



2024

52nd WORLD CHAMPIONSHIP



International Contender

Pensacola Yacht Club



February 17th – 23th, 2025

Notice of Race



The Organizing Authority (OA) is Pensacola Yacht Club in cooperation with the International Contender Class Association (ICA)

1 RULES

- 1.1 The regatta will be governed by:
 - 1.1.1 The rules as defined by the Racing Rules of Sailing (RRS).
 - 1.1.2 The Equipment Rules of Sailing, that can be found:
[https://www.sailing.org/tools/documents/EquipmentRulesofSailing20212024-\[26661\].pdf](https://www.sailing.org/tools/documents/EquipmentRulesofSailing20212024-[26661].pdf)
 - 1.1.3 The International Contender Championship Rules, that can be found:
https://contenderclass.org/images/ICA-Champ-Rules_AGM_approved_2023.pdf
 - 1.1.4 US Sailing Prescriptions will not apply except the prescriptions to the following rules: RRS 60.3, 61.4, 67, 70.5 (a), 76.1 and 88.2. Prescriptions that apply can be found in Attachment B of this NoR.
- 1.2 RRS 49.1 is changed to: 'The crew shall use no device designed to position their body outboard other than toe straps, trapeze gear and rubbing strake foot blocks, grips or loops'.
- 1.3 In the International Contender Championship Rules and Class Rules, "ISAF" is replaced by "WS"
- 1.4 Class Rule 1.3.1 is changed to: "These class rules shall be read in conjunction with the ERS 2021-2024"
- 1.5 RRS 90.3 (e) will apply and the expression "24 hours" is changed to "30 minutes".
- 1.6 **[NP][DP]** RRS 40 and the preamble to Part 4 are changed as follows:
 - 1.6.1 The first sentence of RRS 40.1 is deleted and replaced by: "Each competitor and Support Person shall wear an approved personal flotation device (PFD), or a personal flotation device that conforms to regulations of their own country, properly secured at all times while on the water except when temporarily adding or removing clothing."
 - 1.6.2 Add to the preamble of Part 4, after 'racing': "...except rule 40.1 as amended by NoR 1.6.1"
- 1.7 The first three sentences of RRS 61.1(a) are changed to 'A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw she shall hail 'Protest'. She shall inform the Race Committee at the finishing line immediately after finishing of the boat(s) being protested or as soon as practicable after she retires.'
- 1.8 The Sailing Instructions will be available on the event website as soon as approved by the ICA.
- 1.9 In all rules governing this regatta:
Both 'athlete' and 'competitor' mean a person competing, or intending to compete, in the regatta.
- 1.10 Decisions of the international jury will be final as provided in RRS 70.5.
- 1.11 **[SP]** denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing (*This changes RRS A5.1*).
- 1.12 **[NP]** denotes a rule that shall not be grounds for protest by a boat. (*This changes RRS 60.1(a) and 63.1*).
- 1.13 A Championship Committee shall be instated and function as defined in B.12 of the International Contender Championship Rules.

2 CODE OF CONDUCT [NP] [DP]

- 2.1 Competitors and support persons shall promptly comply with any reasonable request or instructions from the Regatta officials, including the officials in charge of the boat parking, beach master and the harbor/channel traffic.

3 ADVERTISING [NP] [DP]

- 3.1 Boats may be required to display sponsors' advertising for the duration of the event chosen and supplied by the OA.

4 ELIGIBILITY

- 4.1 This event is open to all boats of Contender Class conforming to the Class Rules and with a valid Measurement Certificate.
- 4.2 Competitors shall be a citizen of the country they represent and must be a Full Member of their National Class Association.
- 4.3 If a competitor represents a country without a recognized National Authority, then his/her entry will be at the discretion of the Championship Committee, and after payment of the appropriate membership fee to the ICA.
- 4.4 Following to WS's statement, competitors from Russia (RUS) and Belarus (BLR) are not eligible for this regatta.



