

**INTERNATIONAL
CANOE
FEDERATION**

**OCEAN RACING
COMPETITION RULES**

DRAFT

Version 09-01

INTRODUCTION

The purpose of this document is to provide the rules that govern the way of running ICF Ocean Racing competitions.

LANGUAGE

The English written language is the only acceptable language for all official communications relating to these Competition Rules and the conduct of all Canoe Marathon ICF competitions. For the sake of consistency, British spelling, punctuation and grammatical conventions have been used throughout. Any word which may imply the masculine gender, also includes the feminine.

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DEFINITIONS

ICF	International Canoe Federation
MRC	Marathon Racing Committee
ORWG	Ocean Racing Working Group
GR	General rule (to be changed only by the ICF Congress)
TR	Technical rule (may be changed by the ICF Board of Directors)
Categories	Surfski (S), Outrigger Canoe (OC), Sea Kayak (SK)
Classes	Men, Women and Mixed for each category
Events	Each class in each age group

I GENERAL REGULATIONS

1. *Definition of Ocean Racing*

In Ocean Racing the competitor races over a designated course on the open ocean. The Events are reserved for craft as defined in Chapter II. The competitor must take the water as it is found, with an emphasis on testing competitor's abilities to use challenging ocean conditions to their advantage.

2. *International competitions*

All competitions announced as international shall be held in accordance with the regulations of the ICF. Competitions arranged by the National Federations or their clubs are considered international if competitors of a foreign country are invited to participate. These competitions must be attended by at least one official approved by the National Federation.

Canoeing competitions in Continental and Regional Multisport Games and Championships shall be organised under the ICF Rules and Regulations for World Championships for that discipline. The organisation and programme of the canoeing competitions in Multisport Games on global level must be approved by the ICF and for continental level by the Continental Canoeing Associations.

3. *Competitors*

Only members of clubs or associations affiliated with an ICF National Federation have the right to participate in an international competition. A competitor is always allowed to take part individually in an international competition, but must in each case obtain special permission from his/her National Federation.

A competitor may take part on behalf of the Federation in a foreign country in which he/she is domiciled, if he/she obtains the authorisation of his/her Federation of origin. This authorisation has to be sent before 30th November prior to the year concerned to the ICF Headquarters with a copy to the Chair of the Marathon Racing Committee. The same procedure applies, should the competitor change back his/her starting right to the federation of origin.

If he/she has lived for 2 years or more in this foreign country, the approval of his/her Federation is no longer required.

This rule does not apply in the case of a competitor who leaves his/her country of origin to marry in another country. He/she can, in this case, compete for his/her new Federation without awaiting the delay of 2 years.

A competitor may not compete for more than one Federation in any one calendar year in the sport of canoeing.

The first year a junior competitor can compete is the year in which his/her 15th birthday falls, and the last year he/she may compete as a junior is the year in which his/her 18th birthday falls.

A Master competitor can compete in a Masters event in the year he or she reaches the lower limit of the age category, i.e. in the 35-39 age group in the year of his or her 35th birthday.

In K2 or K4 events the age of the youngest competitor will control the category in which a crew can compete.

Age group categories will commence from age 35-39 and increase upwards in 5-year age brackets.

4. Classes

Ocean races may be run in the following Classes:

Men: S-1, S-2, OC1, OC2, OC6, SK1, SK2

Women: S-1, S-2, OC1, OC2, OC6, SK1, SK2

Mixed: S-2, OC2, OC6, SK2

5. International Competition Calendar

Before the 1st August of each year, all national federations shall send to the ICF headquarters and to the Chairman of the Ocean Racing Working Group (ORWG), their proposed programme of international races for the following year, for publication in the ICF Calendar. Changes to the Calendar may be made to 30th September after which date the Calendar will be considered complete and be published.

