

RULES AND REGULATIONS



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GENERAL REGULATIONS

- a. Foundation** The Race of the Classics, further called ROTC, is organized by the Foundation Race of the Classics, having its registered office at Diemen, Chamber of Commerce registration number: 41209959.
- b. Organization** The ROTC is organized by volunteers. The Organization can be recognized by clothing with the ROTC logo and the text "Organizing Committee".
- c. Race Control / Race Officials** Within the Organization, the race officials/race control is to be contacted for all matters concerning ships, ports and the match. Race control may be approached at the Organization Ship Avatar during the event. Race control also determines about ships, route and the match.
- d. Participating ships** The ROTC is sailed in traditional sailing ships, selected by the Organization of the Race of the Classics. The Organization is responsible for distributing the participating teams among the ships
- e. Authority on board** The authority on board each ship is represented by the skipper or his / her alternate! The team captain can be held accountable for the actions of his / her team.
- f. Drugs and weapons** It is forbidden at all times for all participants and others involved to possess drugs and/or weapons of any kind during the event.
- g. Alcoholic drinks** Consumption of alcoholic drinks is prohibited in and around the harbor. On board the ships consumption of alcoholic drinks is permitted under limited circumstances. Two members of each team will have to stay sober at all times. For safety reasons, all participants must be sober while sailing.
- h. Etiquette** Because participants live together on ships during the ROTC the following rules of conduct apply:
- No jumping on deck,
- When crossing a ship one needs to walk alongside the front of the front mast,
- Amplified music is not allowed on deck,
- In the port there has to be complete silence after 22:00.
Deviation from these rules of conduct is only allowed after explicit approval by the Organization.
- i. Port Regulations** During the stay in ports all participants must adhere to the relevant port regulations
- j. Authority of organization** Throughout the event, and also during and after the party, all participants have to follow instructions given by the Organization. The Organization reserves the right to come aboard the ships to check the compliance of safety rules. If a team refuses to cooperate, it may be excluded from further participation in the ROTC.
- k. Liability** The teams and crew take part in the ROTC at their own risk. The Race of the Classics Foundation and / or the Organization are not liable for any events or occurrences whatsoever.

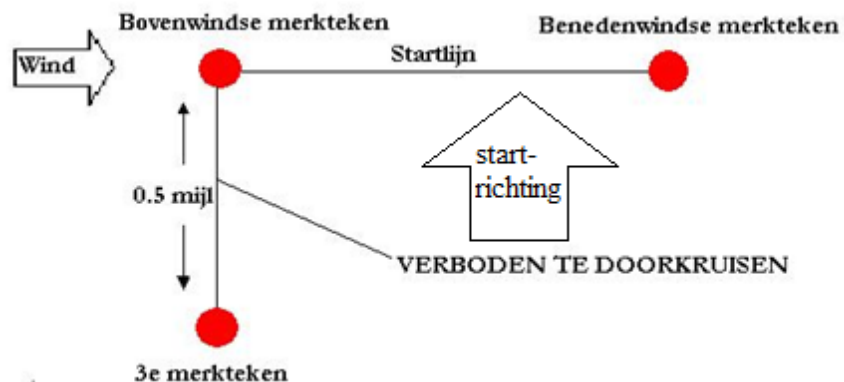
- l. Destruction of third party property** In case of vandalism or theft of property of the port or visited occasions, during the event ROTC, the Foundation shall withhold the deposits of all teams. If the responsible team / participant remains unknown, the loss will be deducted from the deposit and the remaining deposit will be distributed over all teams.
- m. Crew Lists** The Team Captain provides race control well before the departure in Rotterdam with a crew list including the name, address and data in case of need of each participant. If there are any changes in the participating team, the Team Captain is responsible for informing Race control before the start of the ROTC.
- n. Media Statements** Teams are not allowed to carry expressions of a commercial nature, unless the Organization has given clear permission to do so. Skippers of the participating vessels must give permission for and participate in making other manifestations of a commercial nature, which are approved by the Organization of the ROTC, visible to the public.
- o. Guests aboard** It is prohibited at all times to let guests (of any kind) participate in the ROTC, except when the Organization decides otherwise. When this rule is violated against, the concerning team is immediately excluded from the event ROTC and further participation. Violation of this rule will also have consequences for the skipper concerned.
- p. Exclusion team members/ teams** In case of violation of the rules set out in these regulations or misconduct of a team or its members, the Organization can exclude a team or one or more team members from further participation. Exclusion is compulsory for the person (s) or the team(s) concerned. After exclusion the person (s) or team(s) involved must return home immediately. Those involved cannot be replaced by the team. Those involved will be held accountable for all additional costs associated with the exclusion.
- q. Courses to sail** The ROTC for Young Professionals consists in principle of two championship courses. The courses to sail will be announced before the start of each stage.
- r. Deviation from regulations** In exceptional circumstances, the Organization can decide upon deviation from the regulations. Should this occur, it will clearly be announced.