5 REGISTRATION AND FEES

- 5.1 Event documents, current entries and registration are available on-line at: <https://www.regattanetwork.com/event/27815>
- 5.2 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 5.3 On-line registration closes at noon February 2nd, 2025 US Central Time. Entries received after that date will be accepted at the sole discretion of the OA and the Championship Committee after explanation by the competitor of extenuating circumstances to be considered.
- 5.4 Registration fees are:

Entry Fee		Refunds		
Through January 15 th	January 16 th to February 2 nd	Before January 1 st	January 1 st to January 15 th	After January 15 th
\$425	\$450	90%	50%	No refunds

- 5.5 Registration fee includes Regatta T-shirt and all social events for competitors. Additional activities will be announced at registration. Specify your shirt sizes, and please pay for guest meals when registering on-line. Competitors registering after January 15th, 2025 may not receive an event shirt or access to social events.
- 5.6 Meal plans available for family members, support persons, and guests can be purchased for \$30/person per event/dinner

6 PRELIMINARY SCHEDULE OF EVENTS

Day	Time	Action
Monday, February 17th	0900 - 1700	Measurement and Registration
Tuesday, February 18th	0900 – 1700	Measurement and Registration
	1300	Practice Race
	1800	Opening Ceremony
Wednesday, February 19th	1030	Competitor’s and Support Person’s Meeting
	1300	First warning signal of the day
Thursday, February 20th	1100	First warning signal of the day
Friday, February 21st	1100	First warning signal of the day
Saturday, February 22nd	1100	First warning signal of the day
	1000	First warning signal of the day
	1400	No Warning Signal after this time
Sunday, February 23rd	After Racing	Awards ceremony for World Championship

- 6.1 Ten (10) races are scheduled, and four (4) races are required to constitute the Championship and to award the Championship Titles.
- 6.2 No more than two (2) races are scheduled each day unless the event is behind schedule or poor weather is forecasted, in which case a third race may be started. The OA reserves the right to modify the program due to weather conditions or other causes.

7 EQUIPMENT INSPECTION [DP]

- 7.1 Only the following equipment may be inspected and used at a Championship:
 - ✓ one (1) mast, one (1) boom
 - ✓ one (1) centerboard
 - ✓ no more than two (2) rudders
 - ✓ no more than two (2) sails
 - ✓ one (1) hull





- 7.2 A limited number of fundamental measurements may be available on an appointment basis only. Appointments can be done here: <https://strawpoll.com/3RnYI5kX9ye>
- 7.3 Appendix C shows the Rules for Equipment Inspection and the Discretionary Penalty Table
- 7.4 Boats are subject to inspection at any time at the reasonable discretion of the Class, Race Officer, Measurer or his/her designee.

8 REPLACEMENT OF EQUIPMENT [DP]

- 8.1 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Technical Committee or his /her designee before the first race of the day or by the Race committee (Principal Race Officer or his designate) thereafter. Requests for substitution shall be made at the first reasonable opportunity.
- 8.2 Any substitution granted via NoR 8.1 will be posted on the Official Notice Board.

9 VENUE AND RACE AREA

- 9.1 The venue host address: Pensacola Yacht Club, 1897 Cypress St., Pensacola, FL 32502.
- 9.2 The location of the racing area is on Pensacola Bay, Southeast of the entrance to Bayou Chico. See Attachment A.

10 PENALTY SYSTEM

- 10.1 RRS Appendix P, including P.5, and T will apply.

11 SCORING

- 11.1 When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
- 11.2 When five (5) to eight (8) races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 11.3 When nine (9) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst two scores.

12 SAFETY AND SUPPORT PERSON / SUPPORT VESSEL REGULATIONS

- 12.1 **[DP]** Before the first warning signal of each day, all boats shall sail past the stern of the RC Signal Vessel on starboard tack and check in by hailing their sail/bow number. They shall continue to do so until their sail/bow number is verbally acknowledged by the RC.
- 12.2 **[DP] [NP] [SP]** A boat that retires from a race shall notify the RC before leaving the course area or immediately after arriving ashore via radio contact from PYC (Regatta Director or PYC staff).
- 12.3 All support boat drivers shall attend the mandatory briefing at 1030 on February 19th.
- 12.4 Each support vessel shall have a working VHF radio and monitor the radio, an anchor suitable for anchoring in the waiting area, a basic first aid kit, whistle, tow rope (minimum 20 mt and 8mm diameter), knife and **a kill-cord attached to the driver at all times while on the water.**
- 12.5 **[DP]** No drones are allowed closer than 500 meters from racing areas from the Warning Signal for a race and after the last boat has finished the race. As a penalty for breaching this rule the International Jury may impose a discretionary penalty to all boats associated with the owner / operator of the drone. This *rule* does not apply to the OA drones.
- 12.6 Support persons and Support Vessels shall register with the race office during registration times. They shall declare which boat or boats to which they are attached. Support persons and support vessels shall declare proof of insurance and provide photo ID of the driver. Vessels shall comply with local laws and regulations regarding their operation.
- 12.7 Under all circumstances support vessels are expected to assist any boat in danger.
- 12.8 Support boats shall display a flag or other identification symbol, as may be required by the RC.
- 12.9 **[DP] [NP]** Team leaders and other support personnel / spectator vessels shall be outside of the racing area described in 12.10 and 12.11 below from the Preparatory Signal until the last boat finishes the race or the RC displays a postponement, general recall or abandonment signal, unless they are helping a boat in danger.
- 12.10 The **racing area** is defined as a surface which borders are over 100 meters from the layline.
- 12.11 The **starting area** is a rectangle with its borders 100 meters to windward and leeward and 100 meters to pin ends of the starting line.



