

# Offshore Challenge 2025 – Sailing instructions

## 1. Rules:

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing. (RRS) and in the Notice of race. In case of dispute sailing instructions will take precedence, then notice of race and then RRS.
- 1.2. From 18:30 till 6:45 International Regulations for Preventing Collisions at Sea (IRPCAS) are replacing RRS.
- 1.3. Rule 77 will not apply. Sail numbers and Country letters do not have to be displayed on sails as required by Appendix G.
- 1.4. For classes Dufour 41 performance and Bavaria Cruiser 46 “One design class rules” issued by Austrian sailing federation will apply.
- 1.5. The exclusions of liability provided for in the Notice and accepted with registration and/or participation apply.

## 2. Communications with competitors:

Notices to sailors will be posted on the notice board which can be found on the website [www.pitter-regatta.at/offshore-challenge/](http://www.pitter-regatta.at/offshore-challenge/) and will be duplicated in the Telegram group of the Offshore Challenge 2025.

## 3. Changes to Sailing Instructions:

Changes to the sailing instructions will be announced at least 4 hours before the start on the online notice board.

## 4. Signals ashore:

Signals ashore will be displayed from race committee vessel, which will be moored to the pier.

## 5. Signals on the water:

„Orange“ flag: In order to inform the participants on time of an upcoming start procedure, the "Orange" flag will be displayed with a long acoustic signal at least 5 minutes before the warning signal on the staff designating the starting line.

## 6. Crew list:

When registering (accreditation), each skipper must sign a complete crew list. Changes in the crew require the approval of the race committee.

## 7. Routes:

Route Biograd - Dubrovnik and  
Route Dubrovnik - Biograd

## 8. Start and Start Rules:

- 8.1. Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 8.2. Flag „Pitter“ will be used for warning signal for all classes.

- 8.3. Starting line is between staff displaying an orange flag on race committee boat and course side of starting buoy.
- 8.4. In the case of an individual recall:
- 8.4.1. Premature starters who meet their obligation to start will receive a penalty of 15 minutes on the elapsed time.
  - 8.4.2. Premature starters who do not meet their obligation to start and were still behind the starting line 60 seconds before their start will receive a penalty of 180 minutes on the elapsed time.
  - 8.4.3. Premature starters who do not meet their obligation to start and were not behind the starting line 60 seconds before their start will be scored as OCS.
- 8.5. In the event of a general recall:  
Premature starters who have been identified will receive a penalty of 15 minutes, which will remain in place for this race. This changes RRS 36.

## **9. Post:**

Boats that abandon a race must notify the race committee immediately. A violation of this obligation can be penalized in a protest hearing.

## **10. Finish:**

The finish is defined in the supplementary diagrams for each route.

## **11. The Two Turn Penalty:**

The two-turn penalty as per RRS 44.1 and 44.2 will apply.

## **12. Time limit:**

- 12.1. The race is valid regardless of whether a boat reaches the finish line under sail within the time limit or not.
- 12.2. The time limit for the races is Tuesday, 14.10.2025, 12.00 hours in Dubrovnik and Friday, 17.10.2025, 11.00 hours in Biograd.
- 12.3. If, according to the tracking, the distance to the target is more than the distance specified in the corresponding line at a time, you are entitled to start the engine immediately or every half hour thereafter to reach the finish line. Boats that - if eligible - start the engine to reach the destination before the time limit expires, must send an SMS to +385 91 511 6955 or send an email to [regatta@sailnet.hr](mailto:regatta@sailnet.hr) with the following information: Start number, skipper's name, time, distance to the finish.
- For these boats, the finish time is calculated according to the formula:  
Calculated finish time = Sailed time until the engine is switched on x Total distance / (Total distance - remain distance) x (1 + (remain distance / Total distance)).

12.4. Boats that start their engine without authorization (e.g. without SMS / Mail or before reaching the limit line, are also scored as DNF, such as boats that do not reach the finish line within the time limit either under engine or under sail.

### **13. Protests and Penalties:**

13.1. The end of the protest time limit is for each boat individually 90 minutes after mooring the boat in the harbour. If the boat is docked after 7:00 p.m., the protest period is extended until 10:00 a.m. the following day.

13.2. Protest forms are available from the race committee or at the info point.

13.3. A list of protests with hearing times will be published up-to-date on the notice board. Hearings will also be announced via radio channel 72.

13.4. The Protest Committee may decide to impose less penalties than DSQ for breaches of the RRS, class regulations, sailing instructions, or any other rules that apply. This rule does not apply to breaches of the rules of Part 2 (with the exception of Rule 23). This changes RRS 63.5.

### **14. Scoring:**

There are two races with a individual result, which will be treated equally.

Scoring of the open class with spinnaker and the open class without spinnaker according to ORC-Club-Performance Curve.

Overall ranking will be scored according to Appendix A of the RRS.

### **15. Start Numbers / Organizer Advertising:**

The two start numbers issued at the time of registration (accreditation) must be affixed to the starboard and port railings immediately behind the bow pulpit in such a way that they are clearly and easily identifiable.

Exceptions to this instruction are boats whose start number is attached to the hull.

### **16. Tracking system:**

Participants must connect the handed-over tracking device to the 12V on-board power supply with the cable. Individual boats (for which the reception at the chart table is not sufficient) may be asked to attach the tracking device to the stern railing with the carabiner (please do not tape it).

After the finish of the race to Dubrovnik, the logbook sheet must be handed in within the protest period.

After the finish of the race to Biograd, the tracking device must be handed in together with the logbook sheet within the protest time limit.

## **17. Logbook:**

Regardless of the tracking, a logbook sheet must be filled out to the best of your knowledge and belief and handed in to the Info-Point after crossing the finish line in the port.

The logbook sheet also contains the race declaration, which must be signed by the skipper and co-skipper.

## **18. Engine Usage, Tank:**

18.1. The use of the engine to generate electricity is allowed.

Use as propulsion or for reducing speed is prohibited during the race.

18.2. The diesel tanks must be fully filled at the start in Biograd and in Dubrovnik.

## **19. Radio communication:**

Radio communication between the participants and the race committee will take place on channel 72.

The race officer is also available via mobile phone. +385 91 511 6955.

## **20. Internet:**

The use of the Internet, in particular to obtain weather information as well as the observation of opponents in the tracking system, is expressly permitted.

## **21. Anchor and anchor chain:**

The anchor must remain operational at the bow for safety reasons. This changes article 3 "Anchor and anchor chain" in the rules for One design classes of the OeSV.

## **22. Pictures and video recordings**

Participants agree that recordings may be made of the participating boats and crew on the water and ashore which may be used, broadcasted or printed without restriction in image and sound.

## **23. Liability:**

The organizer, event organizer and their assistants are not liable for damage ashore or on the water, to persons, boats and any other items. Participation in the regatta is at all participants own risk and responsibility. The organizers are explicitly excluded from any liability.