CONTEST RULES

- 1 COLREGS**
- 1.1 During the ROTC the races will be sailed under the International Regulations for Preventing Collisions at Sea (COLREGS).
- 1.2 Skippers participating in the ROTC must have extensive knowledge of the current COLREGS and be aware of their responsibilities resulting from this legislation.
- 2 Assistance to ships in distress**
- Participating vessels will provide all possible assistance to any vessel or person in danger, as stated in the COLREGS. The team will report such events in the Logbook. Race Control will assign a time reduction.
- 3 Race Control**
- 3.1 The institute responsible for monitoring compliance with all applicable regulations used in the ROTC is Race Control. Only Race Control can declare an article from the Contest Rules not to be applicable. This only happens in exceptional circumstances and at the discretion of Race Control.
- 3.2 Race Control also acts as a protest committee. Appeal against a decision of the protest committee is not possible.
- 3.3
- 4 Groups**
- The ships are divided into two starting groups for safety at the start. The ranking will be made in a single classification.
- 5. Radio Communication**
- 5.1 Race Control will announce prior to each match the VHF-channels which are used for communication with Race Control. Each half hour before leaving the port there will be a moment of communication using the VHF-radio to notify Race Control or to ask questions. Each Team is obliged to listen to the specified VHF-channel.
- 5.2
- 5.3 Every three hours each team must pass on its position to Race Control using the given VHF-channel, commencing three hours after the start. For every position that is not passed on to Race Control during the match a team will receive a 0.5 Standard Time penalty. Each team that fails to pass on 3 consecutive reports can be disqualified. All radio communication has to be business like.
- 5.4
- 5.5
- 6 Automatic Identification System**
- 6.1 During the ROTC all ships with AIS should transmit their location using AIS. Ships with an AIS system who do not transmit their location will receive a time penalty or disqualification (to be determined by Race Control).
- 6.2
- 7 Logbook**
- 7.1 At the start of the ROTC each team receives its Logbook. In this logbook should at least the clock positions and rounding of marks be kept.
- 7.2 The team captain is responsible for keeping the Logbook. All times in the Logbook are noted in Dutch time. Within **one hour** after arrival at a port the fully updated Logbook must be handed in at the ship of Race Control. When the ship of Race Control (the Avatar) has not arrived yet, the Logbook has to be handed in within **one hour** after arrival of the Avatar at the port.
- 7.3
- 7.4
- 7.5 Each team that has an incomplete Logbook or hands in the Logbook too late will receive a time penalty or a disqualification from the sailed course. (to be determined by Race Control)

8 Start

- 8.1 The start will take place between:
- two fixed marks
 - a fixed mark and the starting vessel,
 - the starting vessel and an imaginary mark specified by coordinates on the map
 - two imaginary marks indicated by coordinates on the map.
- 8.2 Perpendicular to the starting line runs from the windward mark of the starting line a line to a third mark 0.5 mile in the direction of where the start is. It is **STRICTLY PROHIBITED TO CROSS** this line commencing ten minutes before the start (see illustration below). When conditions are too bad to stretch out the third mark the line remains in place and there will be a fictitious third mark.
- Bovenwindse merkteken = windward mark, Benedenwindse merkteken = leeward mark, Startlijn = starting line, startrichting = direction of start, mijl = mile, 3^e merkteken = 3rd mark, verboden te doorkruisen = no crossing of this line