13 INSURANCE [NP] [DP]

13.1 Each participating boat shall have current third-party liability insurance with a minimum coverage of not less than \$300,000 USD. Proof of insurance must be presented at registration.

14 PRIZES

- 14.1 There is a World Championship trophy for the winner.
- 14.2 The Youth World Champion will be the first ranked competitor under the age of 24 on the date of the first scheduled race.
- 14.3 The Master World Champion will be the first ranked competitor aged over 50 years on the date of the first scheduled race.
- 14.4 The Grand Master World Champion will be the first ranked competitor over 65 years on the date of the first scheduled race.
- 14.5 The Women’s World Champion will be the first ranked female competitor.
- 14.6 Overall prizes shall be awarded at the discretion of the OA.

15 MEDIA RIGHTS

15.1 Upon registration to the event, competitors agree that photos and videos may be taken of their person and used as part of the organizing authority’s public relations activities, e.g. via websites, newsletters, print and tv media and social networks. In addition, competitors or their guardians grant the organizing authority without compensation the unlimited right to use images, photographs, television, and radio material produced of them during the event.

16 DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 16.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agree and acknowledges that:
 - a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
 - b) They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
 - c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
 - d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities.
 - f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

17 FOR MORE INFORMATION

	Name	Email
• Regatta Chair:	Hal Smith	hal_smith@mindspring.com
• PRO	Roberto Mazzali	president@contenderclass.org
• Contender Class President	Manfred Kieckbusch	manfred.kieckbusch@web.de
• Chief Measurer:		

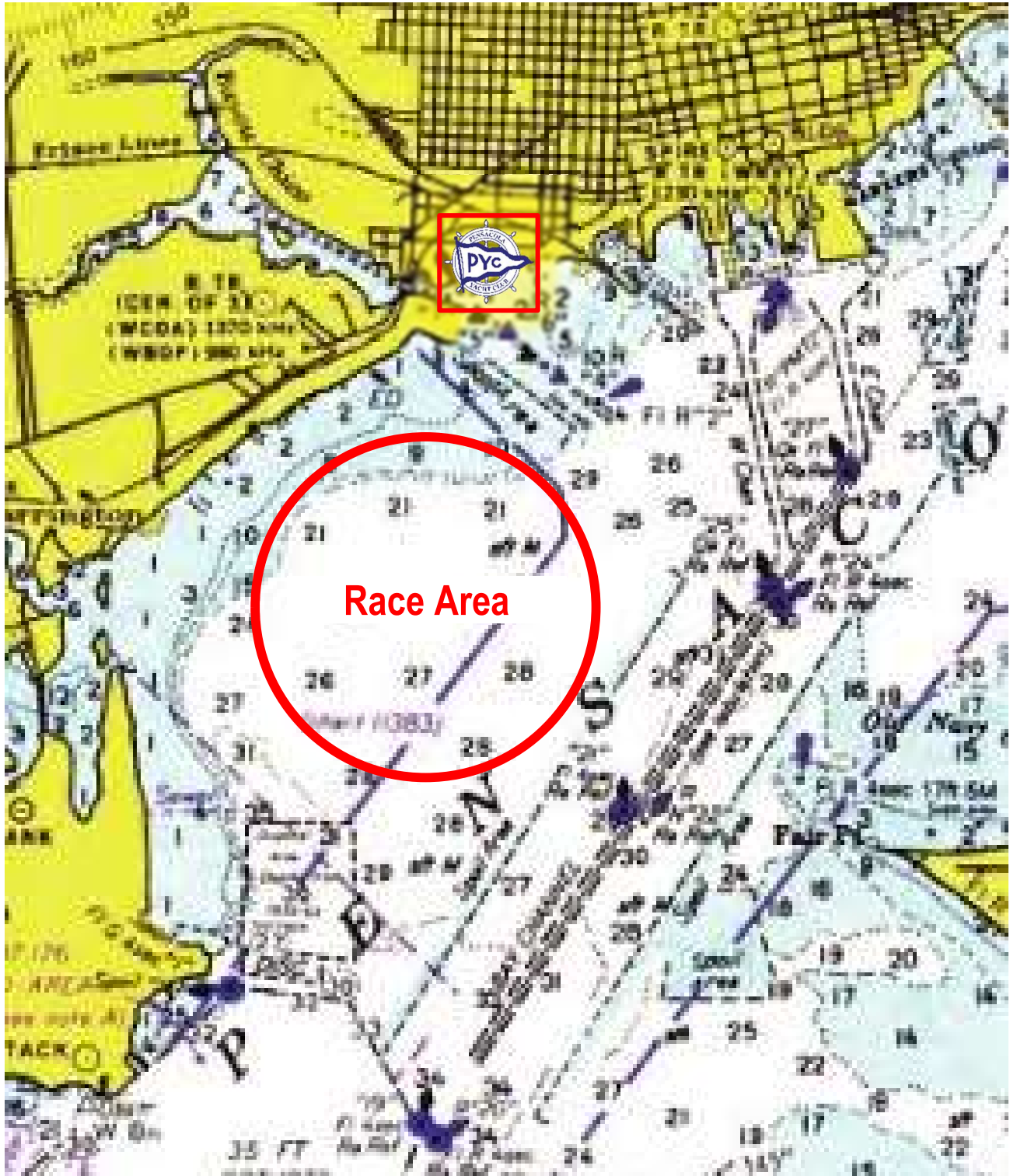
Approved by ICA
Signature: Roberto Mazzali