II CLASSES AND BUILDING RULES

6. Limitations

S-1	S-2	OC1	OC2	OC6	SK1	SK2	Minimum
None	None	None	None	None	400	400	Length (cm)
None	None	None	None	None	13	21	Mass (kg)

Trademarks

The guidelines for any advertising material carried on the clothing and equipment of paddlers should be as follows:

- The advertising of tobacco smoking and strong spirit drinks will not be accepted.
- The ICF and National Federation organising an ICF event should not engage in any exclusive sponsorship advertisement.
- National Federations participating in the World and Continental Championships should have a uniform advertising design identifying sponsors.
- All advertising material should be placed in such a way that it does not interfere with competitors identification and does not effect the outcome of the race.
- All advertising material used should be in accordance with the IOC Athletes Code and the ICF Eligibility Rule.

Any boat, accessory or article of clothing, which does not comply with the above mentioned conditions will be ineligible for use during the competition. Teams are responsible for their own equipment.

7. Construction

a) Surfskis

- The shape, construction method, materials used and steering mechanisms are without restrictions.
- There must be at least one hard point provided near the cockpit (often the rudder pedal assembly or footstraps) for attaching a leash.
- All openings into the hull larger than 12mm in diameter (drain and vent holes) must be fitted with a cover that is mechanically fastened in place.

b) Outrigger Canoes

- The shape, construction method, materials used and steering mechanisms are without restrictions.
- There must be at least one hard point provided near the cockpit (often the rudder pedal assembly or footstraps) for attaching a leash.
- All openings into the hull larger than 12mm in diameter (drain and vent holes) must be fitted with a cover that is mechanically fastened in place.
- The hull (vaka) must be fitted with an outrigger (ama) on the port (left) side, attached with two arms (aka or iakos).
- Local regulations restricting the use of rudders or other aspects of the craft may be enforced. If restrictions are to be imposed, they should be clearly stated in all race instructions.

b) Sea Kayaks

- The Sea Kayak must be a minimum of 4 meters long.
- The shape, construction method, materials used and steering mechanisms are without restrictions.
- They shall be fitted with devices which prevent paddlers from sliding in their seats (foot straps or other similar means).
- They shall be equipped with lifelines on each side of the deck with at least six connecting points, of a diameter greater than or equal to 5 mm so that boats can be towed, even fully swamped.
- They shall be built with reinforced front and rear handles (with a strap / handle) so that an 8x8x2.5cm shim can be passed through.
- They shall be rigged with a buoyant towing rope of a diameter greater than or equal to 5 mm which must be within reach during the whole race, at the front, or by any other suitable means. The end of which must remain near the paddler while seated in his/her boat so that it can be thrown to the escort boat. It must have a loop or snap hook so that it can be linked quickly to a snap shackle on the escort boat.
- They shall be built with water tight front and rear compartments with removable covers to allow draining if swamped. These covers must be tied to the tank so as not to lose them. Self-bailing boats, they must be fitted with a stopper or trap.
- They shall be equipped with a compass that is ready for use.
- The use of a spray deck is compulsory.

c) Bailers

Manually or electrically operated pumps may be fitted to Sea Kayaks.

d) Hull Coatings

No substance or hull lubricant may be added to boats which give competitors an unfair advantage.

8. Measuring

The length of a Sea Kayak shall be measured between the extremes of the stem and stern. Any additions to the stem or stern other than a rudder forming a continuation of the length of a kayak are to be included in the measurement. The weight of a Sea Kayak shall be measured when the boat has been emptied of excess water and may include buoyancy, seats, footrests, steering gear and fixed pumps, but excluding paddles, spray decks and drink containers.

III ORGANIZATION OF THE COMPETITIONS

9. Officials

International competitions shall be held under the supervision of the following officials:

Race Director

Technical Director

Competition Secretary

Starter(s)

Aligner

Course Umpire

Finishing Line Judge(s)

Timekeeper(s)

Boat Scrutineer

Embarcation Marshall

Safety Officer

Announcer

Press Official

If circumstances permit, one person may function in two or more of the above positions.

