

ECSA OFFSHORE RACING CIRCUIT REGULATIONS

1. PURPOSE

The Eastern Connecticut Sailing Association Offshore Racing Circuit (ORC) was established for the following purposes:

- (A) To provide a measure of the season efforts of ECSA offshore yachtsmen by combining the results of other yacht races within the Association.
- (B) To recognize the most successful efforts with the award of appropriate trophies.
- (C) To encourage and promote the sport of offshore yacht racing by offering a common goal to those who will take more than a casual interest.
- (D) To support and help the ECSA in its efforts to standardize the conduct of offshore yacht races within the Association.
- (E) To promote closer ties between ECSA member clubs by providing a common activity for those involved in offshore yacht racing.

2. ELIGIBILITY

(A) Yachtsmen

- (1) Any individual.
- (2) An ECSA regular member.
- (3) Membership in US Sailing
- (4) Offshore Racing Circuit (ORC) registration for any one yacht is limited to not more than two co-owners or co-charterers, or two members of the immediate family of the owner or charterer. At least one registered ORC member must be on board and be in command of the registered yacht during any selected race.

(B) Yachts

- (1) **An eligible yacht must be a self-righting mono-hull and must have a self-bailing cockpit and fixed berths. She must also be equipped as required by her applicable PHRF requirements (see PHRF-ECSA in this yearbook).**
Specific equipment requirements for a race are left to the club sponsoring the race. The Offshore Committee strongly recommends compliance with the US Safety Equipment Requirements (SERs) for Nearshore or Coastal Races. These requirements can be modified by the organizing authority based on the specific needs of the race course and fleet. The SERs can be found at www.ussailing.org/safety/equipment-and-requirements/
- (2) An eligible yacht must have a currently valid PHRF Rating Certificate from PHRF of Eastern Connecticut (ECSA).

3. CIRCUIT RACES

(A) ECSA offshore races are divided into two categories:

- (1) Sanctioned races that count for the ECSA Offshore Racing Circuit and shall be run by a US Sailing certified race officer.
- (2) Additional offshore races sponsored by ECSA clubs that are not scored in the ECSA ORC.

(B) The ECSA Offshore Committee will make the selection of races to be included in the circuit for scoring purposes. Selection is based upon races representing offshore racing and distributed within the ECSA area.

(C) To qualify for scoring in the circuit:

- (1) Spinnaker - sail six or more races - For 2020 it will be five races due to shortened season
- (2) Non-Spinnaker - sail five or more races - For 2020 it will be four races due to shortened season

(D) ECSA has designated PHRF of Eastern Connecticut as the handicapping body for handicapping ECSA Offshore races. Only Races sailed under PHRF will be scored in the Offshore Racing Circuit. A boat class designator (C,HP,NSH, AB, or SP) and a Time Correction Factor (TCF) are included with all PHRF-ECSA issued certificates based on $TCF=650/(PHRF+550)$. It is required that this TCF be used in

Time on Time calculations or this PHRF-ECSA rating used for Time on Distance calculations. Races that use other PHRF ratings or TCF Factors shall not be scored.

(E) CLASSES

- (1) The sponsoring race committee **shall make the most equitable classes that it can, given the turn out for a particular race.**
- (2) Classes should be assigned by class designator first, then by the PHRF handicap.
- (3) Sport boats should not be in the same class as C boats

(F) COURSES

- (1) Course length should be 8 to 20 miles in length based on the prevailing conditions and forecast and designed to be shortened if conditions deteriorate.
- (2) When two races are run, the combined distance should be 10 to 20 miles.
- (3) Distance Races for Double points shall be at least 40 miles.
- (4) Courses shall be conducted in navigable water waters by all participants.

(G) Races must be sailed on the date scheduled. Any race postponed to an alternate date will not be scored for the Offshore Circuit without the prior approval of the ECSA Board. Rescheduling should be per the RRS 81.

(H) Race results shall be publicly posted immediately or a copy of the scratch sheet and official final results, including all starters, DNF, and DSQ, shall be forwarded to the ECSA Scorer listed in the ECSA Yearbook or www.ECSA.net The lack of timely reporting of race results or a poorly organized or poorly run race may result in the suspension of that race from the 'sanctioned' category during the following season.

4. NON-SPINNAKER CLASS

(A) The NON-SPINNAKER Class is established under the following rules:

- (1) Spinnakers (including mizzen spinnakers) may not be used.
- (2) Spinnaker poles may be used as whisker poles.
- (3) Only one sail at a time other than staysails on standard double-head rigs may be tacked forward of the mainmast (foremast on schooners). This does not prohibit a transient condition such as during a sail change.
- (4) Use of other sails (such as mules and mizzen staysails) is permitted.
- (5) Vessels must meet all other ECSA ORC requirements.

(B) No race will be scored for a non-spinnaker class entrant unless the above conditions have been met.

(C) Non-spinnaker and spinnaker boats are to be scored separately regardless of a mixed start if a race committee combined the class start because of insufficient entries or any other reason.

(D) Nonsuch boats (Div 5) will automatically be entered as non-spinnaker unless the owner specifically makes request to the ECSA offshore chair to race in a spinnaker class.

5. SCORING

(A) For Circuit races:

- (1) ECSA will compute Scoring using the scoring matrix included in this yearbook.
 - a. A minimum of two starters in any one Spinnaker class and two starters in a Non-Spinnaker class is required for a race to be scored.
 - b. A boat must start at least one race in any event to be scored.
 - c. One score shall be given per boat per day.
- (2) Final score equals total points in scored races in qualifying races.
 - a. Spinnaker: Your best six races will be scored (five for 2020 shortened season). Non Spinnaker: Your best five races will be scored (four for 2020 shortened season). Ensign: Best five races will be scored for the ECSA Ensign championship.
 - b. Bonus Points: Each of the overnight or distance races and the ECSA Bonus Regatta will be scored by doubling the number of boats in the class. Overnight & distance races shall be a minimum of 40 miles.
 - c. Ties will be broken using boat on boat from scored races.