Regatta Chair
Signature: Name





Attachment A RACE AREA





Attachment B

US Sailing Prescriptions that apply

Prescription to RRS 60.3

After rule 60.3 add US Sailing prescribes that rule 60.3(b) is changed to: (b) request redress for a boat or call a hearing to consider redress;

Prescription to RRS 61.4

Fees for Protests and Requests for Redress US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Prescription to RRS 67

After rule 67 add US Sailing prescribes that: (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages. (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts. (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

Prescription to RRS 70.5(a)

After rule 70.5(a) add US Sailing prescribes that its approval is required. Go to rules.ussailing.org and click the 'No Appeal' link for more information or to obtain approval.

Prescription to RRS 76.1

After rule 76.1 add US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

Prescription to RRS 88.2

After rule 88.2 add US Sailing prescribes that the notice of race or sailing instructions may change or delete any prescriptions except: this prescription, rule 61.4, Appendix R, and the prescriptions to rules 60.3, 67, 70.5(a) and 76.1.



Attachment C

RULES FOR EQUIPMENT INSPECTION

RULES AND INTERPRETATION

- 1.1 It is the International Jury's responsibility, advised by the Technical Committee, to interpret a Class Rule. If the Technical Committee is not present, the Class Representative may advise the International Jury.
- 1.2 The Rules for the Equipment Inspection may be changed by the Technical Committee according to procedure established in rule RRS 89.2 b).
- 1.3 RRS 78 stated that the owner and any other person in charge of a boat shall ensure that the boat is maintained to comply with her Class Rules and that her measurement certificate remains valid.

MODIFICATIONS TO THE EQUIPMENT

- 2.1 There will be no modifications to the boat once the Equipment Inspection is completed for that boat. Modifications includes replacement or reparations of damage equipment.
- 2.2 Any modification of the Measured or Inspected Equipment of a boat must have the writing permission of the Technical Committee or the Race Committee. If permission is granted, a time will be set to inspect and approve the modifications.
- 2.3 Requests for Modification shall be filed at the Race Office within the time limit for protest of the day when the equipment was damaged.

INSPECTIONS DURING THE REGATTA – ON THE WATER INSPECTIONS

- 3.1 On the water inspection of:
 - a) Mandatory equipment to be on board while racing.
 - b) Inspection stickers.
 - c) Measurement bands of mast and boom.
- 3.2 After each race, a boat may be notified by the Inspector of the Regatta to be Inspected ashore after races.
- 3.3 A boat may be penalized, without a hearing, by the Technical Committee according to the Discretionary Penalty Table below, when a variation or discrepancy of the Class Rules is found, and the rule broken is in the band 1 to 3. (This changes RRS 63.1 y A5.1).