The competition will be managed by a *Competition Committee*, made up of:

Race Director

Technical Director

Safety Officer

The *Competition Committee* shall:

- a) Organise the competition and supervise its arrangements;
- b) In the event of inclement weather or other unforeseen circumstances which make it impossible to carry out or finish the competition, postpone the competition and decide on another time when it may be held, or abandon the competition, or, if the competition has already begun, abandon or reschedule the competition;
- c) Hear any protests that may be made and settle any disputes that may arise;
- d) Decide on matters concerning disqualification in cases where the regulations have been broken during the competition. The decision of the Committee shall be based on the ICF Ocean Racing Rules. Penalties in accordance with the ICF Statutes may also be imposed (i.e. disqualification for a longer period than the duration of the competition in question);
- e) Before any decision is made regarding an alleged infraction of the rules, hear the opinion of the officials who are in control of the race, if it is felt to be of importance in clearing up the alleged offence.

The *Competition Committee* may disqualify any competitor who behaves improperly or who by his or her conduct or speech shows contempt towards the officials, other competitors or onlookers.

A member of the Competition Committee may not participate in a judgement connected with the disqualification of a competitor from his or her own national federation.

10. Duties of Officials

The race officials shall carry out the following duties, where applicable:

- The *Race Director*, who is also the Chairman of the Competition Committee, shall decide all matters arising during the actual contest, which are not dealt with in these rules.
- The *Technical Director* is responsible for the preparation and running of the competition.
- The *Competition Secretary* is responsible for recording the results and preparing lists of prizewinners. He or she must keep the minutes of the proceedings of any protest meetings. He or she must provide the Press Official with all necessary information regarding the running of the event or the results.
- The *Starter* decides all questions concerning the start of the races, and alone is responsible for decisions as to false starts. He or she must see to it that the starting signal equipment is in working order. The starter must order the competitors to their places and carry out the start in accordance with the Ocean Racing Rules. The language used shall be English. The starter's decision is final.
- The *Aligner* is responsible for bringing the boats to the starting line with the least possible delay. The language used shall be English.
- The *Course Umpire* shall ensure that during a race the rules are complied with. If the rules are broken, the Umpire shall report the infraction to Race Director, who, in turn, shall refer it to the Competition Committee. The Competition Committee shall then decide whether any of the competitors concerned shall be disqualified, or not. The Course Umpire shall appoint officers to supervise the control points along the course.
- The *Finishing Line Judges* decide the order in which the competitors have crossed the finishing line. They shall be placed at the finishing line. If the judges differ regarding the placing of two or more of the competitors, the disagreement shall be decided by a simple majority. In the case of equal voting, the Chief Judge shall exercise a casting vote. The decision of the judges is final.
- The *Timekeepers* are responsible for recording the times. Before each race the Chief Timekeeper shall establish that the time-keeping equipment is working satisfactorily.
- The *Boat Scrutineer* shall ensure that the dimensions and weight of the boats, equipment, clothing and advertising conform to the ICF Ocean Racing Rules, and shall mark them accordingly. Should any not fulfil the ICF requirement they shall be excluded from the competition.
- The *Embarkation Marshall* confirms that the boat and equipment have been approved by the Boat Scrutineer. confirms that the boat, equipment and clothing of the competitor meet the requirements of the competition

regulations and, when satisfied, dispatches the boats, in the appropriate order, to the Aligner.

- The *Safety Officer* is responsible for advising the Competition Committee on the safety measures necessary, and for seeing that these are taken.
- The *Announcer*, on the instructions of the Race Director, announces the start of each race, the order of starting, and the placing of the competitors during the race. After the race is finished he or she will announce the results.
- The *Press official* must supply all necessary information to the representatives of the press, radio and television, on the race and its progress. The Press Official is therefore authorised to seek this information from the various officials, who must provide, as quickly as possible, copies of the official results.