- d. We will not include Penalties assigned by individual clubs to past winners in the calculation for scoring the circuit.
- (B) For National Offshore Championship qualifying races:
- (1) Sail a minimum of 6 races to qualify. Scoring and throw outs same as for Circuit Races. Bonus points apply to National Offshore Championship qualifying races. Only spinnaker class boats are eligible.
- (C) For Club Team Trophies:
- (1) Each entry may declare only one club affiliation (other than Off Soundings whose membership is so large that it would create an imbalanced situation). Registered entrants must be members of the declared yacht club.
 - (2) North Cove Team Trophy (Spinnaker) - Best four boats accumulated score within a yacht club.
 - (3) Outer Light Trophy (Non-Spinnaker) - Best two boats accumulated score within a yacht club.

6. DIVISIONS

The Offshore Committee defines the divisions after receiving a complete roster of entrants. We have added additional divisions to the race circuit with the help of the Handicapper's Council. Boats have been classified as to the sailing properties as well as the PHRF Number. This resulted in 5 divisions in the spinnaker classes, two Non-Spinnaker classes and a Nonsuch (non-spinnaker) class. Additionally the PHRF certificate will have a boat class designation on the form and this will help race committees set more equitable classes.

DIVISIONS 1 & 2 - racer /cruisers with moderate displacement, div split by rating, designated as "C" on the PHRF certificate (Div 1 is PHRF up to 134, Div 2 is PHRF 135 and over)

DIVISIONS 3 & 4 - higher performance boats having light displacement, div split by rating, designated as "HP" on the PHRF certificate (Div 3 is PHRF up to 109, Div 4 is PHRF 110 and over)

DIVISION 5 – Nonsuch Class designated by "NSH" on the PHRF certificate

DIVISION 6 – light displacement sport boats, designated as "SP" on the PHRF certificate

DIVISION 7 & 8- non-spinnaker boats, div split by rating (Div 7 is PHRF up to 170, Div 8 is PHRF 171 and over)

7. TROPHIES

(A) Circuit Trophies

- (1) First, Second and Third place trophies will be awarded to the first three yachts on a total point basis. First place overall is also recognized by a perpetual trophy.
- (2) First, Second, and Third place trophies will be awarded to the first three boats in each division, provided three boats qualify. If twelve or more boats qualify in a class, a fourth place trophy will be awarded in that class.
- (3) A distance-racing trophy will be awarded to the yacht with the best accumulated score based on her two best races that are designated as overnight/distance races.
- (4) North Cove Team Trophy - spinnaker boats (Div 1, 2, 3, 4 and 6); awarded annually to member yacht club with best 4 boats accumulated score.
- (5) Outer Light Trophy - non-spinnaker boats (Div 5, 7 and 8); awarded annually to member yacht club with best 2 boats accumulated score.

(B) Special Trophies

- (1) Sylvestri Trophy awarded annually to the member yacht club with the most outstanding race committee work.

- (2) Richard H. Roberts Trophy awarded annually to the member yacht club for the best post-race party.
- (3) Ronald A. Sternicki Trophy awarded annually to the ECSA member who sails the most races.

8. APPEALS

Appeals involving the decision of a Protest Committee should be submitted to US Sailing as outlined in the Racing Rules of Sailing following the procedure outlined in RRS Appendix R. The appeal shall be filed in writing within fifteen days of the written decision of the Protest Committee. Questions on the appeals procedure can be directed to the ECSA Appeals Rep listed in the front of the Yearbook or USSA.

9. ENTRY FEES

Circuit entry fees cover the costs of printing, mailing, and other administrative necessities. The bulk of the entry fee is used to cover the cost of trophies. It is intended to keep entry fee at a minimum, yet maintain the ORC as a self-supporting activity within ECSA.

10. ADMINISTRATION

- (A) Administration of the ORC is accomplished under the overall direction and jurisdiction of the ECSA Offshore Committee, with the assistance of others who may be selected.
- (B) Decisions required to resolve any problems that may arise that are not covered in the preceding paragraphs will be made on a case by case basis by the ECSA Offshore Committee, and will be considered as revisions for the following year.

11. RACE MANAGEMENT REVIEW POLICY

- (A) Each year, at the November meeting, the ECSA Executive Committee will review the quality of the season's race management. At that time, the Committee will select the winner of the Silvestri Trophy. Additionally, it will identify any races that may not have met ECSA race management standards, as set forth in the ECSA Offshore Circuit Regulations. The Secretary will then be instructed to invite the clubs that ran any such races to send representatives to appear before the Committee, explain the circumstances surrounding the races, and provide reasons that they should not be put on probation.
- (B) After the hearing, the Executive Committee will decide whether or not to put the club on probation for the following season. If a club is put on probation, the Secretary will be instructed to so inform the club in writing. The club will be asked to provide a written response, detailing the remedial steps to be taken for the following season. Additionally, individual participants will be asked to submit written reports regarding the following year's event.
- (C) If, at the November meeting, a probationary club is found to have run an acceptable event, probation will be lifted for the following season. If the event is deemed questionable, the hearing procedure described above will be repeated. If after the hearing, the Executive Committee determines that the event management did not rise to an acceptable level, the club in question will be denied a sanctioned race during the following season.