or aircraft.
- 14.2. A boat may anchor, moor or secure to a land based structure. Persons other than the Skipper may board, and stores and/or equipment embarked to effect repairs.
- 14.3. If outside help is accepted the Race Committee shall be informed immediately that the boat has stopped racing. A 24 hour penalty shall be applied from the time outside help was received, the engine started, or a tow accepted.
- 14.4. The Race Committee shall be informed before the Skipper resumes racing. The boat shall re-start from the same position it stopped racing.
- 14.5. Medical assistance by phone, radio, or e-mail is allowed. If the Skipper requires medical attention the Race Committee shall be informed immediately and rule 14.3 shall apply.

### 15. **PRIZES**

- 15.1. Prizes will be awarded for Monohulls and Multihulls in each Class on the following scale:

No of starters in each class	3	4-6	7-11	12+
No of prizes	1	2	3	4

- 15.2. Mementoes will be presented to each boat.
- 15.3. Additional prizes may be awarded by the Race Sponsor.
- 15.4. The Line Honours Skipper shall attend the Sponsor's Prize giving in Newport.

### 16. **SKIPPER / OWNERS RESPONSIBILITIES**

- 16.1. The safety of each skipper and boat and her entire management is the sole and inescapable responsibility of the Skipper/Owner.
- 16.2. The Skipper must be physically and psychologically fit to start and continue the Race in the worst of conditions encountered in the North Atlantic.
- 16.3. The boat must be insured, be of appropriate design and construction, adequately maintained, equipped and provisioned to meet these conditions.
- 16.4. Neither the establishment of the Notice of Race, its use by the Organising Authority or Sponsoring Organisations, nor any spot check of the boat, under the NOR, in any way limits or reduces the complete and unlimited responsibility of each Owner/Skipper.
- 16.5. It is the sole and exclusive responsibility of each Skipper to decide whether or not to start or continue to race.

### 17. **DISCLAIMER**

- 17.1. Notwithstanding any other rule and condition, the Organising Authority, Race Committee and Race Sponsors, if applicable, jointly and severally are providing this Race on the understanding that they or their representatives bear no responsibility for any loss, damage, injury, or inconvenience to boats or persons howsoever arising directly or indirectly from their rules, policy, or rulings before or during the Race or related activities.
- 17.2. By participating in the Race each Skipper agrees to release the Organising Authority, Race Committee and Race Sponsors from and against all claims, damages, costs, torts, suits at law or in equity or otherwise,

arising out of or in any way relating to the Race. This release shall be binding upon each entrant and their heirs, beneficiaries, representatives, and estates of each entrant.

**18. APPLICABLE LAW**

- 18.1. These Rules shall be interpreted in accordance with the Laws of England and the Organising Authority submit, or will submit, themselves only to the jurisdiction of the Courts of England as may be necessary to permit the resolution of legal actions with regard to these Rules, the conduct and organisation of the Race.