11. International Ocean Racing Officials

Recognition as an international Official for Ocean Racing is given by the ICF to those persons who have passed an appropriate examination. Only national federations are entitled to nominate candidates for this examination, and the candidates names must be submitted to the ICF General Secretary at least two months before the date of the examination. The application shall be accompanied by a fee of 20 Euros, which is not refundable in the event of the candidate failing in the examination. Applications shall not be younger than 25 years or older than 65 years, and must have served as officials at least five times, and possess appropriate experience. A copy of the application form shall also be sent to the Chairman of the Ocean Racing Working Group. A subcommittee of the ICF will arrange the examination annually, in conjunction with a major Ocean Racing event. The examination will be conducted in one of the official languages of the ICF and will be based on the Statutes and Ocean Racing Rules of the ICF and practical experience of Ocean Racing.

If a National Federation wishes to hold an examination at some other time, the federation must meet the living and travel expenses of the members of the examining committee.

Candidates who have failed one examination may enrol for another, but not earlier than the following year. Successful candidates will be issued with an identity card as International Ocean Racing Officials. The cost incurred by a candidate in connection with the examination, shall be a charge on the national federation of that candidate.

In exceptional circumstances, a national federation may supply the ICF with a list of extremely experienced organisers of Ocean Racing events, along with a description of their experience. The ICF may waive the examination requirements for approved candidates.

12. Invitations

An invitation to an international competition shall contain the following information:

- a) Time and place of the competition.

- b) Full race instructions, including layout and map of the course.
- c) Classes and distance of races.
- d) Sequence and starting times of races.
- e) Nature of the course, water conditions and degree of difficulty.
- f) Amount of fees.
- g) Address to which entries should be sent.
- h) Last date for receiving entries. This date shall not be earlier than 14 days before the first day of the competition. Invitations to the World Cups competitions shall be sent to all ICF members at least three (3) months prior to the respective event.

13. Entries

Entries for an international competition should be made through the national federation and in accordance with the regulations given in the invitation.

Individual entries from clubs in countries whose National Federations do not recognise the discipline of Ocean Racing will also be accepted.

An entry shall, however, always contain the following:

- a) The name of the club or federation to which the competitor/s belong.
- b) The events in which the team proposes to compete.
- c) First name and surname of each competitor, together with the date and year of birth and his or her citizenship.

Entries may be sent electronically and must be dispatched before midnight on the last day for receiving entries. Electronic entries must be confirmed by hard copy and in the eventuality of conflicting information, the information in the hard copy would take precedence. When making their entries federations must give the colours of the clothing worn by the competitors, and these colours must not be changed during the competition.

14. Acceptance of entries and programme

Applications for entry must be acknowledged within 48 hours of receipt. A team leaders / competitor's meeting shall be held commencing not later than three (3) hours and not sooner than 30 hours before the first event starts to determine, amongst other things, the final entry details. After the meeting the definitive programme should be completed and made available at the course, giving names and citizenship of competitors and the results of the draw if one has been required.

15. Alterations in entries and withdrawals

Notification of alterations must be given at the team leaders meeting. The Race Director may, in exceptional circumstances, accept written replacement of named competitors by named reserves up to one hour before the start of the first race. The Race Director's decision as to what constitutes an exceptional circumstance is final, and not subject to appeal. The withdrawal of an entry is considered final and no renewed entry of the same crew is allowed. Entry fees cannot be refunded.

16. Alterations in the sequence of events

The sequence of races given in the invitation, and the intervals between the races as given in the racing programme, are binding on the organisers. Alterations cannot be made unless the respective team managers or national representatives at the competition, give their consent.

17. Marking signs and signals

Race markers (start line, finishing line and other course marks) will be explained in the race instructions. It is advised to mark that are easily visible or recognisable (dimensions, form, colour).

Flags may be used to give information to the competitors about the start and changes to the course. See Chapter V.

18. Courses

- a) Courses may be held on the ocean in a variety of formats and conditions but predominantly downwind conditions should be set for surfski and outrigger canoe events. Courses for surfski and outrigger canoe should be selected to test the seamanship and ability of the competitors to use the ocean conditions to their advantage.
- b) Courses may be changed at short notice to suit the conditions on the day of the race.
- c) Length of courses:
 - Seniors - men Min. 20 km and no upper limit.
 - Seniors - women Min. 15 km and no upper limit.
 - Juniors Min. 15 km and no upper limit.
- d) Races may be run in one or several stages, over one or several days, the final result being based on total racing time.