- 8.3 Ships are not allowed into the Starting area (an area within half a mile from the Starting line) until 15 minutes prior to the start of their starting group. Also, ships that are part of the other starting group should not obstruct these vessels. The starting signal for the first starting group is also the 15-minute preparatory signal for the second starting group.
- 8.4 Crossing of the starting line is forbidden from 10 minutes prior to the start until the starting signal. When a ship starts too early, particularly 2 minutes before the starting signal, a time penalty of 0,25 times the Standard Time penalty is assigned.
- 8.5 Re-passing the starting line is not possible until 2 minutes before the starting signal. If the starting line is crossed before the 2 minutes starting signal, one is considered not started.
- 8.6 15 and 10 minutes before the start of a starting group the preparatory signals will be given by VHF radio. From five minutes before the start a signal will be given every minute. The starting signal is given by VHF radio. The predetermined GPS starting time of the Avatar is a directive, the signals of Race Control are binding.
- 8.7 When the start needs to be postponed it will be announced by VHF radio. The first preparatory signal will be given one minute after the end of the deferment period. Signal pennants are not used.
- 8.8 In the event of a flying start, one should start at a mark or an area around a mark. Race Control sets the indication period time in which each ship must be started. An untimely start results in disqualification. In the event of a late start the last indication time period is valid. The starting area and the indication period times

- 8.9 are determined by Race Control before the flying start commences. Ships register the start coordinates and starting time in the log when crossing the starting line. The team captains are responsible for the registration.
- 8.10 Asking questions to Race Control about the start of the race is allowed by VHF Radio until 15 minutes prior to the start of the race.

9 Finish

- 9.1 The finish consists of a circular area with a diameter of 1 nautical mile with a mark in the middle, designated by Race Control (see illustration below). A ship finishes when the entire ship is inside the finish area.



- 9.2 The coordinates of the mark are leading at all times. The time
9.3 and position of entry into the finish area must be announced by VHF Radio to Race Control asap. After finishing teams
9.4 are mandatory to communicate their position every three hours until they have notified Race Control of entering the harbor.

10. Propulsion

During the ROTC the teams are not permitted to use any propulsion different from the sails that were specified to Race Control one week prior to the commencement of the ROTC.

11. Use of engines

- 11.1 Use of the engine is allowed up to the Starting area until fifteen minutes before the start. When use of the
11.2 engine is necessary from a safety point of view, it has to be reported to Race Control by VHF Radio and recorded in the log. After entering the harbor, Race Control decides whether or not the engine use should be corrected.

12. Shipping lanes

- 12.1 When a shipping lane is crossed, the time and position of entering and leaving the shipping lane must be registered in the Logbook.
12.2 The time a ship spends in the shipping lane is subtracted from the Elapsed Time (see 15.2).

13. Rounding of marks

- 13.1 When rounding a mark the mark has to be kept at the side of the ship that was indicated prior to the match.