DISCRETIONARY PENALTY TABLE

- 4.1 Penalties are divided into 4 bands with the mid-point being the normal base penalty:
- | | |
|--------------------------------|--|
| Band 1 – 0% a 10% of entries. | Band 3 – 31% a 70% of entries. |
| Band 2 – 11% a 30% of entries. | Band 4 – DSQ/DNE but requires a protest from the Technical Committee |

BAND	RULE BROKEN
1	Sail Numbers and Nationality letters (Class Rule 4.2) Event Identification Marks (Class Rule 6)
2	Vertical cockpit corners (Class Rule 9.6) Continuous Rubbing Strake (Class Rule 9.7) Use of equipment not inspected but certified (NoR 7.1) Limit marks missed (Class Rule 13.5 and 15.3)
3	Centerboard Dimensions (Class Rule 11.1) Centerboard full down extension (Class Rule 11.3) Centerboard weight (Class Rule 11.5) Rudder full down extension (Class Rule 12.2) Rudder weight (Class Rule 12.4) Corrector weights does not match position and quantity the Measurement Certificate (Class Rule 16.1) Use of sail not inspected (NoR 7.1) Mandatory Equipment on board not found on the boat (Class Rule 18) Measures of mast, boom, daggerboard or rudder are not according to Class Rules.
4	Equipment deliberately damaged or modified without the approval of the Technical Committee. Use of prohibited electronics (Class Rule 19.2) Use of equipment not inspected and not certified Modifying device or arrangement while racing (Class Rule 19.3)

A positive answer to these questions would lead to reducing the penalty.

- Was the breach accidental?
- Was there a good reason or justification for the breach?
- Was the breach reported by the competitor?
- Did anyone who was not part of the boat's crew or support team contribute to the breach?

A positive answer to these questions would lead to increasing the penalty.

- Was the breach repeated?
- Was the breach deliberate as opposed to a misjudgment or carelessness?
- Was there any attempt to conceal the breach?
- Was anybody inconvenienced?

- 4.2 The Jury may use other questions to determine if a penalty should be increased or decreased.



GENERAL QUESTIONS

5.1 To be used when there is no specific breach in the table above, or when the table above suggests more than one band.

Could the breach compromise safety?	
No	1
Possibly but not certainly	2 – 3
Yes	4
Can the boat prove it has not obtained a competitive advantage?	
Yes, no advantage is possible	1
No, possible advantage but not certain	2 – 3
No, certain advantage	4
Could the breach bring the sport into disrepute? (Note: If the Jury considers that the sport may have been brought into disrepute, it should consider action under RRS 69, especially if no other rule is available)	
No	1
Possibly but not certainly	2 – 3
Yes	4
Could the breach result in damage or injury?	
No	1
Possibly but not certainly	2 – 3
Yes	4

5.2 The Technical Committee will post on the Official Notice Board the penalties applied as soon as possible but not later than 45 minutes after the owner or person in charge is orally informed. A boat penalized under the Discretionary Penalty Table may request redress but not later than 30 minutes after she was informed by the Technical Committee. *(This changes RRS 62.1)*

5.3 Except when a DNE is scored, penalties will be applied to the total score of the boat. *(This changes RRS A2.1 and A5.1)*



Attachment D

(Not part of the NoR)

General Information

A.1 CAMPING

A.1.1 There is tent camping available at this venue. Prior approval from the Organizing Authority is required. Other local campgrounds can be found at the following link: <https://www.visitpensacola.com/places-to-stay/campgrounds-and-rv-parks/>

A.2 HOTELS

A.2.1 There are no hotels within walking distance of the venue.

A.2.2 Use any of the following accommodation search sites or others to find suitable lodging to fit your budget:
www.expedia.com – for hotels and apartments www.hometogo.com – this site searches all vacation rental sites
www.vrbo.com – vacation rental options www.airbnb.com - vacation rental options

A.3 NEAREST AIRPORT

A.3.1 Pensacola International Airport is the closest major airport and is located 7 miles from the venue.

A.4 PARKING

A.4.1. Parking is available on site next to the boat launch ramps and storage fields.

A.5 CONTAINERS

A.5.1 Containers may not be scheduled to arrive before February 10th, 2025.

A.5.2 Containers may arrive/depart any day between sunrise and sunset.

A.5.3 Containers must be removed no later than February 28th, 2025.

A.5.4 For boats shipped by container or truck, the containers/trucks will have a designated storage location in the parking lot.

A.5.5 Contact Greg Spitzer – Pensacola YC Dockmaster, dockmaster@pycfl.com – to coordinate container arrival. See contact info below.