19. Craft and personal numbers

All craft shall carry a number which shall be attached to the craft as instructed by the race organiser. Marking must be set up in order to recognise the boats on the starting line and on the course. This procedure is for the safety and identification of the craft.

Craft should be marked on both sides with number, letters or a combination of the two, which are at least 10cm high and printed in an easily read typeface. The markings should be in a contrasting colour to that of the craft or be printed on a contrasting background.

The whole of this number must be visible on the first 50 cm of the boats except for OC6 for which, the distance is increased to 80 cm.

Personal numbers may be provided by the organisers and shall, if required, be placed on the back and / or front of the competitor. The title or main sponsors name may be shown with the personal numbers.

20. Race Instructions

The following information shall be posted or distributed to team leaders at least 5 hours before the beginning of the competition:

- a) Detailed information on the course(s) and their markings.
- b) Starting time(s) and procedures.
- c) Starting line.
- d) Finishing line.
- e) Competitor's racing number.
- f) Obligatory safety equipment requirements.
- g) Transport arrangements for boats and competitor, if being provided by the organisers.

IV RACING REGULATIONS

21. *Means of propulsion*

Surfskis and Sea Kayaks shall be propelled solely by means of one double bladed pair of paddles per occupant. The paddles may not be attached to the boats in any way while being used, except by a safety leash that is kept slack at all times while paddling.

Outrigger Canoes shall be propelled using one single bladed paddle per occupant. The paddles may not be attached to the boats in any way while being used, except by a safety leash that is kept slack at all times while paddling.

The use of kites and sails are prohibited in all cases,.

22. *Start*

- 1) The start line shall be clearly marked, with the marks described to the competitors in the race instructions.
- 2) The start line should be long enough to allow all competitors to line up alongside each other. When this is not possible, seeded paddlers should be allowed places in the front row, ensuring equal representation from all federations present.
- 3) The start signal may be a blast of a whistle or horn, a shot from a start gun or a shouted word "go". The start signal shall be described in the race instructions.
- 4) Competitors shall be at the start at the time specified in the racing programme. The start shall be given without reference to any absentees.
- 5) The start will be as fair as possible, allowing all competitors an equal chance. The type of start will be selected according to prevailing conditions and local customs. Starting procedures may be, but are not limited to those described below:

a) *Beach Start*

The starter will call the competitors to the water's edge. Competitors will line up, holding their craft, in ankle to thigh deep water as instructed by the starter or his assistants. When all competitors are aligned and the sea conditions are favourable, the start signal shall be given.

b) *Stationary Water Start*

The competitors shall position themselves so that the bows of the competing craft are behind the start line. The boats must be stationary and may be held at the stern.

c) *Rolling Water Start*

Where strong currents render a stationary start difficult, a rolling start may be used, the boats being allowed to drift or paddle slowly towards the start line with a view to crossing on the signal. The start line may be fixed or be between two boats that are moving, usually upwind.

d) *Interval Start*

Where a simultaneous start is impracticable or undesirable, an interval beach start, stationary water start or rolling water start (either in groups or individually) may be used. The order can be determined by a draw or by

seeding. A list of competitors with their starting times shall be displayed on a notice board and / or issued to the team leaders start a least one (1) hour before the start of competition.

6) In all cases paddlers shall be called to the water at least ten minutes before the scheduled start

7) The following procedures will apply for the respective starts:

a) *Beach Start, Stationary Water Start*

The starter shall ensure all craft are stationary behind the starting as appropriate. When the starter is satisfied that the competitors are aligned correctly and are stationary he or she shall call "Ready" followed by the start signal (a shot, horn blast, whistle blast or the word "Go").

b) *Rolling Start*

The competitors shall move towards the start line slowly, aligned with each other as best as possible. When the competitors are approximately 10 metres from the start line, the command "Ready" shall be called. When the starter is satisfied that the craft are correctly aligned and that no competitor will obtain any undue advantage as a result of the start, he or she shall give the start signal (signal (a shot, horn blast, whistle blast or the word "Go").

c) *False start (beach or stationary water start)*

If a competitor moves forward after the word "Ready" and before the start signal, he or she has made a false start.