- 13.2 Touching the marks in any way is penalized with the Standard Time penalty (see 17). The predefined coordinates
- 13.3 are always leading. Even if the mark is loose or shifted.
- 14. Leaving a stage**
- 14.1 If a team decides to leave the stage before the finish, they must inform Race Control by VHF Radio about this. A ship that has
- 14.2 left the stage before the finish is still obliged to communicate their position every three hours until they have notified Race Control of entering the harbor. When a ship has left the stage, it cannot re-enter the same stage. This
- 14.3 automatically generates a DNF (Did not finish) for the stage concerned. A ship that has left the stage should not interfere with the match and other competing
- 14.4 ships. When interfering occurs, the ship may be disqualified from the entire Race of the Classics.
- 15. Contest results**
- 15.1 None of the participating ships will receive their rating before the start of the ROTC. The rating consists of a Time Correction Factor, hereafter referred to as TCF, for both a leeward and a closehauled course.
- 15.2 The outcome of a match is determined based on the Corrected Time (CT). Hauled The CT is calculated using the following formula:
CT = TCF x ET (ET = Elapsed Time)
- 15.3 Contest results will be calculated based on a points system. Within this system, each Team starts with 0 points. After each race, points are awarded. The team with the least number of points wins the championship. Race Control determines the final result.
- 15.4 The result is calculated by combining the Corrected Time of the two starting groups (see Appendix A). There is no difference between the distinctive starting groups and therefore there is only one result. When multiple teams have the
- 15.5 same number of points, the position of the team in the General Ranking is determined by calculating which team has the shortest Corrected Time over all sailed stages.
- 16. Protest**
- 16.1 A protest against another participating ship may be submitted by a Team when any of the rules of these regulations are violated. The protesting team shall
- 16.2 report the protest immediately (within a reasonable time) after the event by VHF Radio to Race Control and the ship at which the protest is aimed. Any protest shall, no later than 1 hour after arrival in port, be submitted in writing, in
- 16.3 triplicate and signed by the skipper and team captain, to Race Control. After receipt of the protest, Race Control will announce as soon as possible a place and time on which both parties are heard. An absent party will be ruled against by Race Control.
- 16.4 Each protest consists of a written report with the following components:
- Date, time and location of the incident;
 - The rules of the ROTC regulations that were violated;
 - A description of the incident;
 - A descriptive drawing;
 - A bottle of skippers bitter.
- Verdicts made by Race Control may include;

- 16.5 - Declaring the protest inadmissible;
- Declaring the protest unfounded;
- Time penalty;
- Disqualification of the violating ship for the stage;
- Exclusion of the violating ship in for the entire match.
When a protest is declared inadmissible in advance, the protesting team captain owes two bottles of bitter to Race Control.

17. Standard Time penalty

Standard Time penalty (ST) is expressed in hours and is the tenth of the square root of the length of the race track in miles.

Example: With a 100-mile race is the ST 0.1 times the square root of one hundred, so 0.1 times 10 = 1, here is the default penalty 1 hour.

This penalty is added to the Corrected Time, without application of the TCF.

18. Sprint Stages

- 18.1 During the ROTC Race Control may decide on sailing Sprint Stages. A sprint stage may be a short stage race, often sailed in the vicinity of a port. If a sprint stage is sailed, this will be announced in the Schipperspalaver and Team captains meeting.
- 18.2 Results of Sprint Stages do not affect the general classification and are only included in the Sprint ranking, except when otherwise notified prior to the Sprint Stage. Sprint Stages are sailed with rating.
- 18.3 The point system from Appendix A is applicable. Each team starts with 0 points. After each sprint stage points are awarded. The team with the fewest points wins the Sprint ranking. The Sprint ranking becomes valid after two or more Sprint stages are sailed. Race Control may also determine whether the sprint is added to the overall ranking.

19. Priority rules

- 19.1 When rounding marks during the match, the ship positioned on the outside of the bend leaves sufficient space for the ship on the inside of the bend to round the mark.
- 19.2 A ship avoiding an obstruction in the race course during the match must obtain the right of way from other ships in order to safely avoid the obstruction. An obstruction is defined as all areas where a ship cannot or may not sail. If a team causes a collision this may result in disqualification for the stage in which the collision was caused and possibly the entire Race of the Classics. The ship struck receives a compensation determined by Race Control.
- 19.3

APPENDIX A. POINT SYSTEM RANKING

Position	1	2	3	4	5	6	7	8	9	10	11	12
Points	1,1	2,1	3,0	3,9	4,7	5,4	6,1	6,8	7,4	8	8,5	9

Position	13	14	15	16	17	18	19	20	21	22	23	24
Points	9,5	10	10,5	11	11,5	12	12,5	13	13,5	14	14,5	15

Position	DNF/DNS	DSQ
Points	Last position +1	Last position +2