A competitor who attempts to start before any instruction is deemed to have made an unfair start.

A competitor who attempts a false or unfair start will be warned.

A second warning will result in the imposition of two minute penalty.

A third warning will result in the competitor's disqualification from the event.

A disqualified competitor must leave the water immediately.

d) *False start (rolling start)*

If a competitor commences paddling after the word "Ready" and before the start signal is given, he or she has made a false start. An immediate time penalty of two minutes shall be imposed upon the competitor making a false start.

8) Any penalty imposed under this rule shall be notified to the team manger of the offending competitor by the Technical Director. Whenever possible, advice of any time penalty shall also be given to the offending competitor(s) at the first available opportunity.

9) *Multi-stage races*

Where a race is divided into several stages, the starts of the second and subsequent stages shall be carried out individually, or in groups as determined by the organiser, and advised to the team leaders and / or competitors as appropriate.

If carried out individually the competitors will leave the stage start in the order of arrival from the previous stage, and at the same intervals of time.

Competitors not completing a stage, for whatever reason, will not be allowed to start the following stage.

Timing will be cumulative, and the winner being the competitor/crew having taken the shortest time over the whole course, making due allowance for any time penalties awarded by the organisers. The restart of the second or subsequent days may utilise any of the initial or stage start methods described in this rule or otherwise as is local custom.

23. Turns

Marks shall be rounded as described in the race instructions.

24. Group Racing and Slipstreaming

When competitors are racing in a group, it is the duty of all the competitors in the group to keep clear of each other at all times. This rule applies to any manoeuvring within the group and while slipstreaming. Inadvertent contact between craft should be avoided.

The organisers may prohibit slipstreaming between competitors in different categories and / or classes. Notice of any limitations to slipstreaming should be published in the race instructions.

?? Relays

On long distance races, crew changes may be allowed on Surfski and Outrigger Canoes. These changes will be carried out as directed by the race organisers. Under no circumstances shall a crew support boat move the competing craft forward during a change.

25. Collision or damage

The International Navigation rules will apply in full. In particular, note that it is every competitor's responsibility to avoid a collision, whether they have right of way or not and all action necessary shall be taken to avoid a collision.

Any competitor who is considered by a course umpire or race official to have been responsible for a deliberate collision, or who deliberately damages the craft or paddle of another competitor may be disqualified.

26. Check Points

Competitors may be required to land ashore or pass through check points for safety or other reasons, at points designated by the race organisers.

27. Assistance

- 1) A competitor may not be accompanied along the course or assisted in any way by other craft not entered in the event or by any vessel (e.g. motor boat).
- 2) Any outside help (food, coaching, and navigation) is prohibited during the competition other than at designated check points.
- 3) Assistance from a boat outside of the competition (motorboat, sailboat, rowing boat etc.) may lead to the disqualification of the competitor.

- 4) Private boats must not obstruct competitors during a race. If a relationship can be established between a competitor and an unofficial boat which obstructs an opponent, the competitor will be disqualified.
- 5) In the event of capsizing during the race, a competitor may be helped by another contestant. A competitor will be disqualified only if he/she uses the safety devices set up by the organisation of the race or the assistance of another boat outside the racing committee.
- 6) A competitor suffering from a lower-body handicap may, by prior agreement from the Race Committee, receive assistance at a beach start or at a check point, from designated helpers, provided no advantage is received as a result of such assistance and provided the competitor leaves or is lifted from his or her craft before the helpers carry the boat.
- 7) No exchange or substitution of boats is permitted, even with other competitors from the same team.

28. Safety measures

- 1) All competitor shall wear a flotation device approved by the race committee from before the start until after the finish of every event.
- 2) Each competitor will carry hydration on their person or attached to their craft, that is deemed sufficient by the safety officer for the duration of the event.
- 3) Depending on the duration of the race, the course, weather and sea conditions, the organisers can make the following equipment compulsory:
 - a) A leash (approved by the organisers) attaching the competitor to their craft.
 - b) Whistle and signalling mirror.
 - c) Pyrotechnic devices such as hand or aerial flares.
 - d) Communication device such as a cell phone or vhf radio.
 - e) Navigation aids such as a compass, GPS or charts.
 - f) Al round white light if the race is expected to start before sunrise or continue after sunset.
- 5) All craft with an opening or openings (cockpit, storage etc.) that open into the hull will be fitted with suitable buoyancy material that will keep the craft and competitor afloat and mobile if swamped. A buoyancy testy will be carried out if, applicable, at craft inspection.
- 7) Any competitor failing to observe the safety requirements shall be refused the right to start. If they have started he or she will be disqualified.
- 9) Every official is required to observe that the safety measures are being adhered to, and prevent boats or competitors from starting or continuing if they fail to meet the requirements laid down in the race instructions.
- 10) Ocean Racing may involve participants in dangerous situations. It is a requirement that any competitor, seeing another in real danger shall render all assistance in his or her power. Failure to do so may involve disqualification. Time bonuses based on actual delays will be awarded to any competitor providing assistance to a fellow participant.

29. Finish

The finish line will be between two marks described in the race instructions, either afloat, on the shore or both. A competitor or team is deemed to have finished when the bow of their craft crosses the finish line. If two or more boats cross the finish line at the same time, they will be awarded a tie.

30. Disqualification

Any Competitor who attempts to win a race by any other than honourable means, or who breaks the racing regulations, or who disregards the honourable nature of the racing regulations will be disqualified for the duration of the race concerned.

Should a competitor have completed a race in a craft which is shown, upon inspection, not to fulfil the ICF or other requirements as described by the organisers, he or she shall be disqualified from the race in question.

Disqualification by the Competition Committee must be confirmed in writing immediately, giving the reasons. The competitor and or their team leader, must acknowledge receipt on a copy of the notice, with the exact time, which marks the start of the protest time.

31. Protests

A protest against the right of a crew to take part in a race shall be referred to the Chief Official not later than one hour before the start of their race. A protest made later, within 31 days from the date when the race in question was held, is only permitted if the officials of the association making the protest can prove that the facts on which the protest is based came to their knowledge later than one hour before the start of the race. A later protest shall be referred to the ICF Ocean Racing Committee accompanied by the prescribed fee.

A protest made during a competition relating to an incident in the race must be addressed to the Race Committee and handed to the Race Director not later than one hour after the last of the competitors involved in the incident have completed the course, or if forced to retire, one hour after the retirement has been reported to the organiser.

The organisers shall be permitted to commence issuing preliminary results and carry out award ceremonies after one third, or the first three, whichever is the greater, of the competitors of the class have completed the course, or their retirements notified to the organiser.

All protests shall be made in writing and be accompanied by a fee of 25 US dollars (or an equal sum in the local currency) the fee will be refunded if the protest is upheld.

32. Appeals

Competitors have the right to appeal to the ICF, through their national federations, against a decision of the Competition Committee, within 30 days from the date when the race was held. The appeal shall be accompanied by a

fee of 25 US dollars or its equivalent, which will be refunded if the appeal is upheld. The ICF Board of Directors shall pronounce the final decision based on a recommendation by the Ocean Racing Working Group.

33. *Doping*

Doping as defined in the Olympic Movement Anti-Doping Code is strictly forbidden. Doping control shall be conducted in accordance with the ICF Doping control regulations under the supervision of the ICF Medical and Anti-Doping Committee.

34. *Information*

After the ending of all international Ocean Racing Competitions listed in the Competition Calendar of the ICF, two copies of the results must be air mailed to the ICF Secretary General, and one to the Chair of the Ocean Racing Working Group.

